

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**December 1996**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
INNSBRUCK	LEISURE INTERNATIONAL	C	4	0	0	50	0	0	50	0	0	65	50	70	4
<b>TOTAL INNSBRUCK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>50</b>	<b>70</b>	<b>4</b>
SALZBURG	AIR 2000	C	3	0	1	67	0	0	33	0	0	32	0	54	3
	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-6	67	14	3
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>34</b>	<b>6</b>
VIENNA	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>0</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>40</b>	<b>48</b>	<b>10</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	107	0	3	81	10	5	1	3	0	11	78	9	106
	BRITISH AIRWAYS PLC	S	84	0	3	85	13	2	0	0	0	7	79	10	76
<b>TOTAL BRUSSELS</b>			<b>191</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>182</b>
<b>TOTAL BELGIUM</b>			<b>191</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>182</b>
<b>BULGARIA</b>															
PLOVDIV	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	50	0	50	0	0	0	22	0	138	3
<b>TOTAL PLOVDIV</b>			<b>4</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>22</b>	<b>0</b>	<b>138</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>4</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>22</b>	<b>0</b>	<b>138</b>	<b>3</b>
<b>CANADA</b>															
TORONTO	BRITISH AIRWAYS PLC	S	49	0	6	53	20	18	8	0	0	20	0	0	0
<b>TOTAL TORONTO</b>			<b>49</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>49</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	40	50	10	0	0	0	17	38	76	13
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	7	25	18	4
<b>TOTAL LARNACA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>43</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>32</b>	<b>63</b>	<b>19</b>	
PAPHOS	AIR 2000	S	6	0	0	100	0	0	0	0	0	1	75	2	8
	BRITANNIA AIRWAYS	C	6	0	0	100	0	0	0	0	0	4	71	22	7
<b>TOTAL PAPHOS</b>			<b>12</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>74</b>	<b>12</b>	<b>19</b>
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>37</b>	<b>38</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	84	0	2	81	6	10	4	0	0	8	85	9	79
<b>TOTAL BILLUND</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>79</b>
COPENHAGEN	DUO AIRWAYS LTD	S	82	0	3	74	16	4	6	0	0	14	63	23	79
<b>TOTAL COPENHAGEN</b>			<b>82</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>16</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>22</b>	<b>81</b>
<b>TOTAL DENMARK</b>			<b>166</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>16</b>	<b>160</b>
<b>FINLAND</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ROVANIEMI	BRITANNIA AIRWAYS	C	4	0	0	75	0	0	25	0	0	19	50	40	4
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	49	0	0	0
<b>TOTAL ROVANIEMI</b>			<b>6</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>29</b>	<b>38</b>	<b>33</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>33</b>	<b>9</b>
<b>FRANCE</b>															
CHAMBERY	BA CITIEXPRESS (IOM) LTD	C	2	0	1	50	0	0	0	50	0	106	0	0	0
<b>TOTAL CHAMBERY</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>106</b>	<b>33</b>	<b>80</b>	<b>3</b>
LYON	BRITANNIA AIRWAYS	C	3	0	1	67	0	33	0	0	0	18	25	45	4
	DUO AIRWAYS LTD	S	57	0	1	88	4	9	0	0	0	5	79	31	56
<b>TOTAL LYON</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>32</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	226	0	0	79	14	5	2	0	0	7	69	18	124
	BRITISH AIRWAYS PLC	S	262	0	0	83	10	5	2	0	0	8	77	17	223
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>488</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>18</b>	<b>347</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	5	0	1	0	40	20	40	0	0	47	67	11	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>67</b>	<b>11</b>	<b>3</b>
<b>TOTAL FRANCE</b>			<b>556</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>20</b>	<b>417</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	182	0	2	90	6	4	1	0	0	3	85	3	175
	LUFTHANSA	S	43	1	1	88	7	0	5	0	0	8	0	32	2
	LUFTHANSA CITY LINE	S	45	1	3	82	9	9	0	0	0	5	62	15	87
<b>TOTAL DUSSELDORF</b>			<b>270</b>	<b>2</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>7</b>	<b>264</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	138	0	0	86	7	3	4	1	0	10	69	15	126
	LUFTHANSA	S	55	0	5	85	4	11	0	0	0	5	93	3	60
<b>TOTAL FRANKFURT MAIN</b>			<b>193</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>186</b>
HAMBURG	BRITISH AIRWAYS PLC	S	20	0	0	85	10	5	0	0	0	6	0	0	0
<b>TOTAL HAMBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
HANOVER	BRITISH AIRWAYS PLC	S	20	0	0	90	5	5	0	0	0	-4	72	12	36
<b>TOTAL HANOVER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>72</b>	<b>12</b>	<b>36</b>
MUNICH	BRITISH AIRWAYS PLC	S	60	0	0	92	7	0	0	2	0	3	83	5	60
	LUFTHANSA CITY LINE	S	99	0	2	85	7	4	3	1	0	10	76	14	101
<b>TOTAL MUNICH</b>			<b>159</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>161</b>
STUTT GART	DUO AIRWAYS LTD	S	82	0	2	80	10	7	0	2	0	12	69	18	74
<b>TOTAL STUTT GART</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>74</b>
<b>TOTAL GERMANY</b>			<b>744</b>	<b>2</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	<b>721</b>
<b>HUNGARY</b>															
BUDAPEST	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL BUDAPEST</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>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</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>22</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	9	0	0	89	11	0	0	0	0	-2	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>77</b>	<b>2</b>
CORK	AER LINGUS	S	77	0	1	83	13	0	4	0	0	8	76	13	49
<b>TOTAL CORK</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>107</b>
DUBLIN	AER LINGUS	S	272	3	1	85	8	3	3	0	0	7	79	11	249
	RYANAIR	S	281	7	14	87	9	4	0	0	0	5	73	13	237
<b>TOTAL DUBLIN</b>			<b>553</b>	<b>10</b>	<b>15</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>487</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>639</b>	<b>10</b>	<b>16</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>596</b>
<b>ITALY</b>															
BERGAMO	MONARCH AIRLINES	C	3	0	1	100	0	0	0	0	0	9	0	0	0
<b>TOTAL BERGAMO</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	DUO AIRWAYS LTD	S	120	0	6	69	18	8	6	0	0	14	60	20	83
<b>TOTAL MILAN (LINATE)</b>			<b>120</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>20</b>	<b>83</b>
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	35	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	BRITANNIA AIRWAYS	C	3	0	1	100	0	0	0	0	0	1	100	13	1
	BRITISH AIRWAYS PLC	C	3	0	1	33	33	33	0	0	0	22	33	17	3
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	45	0	0	0
<b>TOTAL TURIN</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>20</b>	<b>50</b>	<b>16</b>	<b>4</b>
<b>TOTAL ITALY</b>			<b>133</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>20</b>	<b>88</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	10	0	0	70	20	0	10	0	0	10	63	15	8
	AIR MALTA	S	8	0	0	75	25	0	0	0	0	-8	13	35	8
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	7	70	20	10
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	7	75	10	4
<b>TOTAL MALTA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>21</b>	<b>32</b>
<b>TOTAL MALTA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>21</b>	<b>32</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	184	0	3	88	5	4	2	0	0	6	80	12	186
	KLM	S	274	0	15	68	17	6	7	1	0	17	71	14	214
<b>TOTAL AMSTERDAM</b>			<b>458</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>400</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	51	1	9	53	29	16	2	0	0	1	65	29	62
<b>TOTAL EINDHOVEN</b>			<b>51</b>	<b>1</b>	<b>9</b>	<b>53</b>	<b>29</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>29</b>	<b>62</b>
<b>TOTAL NETHERLANDS</b>			<b>509</b>	<b>1</b>	<b>27</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>462</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	C	3	0	0	0	0	67	0	33	0	116	67	20	12
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	25	0	0	0	15	100	-4	2
<b>TOTAL FARO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>58</b>	<b>73</b>	<b>14</b>	<b>22</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PORTUGAL(EXCLUDING MADEIRA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>58</b>	<b>73</b>	<b>14</b>	<b>22</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	50	30	10	10	0	0	21	75	25	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>25</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>25</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	26	0	0	77	12	12	0	0	0	7	50	24	26
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	4	90	7	10
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	6	100	8	2
<b>TOTAL ALICANTE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>19</b>	<b>38</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-3	63	18	8
<b>TOTAL ALMERIA</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>63</b>	<b>18</b>	<b>8</b>
BARCELONA	BRITISH AIRWAYS PLC	S	52	0	0	92	8	0	0	0	0	-3	80	4	50
<b>TOTAL BARCELONA</b>			<b>53</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>-2</b>	<b>80</b>	<b>4</b>	<b>50</b>
MALAGA	AIR 2000	C	10	0	0	90	0	0	10	0	0	12	90	30	10
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	4	72	15	18
	BRITISH AIRWAYS PLC	S	18	0	0	89	11	0	0	0	0	5	95	-3	20
	MONARCH AIRLINES	C	6	0	0	33	17	17	17	17	0	80	70	17	10
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	10	25	82	4
<b>TOTAL MALAGA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>23</b>	<b>66</b>
PALMA DE MALLORCA	AIR 2000	C	10	0	0	60	10	10	0	20	0	44	75	10	8
	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	10	0	0	18	59	21	17
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	15	100	7	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>17</b>	<b>27</b>
<b>TOTAL SPAIN</b>			<b>177</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>16</b>	<b>189</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	63	25	0	13	0	0	5	100	-16	8
	AIR EUROPA	C	4	0	0	50	25	25	0	0	0	13	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	0	56	187	9
	MONARCH AIRLINES	C	8	0	0	88	0	0	0	13	0	20	63	10	8
	SPANAIR	C	4	0	0	25	75	0	0	0	0	19	0	0	0
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>59</b>	<b>30</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	6	29	35	7
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	2	75	8	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>21</b>	<b>15</b>
LAS PALMAS	AIR 2000	C	10	0	0	90	0	10	0	0	0	4	100	1	7
	BRITANNIA AIRWAYS	C	10	0	0	60	30	10	0	0	0	12	50	17	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	13	33	51	9
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>32</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	17	0	0	71	18	6	6	0	0	12	39	33	18
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	-18	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	BRITANNIA AIRWAYS	C	17	0	1	59	35	6	0	0	0	12	47	24	17
	FUTURA AIRLINES	C	2	0	0	0	100	0	0	0	25	0	0	0	
	MONARCH AIRLINES	C	26	0	0	35	12	27	27	0	37	25	59	24	
	MY TRAVEL AIRWAYS UK	C	17	0	1	35	35	18	6	6	0	36	44	32	18
	VIVA	C	4	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>25</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>37</b>	<b>44</b>	<b>87</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>163</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>42</b>	<b>158</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	47	0	1	47	26	19	9	0	0	22	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>26</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	AIR 2000	C	3	0	0	67	0	0	33	0	0	43	67	27	3
	BRITANNIA AIRWAYS	C	3	0	1	33	33	0	33	0	0	44	75	35	4
<b>TOTAL GENEVA</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>75</b>	<b>29</b>	<b>8</b>
ZURICH	SWISS AIRLINES	S	47	0	1	49	30	13	9	0	0	23	53	24	96
<b>TOTAL ZURICH</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>30</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>24</b>	<b>96</b>
<b>TOTAL SWITZERLAND</b>			<b>100</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>27</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>25</b>	<b>104</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	6	0	0	50	17	17	17	0	0	28	57	39	7
	MY TRAVEL AIRWAYS UK	C	4	0	0	0	0	50	50	0	0	99	50	10	2
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>56</b>	<b>33</b>	<b>9</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>56</b>	<b>33</b>	<b>9</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	0	0	25	50	0	25	253	0	0	0
<b>TOTAL ASHKHABAD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>253</b>	<b>50</b>	<b>54</b>	<b>8</b>
<b>TOTAL TURKMENISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>253</b>	<b>50</b>	<b>54</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	87	2	4	91	7	1	1	0	2	79	15	48	
<b>TOTAL ABERDEEN</b>			<b>87</b>	<b>2</b>	<b>4</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>48</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	208	0	0	78	10	7	5	0	11	66	26	117	
<b>TOTAL BELFAST CITY</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>25</b>	<b>199</b>	
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	196	2	1	83	11	4	2	0	8	74	18	196	
	MY TRAVEL AIRWAYS UK	C	5	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>201</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>18</b>	<b>196</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	320	0	2	93	4	3	0	0	3	87	7	306	
<b>TOTAL EDINBURGH</b>			<b>320</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>306</b>	
GATWICK	BRITANNIA AIRWAYS	C	4	0	0	25	25	50	0	0	34	25	39	4	
<b>TOTAL GATWICK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>22</b>	<b>96</b>	
GLASGOW	AIR 2000	C	3	0	0	33	0	0	67	0	0	45	0	0	0
	BRITISH AIRWAYS PLC	S	383	0	1	92	6	1	1	0	0	3	80	12	342

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL GLASGOW</b>			<b>386</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>342</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	82	2	5	66	9	11	15	0	0	23	0	0	0
<b>TOTAL GUERNSEY</b>			<b>82</b>	<b>2</b>	<b>5</b>	<b>66</b>	<b>9</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>4</b>	<b>47</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	102	0	0	91	5	4	0	0	0	4	82	22	93
<b>TOTAL ISLE OF MAN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>22</b>	<b>93</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	50	2	1	68	4	12	16	0	0	21	0	0	0
<b>TOTAL JERSEY</b>			<b>50</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>9</b>	<b>65</b>
NEWCASTLE	DUO AIRWAYS LTD	S	136	0	8	87	4	4	5	0	0	6	88	7	124
	LUFTHANSA CITY LINE	S	10	0	8	100	0	0	0	0	0	5	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>146</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>126</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1589</b>	<b>11</b>	<b>31</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>14</b>	<b>1649</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	80	10	8	2	0	0	6	65	17	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>17</b>	<b>60</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	5	1	0	40	40	20	0	0	0	23	59	22	58
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>22</b>	<b>58</b>
SANFORD	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	11	11	22	0	90	0	0	0
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>20</b>	<b>122</b>
<b>TOTAL BIRMINGHAM</b>			<b>5206</b>	<b>27</b>	<b>126</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>4994</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	109	0	0	80	12	7	1	0	0	9	0	0	0
TOTAL BRUSSELS			109	0	0	80	12	7	1	0	0	9	0	0	0
TOTAL BELGIUM			109	0	0	80	12	7	1	0	0	9	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	45	4	0	78	13	7	2	0	0	8	0	0	0
TOTAL COPENHAGEN			45	4	0	78	13	7	2	0	0	8	0	0	0
TOTAL DENMARK			45	4	0	78	13	7	2	0	0	8	0	0	0
<b>FINLAND</b>															
ROVANIEMI	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL ROVANIEMI			2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL FINLAND			2	0	0	50	50	0	0	0	0	9	0	0	0
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR CHARTER	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	AIR FRANCE	S	60	0	2	45	23	18	13	0	0	28	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	1	73	16	5	7	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	98	0	0	91	4	5	0	0	0	5	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			205	0	3	73	13	9	5	0	0	14	0	0	0
TOTAL FRANCE			205	0	3	73	13	9	5	0	0	14	0	0	0
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	105	0	1	90	5	5	0	0	0	5	0	0	0
TOTAL DUSSELDORF			105	0	1	90	5	5	0	0	0	5	0	0	0
MUNICH	BRITISH AIRWAYS PLC	S	47	0	1	79	19	2	0	0	0	6	0	0	0
TOTAL MUNICH			47	0	1	79	19	2	0	0	0	6	0	0	0
TOTAL GERMANY			152	0	2	87	9	4	0	0	0	5	0	0	0
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	180	7	2	82	11	3	4	0	0	8	0	0	0
TOTAL DUBLIN			180	7	2	82	11	3	4	0	0	8	0	0	0
TOTAL IRISH REPUBLIC			180	7	2	82	11	3	4	0	0	8	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	176	0	0	66	19	9	5	1	0	16	0	0	0
TOTAL AMSTERDAM			176	0	0	66	19	9	5	1	0	16	0	0	0
TOTAL NETHERLANDS			176	0	0	66	19	9	5	1	0	16	0	0	0
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	0	0	10	39	0	0	0
TOTAL ALICANTE			10	0	0	90	0	0	0	0	10	39	0	0	0
TOTAL SPAIN			10	0	0	90	0	0	0	0	10	39	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	50	40	10	0	0	0	16	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			10	0	0	50	40	10	0	0	0	16	0	0	0
TOTAL SPAIN(CANARY ISLANDS)			10	0	0	50	40	10	0	0	0	16	0	0	0
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	S	59	0	1	76	12	5	7	0	0	11	0	0	0
TOTAL ZURICH			59	0	1	76	12	5	7	0	0	11	0	0	0
TOTAL SWITZERLAND			59	0	1	76	12	5	7	0	0	11	0	0	0
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	39	0	36	62	15	13	10	0	0	19	0	0	0
	KLM UK LTD	S	82	0	7	65	17	12	6	0	0	17	0	0	0
TOTAL ABERDEEN			121	0	43	64	17	12	7	0	0	18	0	0	0
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	149	0	2	89	9	0	1	0	0	6	0	0	0
TOTAL BELFAST CITY			149	0	2	89	9	0	1	0	0	6	0	0	0
BIRMINGHAM	BRITISH AIRWAYS PLC	S	70	0	0	93	7	0	0	0	0	2	0	0	0
TOTAL BIRMINGHAM			70	0	0	93	7	0	0	0	0	2	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	193	0	10	71	11	7	9	1	0	20	0	0	0
TOTAL BRISTOL			193	0	10	71	11	7	9	1	0	20	0	0	0
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	105	0	5	76	13	8	3	0	0	10	0	0	0
TOTAL CARDIFF WALES			105	0	5	76	13	8	3	0	0	10	0	0	0
DUNDEE	BMI REGIONAL	S	55	0	25	51	40	9	0	0	0	15	0	0	0
TOTAL DUNDEE			55	0	25	51	40	9	0	0	0	15	0	0	0
EAST MIDLANDS	BMI BRITISH MIDLAND	S	155	0	7	83	12	3	2	0	0	9	0	0	0
TOTAL EAST MIDLANDS			155	0	7	83	12	3	2	0	0	9	0	0	0
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	300	0	11	66	14	13	8	0	0	17	0	0	0
TOTAL GATWICK			300	0	11	66	14	13	8	0	0	17	0	0	0
GLASGOW	BMI BRITISH MIDLAND	S	44	5	0	84	11	2	2	0	0	5	0	0	0
TOTAL GLASGOW			45	5	0	84	11	2	2	0	0	5	0	0	0
HEATHROW	BMI BRITISH MIDLAND	S	519	1	8	68	19	8	4	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	563	0	12	71	15	9	4	1	0	16	0	0	0
TOTAL HEATHROW			1082	1	20	70	17	9	4	1	0	16	0	0	0
KIRKWALL	LOGANAIR	S	49	0	0	65	22	10	2	0	0	13	0	0	0
TOTAL KIRKWALL			49	0	0	65	22	10	2	0	0	13	0	0	0
LEEDS BRADFORD	GILL AIRWAYS	S	100	0	12	78	5	10	7	0	0	15	0	0	0
TOTAL LEEDS BRADFORD			100	0	12	78	5	10	7	0	0	15	0	0	0
LONDON CITY	KLM UK LTD	S	125	0	3	93	4	2	2	0	0	1	0	0	0
TOTAL LONDON CITY			125	0	3	93	4	2	2	0	0	1	0	0	0
LUTON	AIR FOYLE PASSENGER AIRLINES	S	213	0	4	48	18	11	17	4	1	43	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LUTON</b>			<b>213</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>18</b>	<b>11</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MANCHESTER</b>	BMI REGIONAL	S	124	0	6	46	30	19	5	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	185	0	0	85	7	5	3	0	0	8	0	0	0
<b>TOTAL MANCHESTER</b>			<b>309</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NORWICH</b>	KLM UK LTD	S	83	0	6	60	23	12	5	0	0	18	0	0	0
<b>TOTAL NORWICH</b>			<b>83</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>23</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SOUTHAMPTON</b>	BRITISH REGIONAL AIRLINES LTD	S	126	0	1	99	1	0	0	0	0	-2	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>99</b>	<b>1</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>STANSTED</b>	KLM UK LTD	S	258	0	8	66	14	12	7	0	0	17	0	0	0
<b>TOTAL STANSTED</b>			<b>258</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SUMBURGH</b>	BMI REGIONAL	S	27	0	3	37	30	30	4	0	0	26	0	0	0
	LOGANAIR	S	50	0	0	62	32	6	0	0	0	9	0	0	0
<b>TOTAL SUMBURGH</b>			<b>77</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>31</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3615</b>	<b>7</b>	<b>166</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EDINBURGH</b>			<b>4563</b>	<b>19</b>	<b>174</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	5	1	1	80	20	0	0	0	0	-1	0	0	0	
TOTAL HASSI MESSAOUD			5	1	1	80	20	0	0	0	0	-1	0	0	0	
TOTAL ALGERIA			5	1	1	80	20	0	0	0	0	-1	44	32	16	
<b>ANTIGUA AND BARBUDA</b>																
ANTIGUA	BRITANNIA AIRWAYS	C	4	0	0	25	50	0	25	0	0	24	44	139	9	
	CALEDONIAN AIRWAYS	C	5	0	0	80	0	20	0	0	0	13	25	29	4	
TOTAL ANTIGUA			9	0	0	56	22	11	11	0	0	18	38	105	13	
TOTAL ANTIGUA AND BARBUDA			9	0	0	56	22	11	11	0	0	18	38	105	13	
<b>AUSTRALIA</b>																
BRISBANE	BRITANNIA AIRWAYS	C	2	0	0	0	50	50	0	0	0	27	0	0	0	
TOTAL BRISBANE			2	0	0	0	50	50	0	0	0	27	0	0	0	
MELBOURNE	BRITANNIA AIRWAYS	C	4	0	0	25	0	25	50	0	0	87	25	55	8	
TOTAL MELBOURNE			4	0	0	25	0	25	50	0	0	87	25	55	8	
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	6	0	0	83	0	17	0	0	0	8	14	70	7	
TOTAL PERTH (AUSTRALIA)			6	0	0	83	0	17	0	0	0	8	14	70	7	
SYDNEY	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	0	10	0	31	40	89	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	13	38	13	0	65	78	3	9	
TOTAL SYDNEY			18	0	0	50	11	11	17	11	0	46	58	48	19	
TOTAL AUSTRALIA			30	0	0	50	10	17	17	7	0	43	41	54	34	
<b>AUSTRIA</b>																
INNSBRUCK	CALEDONIAN AIRWAYS	C	10	0	2	40	10	30	20	0	0	41	0	0	0	
	LAUDA-AIR	C	3	0	1	0	33	67	0	0	0	30	75	13	4	
	LEISURE INTERNATIONAL	C	8	0	1	0	13	50	25	13	0	82	29	108	17	
TOTAL INNSBRUCK			21	0	4	19	14	43	19	5	0	55	40	94	30	
SALZBURG	AIR 2000	C	4	0	0	25	25	0	50	0	0	52	0	69	3	
	BRITANNIA AIRWAYS	C	7	0	0	14	14	43	0	29	0	84	71	8	7	
	LAUDA-AIR	S	94	0	2	74	12	5	4	2	2	23	65	25	101	
	MONARCH AIRLINES	C	17	0	1	12	18	18	53	0	0	61	38	46	13	
	MY TRAVEL AIRWAYS UK	C	7	0	2	29	0	43	29	0	0	41	43	48	7	
TOTAL SALZBURG			130	0	5	59	12	11	13	3	2	33	60	28	131	
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	0	47	28	20	6	0	0	24	46	34	114	
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	0	0	0	0	
	LAUDA-AIR	S	34	0	0	47	24	21	9	0	0	23	42	28	38	
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	20	0	0	0	
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	25	0	0	0	14	0	0	0	
TOTAL VIENNA			158	0	0	47	25	21	6	0	0	23	45	32	152	
TOTAL AUSTRIA			309	0	9	50	19	18	10	2	1	29	51	37	313	
<b>AZERBAIJAN</b>																
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	14	0	4	50	21	21	7	0	0	24	0	67	8	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BAKU	BRITISH AIRWAYS PLC	S	22	0	0	68	0	23	9	0	0	19	0	0	0
TOTAL BAKU			36	0	4	61	8	22	8	0	0	21	14	51	21
TOTAL AZERBAIJAN			36	0	4	61	8	22	8	0	0	21	14	51	21
BAHAMAS															
NASSAU	BRITISH AIRWAYS PLC	S	13	0	0	38	23	15	23	0	0	34	0	0	0
TOTAL NASSAU			13	0	0	38	23	15	23	0	0	34	50	38	2
TOTAL BAHAMAS			13	0	0	38	23	15	23	0	0	34	50	38	2
BARBADOS															
BRIDGETOWN	BRITANNIA AIRWAYS	C	12	0	1	58	8	17	17	0	0	29	55	48	11
	BRITISH AIRWAYS PLC	S	23	0	0	48	17	13	9	9	4	107	61	20	18
	CALEDONIAN AIRWAYS	C	9	0	0	33	44	11	0	11	0	56	22	90	9
	MONARCH AIRLINES	C	12	0	0	17	42	25	17	0	0	41	0	0	0
TOTAL BRIDGETOWN			57	0	2	40	25	16	12	5	2	68	45	44	51
TOTAL BARBADOS			57	0	2	40	25	16	12	5	2	68	45	44	51
BELARUS															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	16	0	0	75	25	0	0	0	0	6	87	2	15
TOTAL MINSK			16	0	0	75	25	0	0	0	0	6	87	2	15
TOTAL BELARUS			16	0	0	75	25	0	0	0	0	6	87	2	15
BELGIUM															
ANTWERP	CITY FLYER EXPRESS	S	156	0	0	85	7	6	1	0	0	5	90	7	142
TOTAL ANTWERP			156	0	0	85	7	6	1	0	0	5	90	7	142
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	153	0	7	73	16	8	3	0	0	12	67	20	183
TOTAL BRUSSELS			153	0	7	73	16	8	3	0	0	12	67	20	183
TOTAL BELGIUM			309	0	7	79	11	7	2	0	0	8	77	15	327
BERMUDA															
BERMUDA	BRITISH AIRWAYS PLC	S	26	0	0	58	15	19	8	0	0	17	77	14	26
TOTAL BERMUDA			26	0	0	58	15	19	8	0	0	17	77	14	26
TOTAL BERMUDA			26	0	0	58	15	19	8	0	0	17	77	14	26
BRAZIL															
RIO DE JANEIRO (GALEAO)	TRANSBRASIL	S	8	1	1	50	25	0	25	0	0	19	0	0	0
TOTAL RIO DE JANEIRO (GALEAO)			8	1	1	50	25	0	25	0	0	19	0	0	0
SAO PAULO (GUARULHOS)	TRANSBRASIL	S	5	0	0	60	0	0	40	0	0	44	0	0	0
TOTAL SAO PAULO (GUARULHOS)			5	0	0	60	0	0	40	0	0	44	0	0	0
TOTAL BRAZIL			13	1	1	54	15	0	31	0	0	28	0	0	0
BULGARIA															
PLOVDIV	AIR 2000	C	2	0	1	0	0	50	50	0	0	104	67	18	3
	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	50	0	50	0	0	0	20	0	139	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PLOVDIV</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>40</b>	<b>67</b>	<b>5</b>
<b>SOFIA</b>	AIR 2000	C	4	0	1	25	25	0	50	0	0	65	0	0	0
	BALKAN BULGARIAN AIRLINES	C	3	0	1	0	33	67	0	0	0	43	0	0	0
	BRITANNIA AIRWAYS	C	6	0	0	0	17	0	67	17	0	113	0	110	3
	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	40	19	14	21	2	2	50	47	33	36
	MONARCH AIRLINES	C	3	0	1	67	33	0	0	0	0	7	33	34	3
<b>TOTAL SOFIA</b>			<b>58</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>21</b>	<b>14</b>	<b>26</b>	<b>3</b>	<b>2</b>	<b>55</b>	<b>38</b>	<b>46</b>	<b>47</b>
<b>TOTAL BULGARIA</b>			<b>64</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>19</b>	<b>17</b>	<b>25</b>	<b>3</b>	<b>2</b>	<b>54</b>	<b>38</b>	<b>48</b>	<b>52</b>
<b>CAMEROON</b>															
<b>DOUALA</b>	CAMEROON AIRLINES	S	9	0	0	33	11	22	33	0	0	33	0	95	7
<b>TOTAL DOUALA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>95</b>	<b>7</b>
<b>TOTAL CAMEROON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>95</b>	<b>7</b>
<b>CANADA</b>															
<b>CALGARY</b>	BRITANNIA AIRWAYS	C	3	0	0	0	67	0	33	0	0	37	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	1	0	13	25	38	25	0	116	0	0	0
<b>TOTAL CALGARY</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>36</b>	<b>18</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TORONTO</b>	AIR TRANSAT	C	8	0	0	38	38	13	13	0	0	27	33	36	6
	CANADA 3000 AIRLINES	C	8	0	0	50	13	13	25	0	0	31	0	0	0
<b>TOTAL TORONTO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>36</b>	<b>6</b>
<b>TOTAL CANADA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>26</b>	<b>15</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>36</b>	<b>6</b>
<b>CAYMAN ISLANDS</b>															
<b>GRAND CAYMAN</b>	BRITISH AIRWAYS PLC	S	4	0	0	75	0	25	0	0	0	4	46	24	24
<b>TOTAL GRAND CAYMAN</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>46</b>	<b>24</b>	<b>24</b>
<b>TOTAL CAYMAN ISLANDS</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>46</b>	<b>24</b>	<b>24</b>
<b>CUBA</b>															
<b>CAMAGUEY</b>	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	92	0	93	1
<b>TOTAL CAMAGUEY</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>92</b>	<b>0</b>	<b>93</b>	<b>1</b>
<b>HAVANA</b>	CUBANA	S	16	0	0	44	25	19	13	0	0	20	0	0	0
<b>TOTAL HAVANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VARADERO</b>	LEISURE INTL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	29	0	25	3
<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>29</b>	<b>0</b>	<b>25</b>	<b>3</b>
<b>TOTAL CUBA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>42</b>	<b>4</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	AIR 2000	S	18	0	0	28	33	28	11	0	0	37	50	17	8
	CYPRUS AIRWAYS	S	14	0	0	29	43	14	14	0	0	36	22	103	18
	MY TRAVEL AIRWAYS UK	C	3	1	1	0	0	67	33	0	0	58	0	0	0
<b>TOTAL LARNACA</b>			<b>36</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>33</b>	<b>25</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>31</b>	<b>77</b>	<b>26</b>
<b>PAPHOS</b>	AIR 2000	S	21	0	0	62	19	5	5	10	0	39	63	19	41
	BRITANNIA AIRWAYS	C	6	0	0	67	0	0	33	0	0	33	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PAPHOS			27	0	0	63	15	4	11	7	0	38	59	23	49
TOTAL CYPRUS			63	3	1	43	25	16	13	3	0	37	49	42	75
CZECH REPUBLIC															
PRAGUE	AIR 2000	C	2	0	0	50	50	0	0	0	0	14	50	13	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	100	0	0	0	0	20	0	0	0
TOTAL PRAGUE			4	0	0	25	75	0	0	0	0	17	25	61	4
TOTAL CZECH REPUBLIC			4	0	0	25	75	0	0	0	0	17	25	61	4
DENMARK															
BILLUND	MAERSK AIR	S	156	0	0	66	24	8	3	0	0	14	63	24	112
TOTAL BILLUND			156	0	0	66	24	8	3	0	0	14	59	25	125
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	4	56	26	11	6	1	0	20	49	25	108
	MAERSK AIR	S	48	0	0	50	29	10	10	0	0	23	67	16	48
TOTAL COPENHAGEN			160	0	4	54	27	11	8	1	0	21	54	24	157
TOTAL DENMARK			316	0	4	60	25	9	5	0	0	18	56	24	282
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	11	50	19	8
	LEISURE INTL AIRWAYS LTD	C	10	0	0	20	0	40	20	20	0	86	25	31	4
TOTAL PUERTO PLATA			14	0	0	43	0	29	14	14	0	65	50	21	16
SANTO DOMINGO	BRITANNIA AIRWAYS	C	13	1	0	23	0	31	31	15	0	97	0	96	4
TOTAL SANTO DOMINGO			13	1	0	23	0	31	31	15	0	97	0	96	4
TOTAL DOMINICAN REPUBLIC			27	1	0	33	0	30	22	15	0	80	40	36	20
EGYPT															
ASWAN	MONARCH AIRLINES	C	13	0	0	31	23	31	15	0	0	31	0	0	0
TOTAL ASWAN			13	0	0	31	23	31	15	0	0	31	43	33	7
HURGHADA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	14	0	0	0
TOTAL HURGHADA			8	0	0	75	13	13	0	0	0	14	40	47	10
LUXOR	AIR 2000	C	5	0	0	40	60	0	0	0	0	13	36	33	11
	BRITANNIA AIRWAYS	C	18	0	0	67	17	11	6	0	0	20	35	47	20
	CALEDONIAN AIRWAYS	C	16	1	0	50	13	19	19	0	0	23	0	0	0
	MONARCH AIRLINES	C	16	0	0	38	13	31	19	0	0	36	50	23	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	38	25	13	0	75	0	0	0
TOTAL LUXOR			63	1	0	46	17	21	14	2	0	31	34	40	62
SHARM EL SHEIKH (OPHIRA)	AIR 2000	C	5	0	0	0	0	80	20	0	0	49	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	13	38	38	13	0	0	34	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	0	89	0	11	0	0	0	11	25	15	4
TOTAL SHARM EL SHEIKH (OPHIRA)			22	0	0	41	14	36	9	0	0	28	29	35	14
TOTAL EGYPT			106	1	0	45	17	25	12	1	0	29	34	40	93
ESTONIA															
TALLIN	ESTONIAN AIR	S	48	0	0	88	6	2	0	4	0	11	73	25	30

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL TALLIN			48	0	0	88	6	2	0	4	0	11	73	25	30
TOTAL ESTONIA			48	0	0	88	6	2	0	4	0	11	73	25	30
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	24	0	0	58	8	21	8	4	0	34	0	0	0
TOTAL BELGRADE			24	0	0	58	8	21	8	4	0	34	0	0	0
TOTAL FED REP YUGO SERBIA M'ENEGRO			24	0	0	58	8	21	8	4	0	34	0	0	0
FINLAND															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	49	0	1	55	22	10	12	0	0	23	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	80	0	0	0
	FINNAIR	S	62	0	0	61	18	13	8	0	0	17	74	9	104
TOTAL HELSINKI			115	1	1	57	20	12	10	0	0	21	72	10	115
IVALO	MONARCH AIRLINES	C	7	1	0	29	29	14	14	14	0	60	0	0	0
TOTAL IVALO			7	1	0	29	29	14	14	14	0	60	0	0	0
JOENSUU	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	86	0	0	0
TOTAL JOENSUU			2	0	0	0	0	0	100	0	0	86	0	0	0
KITTILA	AIR 2000	C	4	0	0	25	0	25	50	0	0	75	0	0	0
	MONARCH AIRLINES	C	14	0	0	21	7	29	43	0	0	63	30	28	10
TOTAL KITTILA			18	0	0	22	6	28	44	0	0	65	43	21	14
OULU	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL OULU			4	0	0	50	50	0	0	0	0	15	50	23	2
ROVANIEMI	AIR 2000	C	2	0	0	50	0	50	0	0	0	24	13	42	8
	BRITANNIA AIRWAYS	C	19	0	0	53	21	26	0	0	0	21	44	26	16
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	FINNAIR	C	3	0	0	33	33	33	0	0	0	24	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	21	50	19	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	0	50	0	0	71	100	-1	2
TOTAL ROVANIEMI			32	0	0	50	19	28	3	0	0	24	39	28	28
TURKU	FINNAIR	S	47	0	0	68	15	13	4	0	0	12	0	0	0
TOTAL TURKU			47	0	0	68	15	13	4	0	0	12	0	0	0
TOTAL FINLAND			225	2	1	54	18	16	12	0	0	24	63	15	161
FRANCE															
BORDEAUX	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	50	25	13	12	0	0	21	61	25	59
TOTAL BORDEAUX			60	0	0	50	25	13	12	0	0	21	70	20	165
BREST	BRIT AIR	S	60	0	0	65	27	7	2	0	0	12	70	13	56
TOTAL BREST			60	0	0	65	27	7	2	0	0	12	70	13	56
CHAMBERY	KLM UK LTD	C	7	0	5	0	0	14	86	0	0	109	50	33	6
TOTAL CHAMBERY			8	0	5	13	0	13	75	0	0	98	64	27	14
GRENOBLE	AIR 2000	C	8	0	2	25	25	0	50	0	0	81	14	46	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
GRENOBLE	CALEDONIAN AIRWAYS	C	2	0	0	0	0	100	0	0	0	45	0	0	0
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>46</b>	<b>7</b>
LYON	AIR 2000	C	14	0	9	64	21	7	7	0	0	14	50	24	2
	AIR LIBERTE/ TAT EUROPEAN ALN	S	162	0	6	77	17	4	3	0	0	10	59	26	54
	BRITANNIA AIRWAYS	C	15	0	2	33	7	13	47	0	0	54	21	75	28
	CALEDONIAN AIRWAYS	C	9	0	0	22	33	0	33	0	11	80	0	152	5
	EUROPEAN AIR CHARTER	C	4	0	0	25	0	50	25	0	0	44	100	6	2
	MONARCH AIRLINES	C	22	0	2	14	14	27	45	0	0	60	17	44	18
<b>TOTAL LYON</b>			<b>227</b>	<b>1</b>	<b>19</b>	<b>64</b>	<b>16</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>52</b>	<b>128</b>
MARSEILLE	AIR LIBERTE/ TAT EUROPEAN ALN	S	120	0	0	74	16	7	3	0	0	12	71	14	118
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-23	0	0	0
<b>TOTAL MARSEILLE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>144</b>
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	63	13	15	8	0	0	16	66	26	58
<b>TOTAL MONTPELLIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>26</b>	<b>58</b>
NANTES	BRIT AIR	S	156	0	2	76	15	4	5	1	0	15	63	21	139
<b>TOTAL NANTES</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>21</b>	<b>139</b>
PARIS (CHARLES DE GAULLE)	AIR GABON	S	10	0	0	20	40	10	10	20	0	72	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	245	0	2	53	23	16	9	0	0	22	75	18	267
	CAMEROON AIRLINES	S	9	0	0	56	22	22	0	0	0	7	20	62	5
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>266</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>18</b>	<b>273</b>
PARIS (ORLY)	AIR LIBERTE/ TAT EUROPEAN ALN	S	18	0	12	67	17	17	0	0	0	12	0	0	0
	STAR EUROPE	C	2	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>20</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>58</b>	<b>2</b>
RENNES	BRIT AIR	S	96	0	0	65	18	10	6	1	0	20	69	22	86
<b>TOTAL RENNES</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>22</b>	<b>86</b>
TARBES-LOURDES INTERNATIONAL	MONARCH AIRLINES	C	3	0	1	100	0	0	0	0	0	5	67	18	3
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>5</b>	<b>67</b>	<b>18</b>	<b>3</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	9	0	3	33	44	11	11	0	0	33	67	10	3
	BRITANNIA AIRWAYS	C	6	0	1	67	0	33	0	0	0	14	0	98	3
	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	2	82	11	4	2	0	0	8	77	13	113
	CALEDONIAN AIRWAYS	C	3	0	0	33	0	33	33	0	0	43	0	0	0
	MONARCH AIRLINES	C	6	0	2	67	17	17	0	0	0	13	67	11	6
	MY TRAVEL AIRWAYS UK	C	3	0	1	67	0	33	0	0	0	24	33	23	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>141</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>22</b>	<b>216</b>
<b>TOTAL FRANCE</b>			<b>1229</b>	<b>1</b>	<b>53</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>24</b>	<b>1393</b>
GABON															
LIBREVILLE	AIR GABON	S	10	0	0	30	20	20	20	10	0	63	0	0	0
<b>TOTAL LIBREVILLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GABON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
GAMBIA															
BANJUL	AIR 2000	C	8	0	0	25	50	25	0	0	0	24	13	26	8

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BANJUL	BRITANNIA AIRWAYS	C	10	0	0	70	20	0	10	0	0	19	50	22	8
	MONARCH AIRLINES	C	8	0	2	0	38	38	25	0	0	47	0	53	10
<b>TOTAL BANJUL</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>35</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>39</b>	<b>32</b>
<b>TOTAL GAMBIA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>35</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>39</b>	<b>32</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DEUTSCHE BA	S	132	0	2	76	11	8	5	0	0	10	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	DEUTSCHE BA	S	178	0	2	89	8	3	1	0	0	5	73	15	148
<b>TOTAL BREMEN</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>15</b>	<b>148</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	145	1	1	86	10	3	1	0	0	5	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>145</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>4</b>	<b>2</b>
DUSSELDORF	CITY FLYER EXPRESS	S	126	0	1	76	10	10	4	0	0	11	60	24	120
<b>TOTAL DUSSELDORF</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>24</b>	<b>120</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	170	0	0	82	9	6	2	1	0	10	79	12	160
<b>TOTAL FRANKFURT MAIN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>160</b>
HAMBURG	DEUTSCHE BA	S	132	0	2	86	11	3	0	0	0	-1	0	0	0
<b>TOTAL HAMBURG</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>100</b>	<b>-8</b>	<b>2</b>
HOF	EUROWINGS LUFTVERKEHRS	C	2	0	0	50	0	0	50	0	0	35	0	59	2
<b>TOTAL HOF</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>59</b>	<b>2</b>
MUNICH	DEUTSCHE BA	S	148	0	2	68	21	7	3	1	0	14	66	17	125
<b>TOTAL MUNICH</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	<b>125</b>
PADERBORN	EUROWINGS LUFTVERKEHRS	S	58	0	0	81	16	2	2	0	0	4	75	10	59
<b>TOTAL PADERBORN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>10</b>	<b>59</b>
STUTTGART	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	20	0	0	0
<b>TOTAL STUTTGART</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>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>1093</b>	<b>1</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>16</b>	<b>620</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	14	0	0	21	14	7	43	14	0	82	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	90	0	0	0
<b>TOTAL ACCRA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>74</b>	<b>3</b>
<b>TOTAL GHANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>74</b>	<b>3</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	45	1	9	47	20	7	27	0	0	34	49	38	43
<b>TOTAL GIBRALTAR</b>			<b>45</b>	<b>1</b>	<b>9</b>	<b>47</b>	<b>20</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>49</b>	<b>38</b>	<b>43</b>
<b>TOTAL GIBRALTAR</b>			<b>45</b>	<b>1</b>	<b>9</b>	<b>47</b>	<b>20</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>49</b>	<b>38</b>	<b>43</b>
<b>GREECE</b>															
ATHENS	AIR 2000	C	48	0	3	46	15	19	15	6	0	39	38	33	16
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	43	32	13	12	0	0	25	30	39	57



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ATHENS	EXCEL AIRWAYS LTD	C	3	0	1	100	0	0	0	0	0	-6	20	187	15
	LEISURE INTERNATIONAL	C	8	0	0	25	13	25	38	0	0	55	39	87	18
	MONARCH AIRLINES	C	43	0	11	33	19	23	21	5	0	46	41	46	44
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	43	29	0	0	0	17	0	0	0
<b>TOTAL ATHENS</b>			<b>169</b>	<b>0</b>	<b>15</b>	<b>41</b>	<b>22</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>33</b>	<b>59</b>	175
<b>TOTAL CORFU</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>54</b>	<b>50</b>	<b>35</b>	2
RHODES	BRITANNIA AIRWAYS	C	2	2	0	0	100	0	0	0	0	25	0	0	0
<b>TOTAL RHODES</b>			<b>2</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>25</b>	<b>0</b>	<b>0</b>	0
SALONIKA	AIR 2000	C	3	0	0	0	33	33	33	0	0	46	100	0	1
	MONARCH AIRLINES	C	20	1	1	50	10	15	15	0	10	82	45	36	20
	MY TRAVEL AIRWAYS UK	C	3	0	1	0	33	33	33	0	0	57	0	0	0
<b>TOTAL SALONIKA</b>			<b>27</b>	<b>2</b>	<b>10</b>	<b>37</b>	<b>15</b>	<b>19</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>50</b>	<b>39</b>	30
ZAKINTHOS	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL ZAKINTHOS</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>-2</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GREECE</b>			<b>203</b>	<b>5</b>	<b>25</b>	<b>40</b>	<b>22</b>	<b>18</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>36</b>	<b>56</b>	207
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	59	18	24	0	0	0	14	75	175	4
	CALEDONIAN AIRWAYS	C	6	0	0	50	50	0	0	0	0	18	0	28	4
<b>TOTAL GRENADA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>111</b>	9
<b>TOTAL GRENADA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>111</b>	9
<b>HUNGARY</b>															
BUDAPEST	AIR 2000	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	4	50	7	2
<b>TOTAL BUDAPEST</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>50</b>	<b>7</b>	2
<b>TOTAL HUNGARY</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>50</b>	<b>7</b>	2
<b>ICELAND</b>															
KEFLAVIK	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	53	0	0	0
<b>TOTAL KEFLAVIK</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>53</b>	<b>100</b>	<b>12</b>	1
<b>TOTAL ICELAND</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>53</b>	<b>100</b>	<b>12</b>	1
<b>INDIA</b>															
DELHI	MONARCH AIRLINES	C	9	0	0	89	0	0	0	11	0	22	0	0	0
<b>TOTAL DELHI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
GOA	BRITANNIA AIRWAYS	C	5	0	0	40	20	40	0	0	0	21	50	58	10
	CALEDONIAN AIRWAYS	C	16	0	0	50	38	13	0	0	0	11	43	59	14
	MONARCH AIRLINES	C	9	0	0	44	33	22	0	0	0	14	50	42	10
<b>TOTAL GOA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>33</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>54</b>	34
TRIVANDRUM	MONARCH AIRLINES	C	10	0	0	0	10	70	20	0	0	62	44	29	9
<b>TOTAL TRIVANDRUM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>47</b>	<b>49</b>	17
<b>TOTAL INDIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>22</b>	<b>27</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>52</b>	51

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			MATCHED	Actual (7)											Plan (8)
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	18	0	0	28	17	0	33	22	0	102	65	27	17
TOTAL BALI INTERNATIONAL			18	0	0	28	17	0	33	22	0	102	65	27	17
TOTAL INDONESIA			18	0	0	28	17	0	33	22	0	102	65	27	17
<b>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	139	2	4	62	24	9	4	1	0	15	59	19	76
TOTAL CORK			139	2	4	62	24	9	4	1	0	15	59	19	76
DUBLIN	CITY FLYER EXPRESS	S	238	0	3	66	18	13	4	0	0	15	62	17	224
	RYANAIR	S	252	2	5	73	14	10	3	0	0	13	70	10	230
TOTAL DUBLIN			491	2	8	69	16	11	3	0	0	14	66	13	454
SHANNON	AB AIRLINES	S	147	1	0	84	10	3	3	0	0	8	74	14	91
	AB AIRLINES	C	3	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL SHANNON			150	1	0	85	9	3	3	0	0	8	74	14	91
TOTAL IRISH REPUBLIC			780	5	12	71	16	9	4	0	0	13	66	14	621
<b>ISRAEL</b>															
OVDA	AIR 2000	C	8	0	0	75	25	0	0	0	0	5	29	57	17
	BRITANNIA AIRWAYS	C	10	0	0	30	40	20	10	0	0	29	38	19	8
TOTAL OVDA			19	0	0	47	32	11	11	0	0	25	32	45	25
TEL AVIV	AIR 2000	C	20	0	1	40	20	15	15	10	0	46	54	25	28
	BRITISH AIRWAYS PLC	S	61	1	0	57	26	10	5	2	0	20	69	39	62
	CALEDONIAN AIRWAYS	C	9	0	1	44	0	33	22	0	0	35	0	0	0
	EL AL	C	10	0	0	40	60	0	0	0	0	14	83	7	6
	MONARCH AIRLINES	C	32	0	0	34	16	28	19	3	0	48	39	34	31
TOTAL TEL AVIV			132	1	2	47	23	16	11	3	0	31	58	33	134
TOTAL ISRAEL			151	1	2	47	25	15	11	3	0	31	54	35	159
<b>ITALY</b>															
BERGAMO	AIR 2000	C	3	0	1	33	0	33	33	0	0	49	67	26	3
	BRITANNIA AIRWAYS	C	7	0	0	29	43	14	0	14	0	47	50	-39	6
	MONARCH AIRLINES	C	2	0	2	0	100	0	0	0	0	27	100	11	4
	MY TRAVEL AIRWAYS UK	C	4	0	0	0	0	50	50	0	0	53	33	17	3
TOTAL BERGAMO			17	0	3	18	35	24	18	6	0	45	65	-3	17
BOLOGNA	ALITALIA	S	62	0	0	69	8	19	3	0	0	17	51	20	59
	EUROPEAN AIR CHARTER	C	6	0	0	50	33	17	0	0	0	19	0	105	2
TOTAL BOLOGNA			69	0	0	67	12	19	3	0	0	17	45	27	78
CAGLIARI (ELMAS)	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	30	0	0	0
	MERIDIANA AIR	S	59	0	1	49	22	17	10	2	0	25	49	37	57
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	28	0	108	2
TOTAL CAGLIARI (ELMAS)			63	0	1	48	22	19	10	2	0	25	46	40	61
CATANIA (FONTANAROSSA)	ALITALIA	S	62	0	0	66	23	10	2	0	0	13	58	17	60
	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	100	0	0	108	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	0	0	100	925	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	17	50	67	12
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>55</b>	<b>29</b>	74
FLORENCE	ALITALIA	S	50	0	2	30	20	16	30	4	0	54	0	0	0
	MERIDIANA AIR	S	59	0	1	53	24	17	5	2	0	20	53	32	57
<b>TOTAL FLORENCE</b>			<b>109</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>53</b>	<b>32</b>	57
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	106	0	3	57	23	12	8	1	0	20	66	21	104
<b>TOTAL GENOA</b>			<b>106</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>22</b>	107
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	4	57	21	16	6	0	0	19	68	20	56
<b>TOTAL MILAN (LINATE)</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>21</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>25</b>	72
MILAN (MALPENSA)	AIR 2000	C	2	0	0	0	0	0	100	0	0	162	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	EUROPEAN AIR CHARTER	C	16	0	0	13	31	38	19	0	0	41	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	25	38	13	0	25	0	78	40	91	5
	LEISURE INTERNATIONAL	C	10	0	0	30	20	40	10	0	0	32	25	51	12
<b>TOTAL MILAN (MALPENSA)</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>28</b>	<b>28</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>56</b>	45
NAPLES	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	0	56	20	19	2	2	2	27	56	23	117
	EXCEL AIRWAYS LTD	C	6	0	0	17	17	33	0	33	0	116	0	174	2
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	23	0	37	2
<b>TOTAL NAPLES</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>52</b>	<b>29</b>	131
PALERMO	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	20	50	135	4
<b>TOTAL PALERMO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>139</b>	8
PISA	AIR 2000	C	2	0	0	100	0	0	0	0	0	13	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	100	0	0	82	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	25	50	25	0	0	0	25	50	10	2
	MONARCH AIRLINES	C	23	0	0	35	26	30	0	9	0	36	21	48	14
<b>TOTAL PISA</b>			<b>36</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>28</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>49</b>	<b>31</b>	45
ROME (CIAMPINO)	AIR 2000	C	15	0	0	47	33	13	7	0	0	19	60	25	5
	CALEDONIAN AIRWAYS	C	12	0	0	25	50	17	8	0	0	26	0	0	0
	EUROPEAN AIR CHARTER	C	4	0	0	50	25	0	25	0	0	44	0	0	0
	MONARCH AIRLINES	C	15	0	1	47	20	20	13	0	0	27	41	31	34
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	32	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>48</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>31</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>37</b>	<b>83</b>	60
ROME (FIUMICINO)	ALITALIA	S	60	0	0	60	17	18	5	0	0	19	68	16	56
	BRITISH AIRWAYS (EURO OPS) LG	S	59	0	1	53	17	15	15	0	0	29	57	36	51
<b>TOTAL ROME (FIUMICINO)</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>30</b>	162
TREVISO	EXCEL AIRWAYS LTD	C	3	0	1	33	33	0	33	0	0	46	0	0	0
<b>TOTAL TREVISO</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>129</b>	1
TURIN	AIR 2000	C	8	0	0	13	38	38	13	0	0	33	50	28	10
	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	0	33	0	96	29	56	7
	CALEDONIAN AIRWAYS	C	3	0	0	33	33	33	0	0	0	25	0	0	0
	MONARCH AIRLINES	C	6	0	0	33	50	17	0	0	0	18	50	18	8
	MY TRAVEL AIRWAYS UK	C	3	0	1	67	33	0	0	0	0	-11	33	22	3

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TURIN</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>33</b>	<b>29</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>32</b>	28
<b>VENICE</b>	AIR 2000	C	2	0	0	0	0	0	100	0	0	87	0	22	2
	ALITALIA	S	117	0	3	68	15	10	6	0	0	14	64	17	114
	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	47	0	0	0
	MONARCH AIRLINES	C	30	0	0	43	13	23	17	3	0	38	36	50	14
<b>TOTAL VENICE</b>			<b>153</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>21</b>	152
<b>VERONA</b>	AIR 2000	C	3	0	0	0	0	0	100	0	0	114	0	44	2
	BRITISH AIRWAYS (EURO OPS) LG	S	105	0	4	66	15	13	6	0	0	18	54	44	106
	MONARCH AIRLINES	C	4	0	2	25	50	25	0	0	0	23	100	8	3
<b>TOTAL VERONA</b>			<b>113</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>48</b>	114
<b>TOTAL ITALY</b>			<b>1215</b>	<b>4</b>	<b>29</b>	<b>53</b>	<b>20</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>53</b>	<b>34</b>	1221
<b>JAMAICA</b>															
<b>KINGSTON</b>	BRITISH AIRWAYS PLC	S	13	0	0	0	31	31	31	8	0	78	7	141	14
	LEISURE INTL AIRWAYS LTD	C	4	0	0	25	25	50	0	0	0	19	0	0	0
<b>TOTAL KINGSTON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>29</b>	<b>35</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>120</b>	22
<b>MONTEGO BAY</b>	BRITANNIA AIRWAYS	C	6	0	0	50	17	17	17	0	0	37	0	0	0
	BRITISH AIRWAYS PLC	S	13	0	0	8	15	23	38	15	0	77	46	136	13
	LEISURE INTL AIRWAYS LTD	C	21	0	0	5	29	29	38	0	0	62	17	33	6
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	20	40	10	0	69	11	95	9
<b>TOTAL MONTEGO BAY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>20</b>	<b>24</b>	<b>36</b>	<b>6</b>	<b>0</b>	<b>64</b>	<b>29</b>	<b>100</b>	28
<b>TOTAL JAMAICA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>22</b>	<b>27</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>109</b>	50
<b>KENYA</b>															
<b>MOMBASA</b>	BRITANNIA AIRWAYS	C	10	0	0	20	10	20	50	0	0	68	44	28	9
	CALEDONIAN AIRWAYS	C	10	0	0	40	10	20	30	0	0	37	17	172	18
	MONARCH AIRLINES	C	10	0	0	0	30	30	40	0	0	60	44	108	9
<b>TOTAL MOMBASA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>23</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>120</b>	36
<b>NAIROBI</b>	BRITISH AIRWAYS PLC	S	11	0	0	36	18	9	36	0	0	47	0	0	0
	MONARCH AIRLINES	C	10	0	1	20	10	40	30	0	0	52	44	52	18
<b>TOTAL NAIROBI</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>14</b>	<b>24</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>44</b>	<b>52</b>	18
<b>TOTAL KENYA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>16</b>	<b>24</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>35</b>	<b>97</b>	54
<b>LATVIA</b>															
<b>RIGA</b>	RIGA AIRLINES EXPRESS	S	46	0	0	48	24	15	9	4	0	38	50	22	58
<b>TOTAL RIGA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>56</b>	<b>21</b>	90
<b>TOTAL LATVIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>56</b>	<b>21</b>	90
<b>MALAWI</b>															
<b>LILONGWE</b>	BRITISH AIRWAYS PLC	S	9	0	0	67	0	11	0	0	22	219	0	0	0
<b>TOTAL LILONGWE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>219</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL MALAWI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>219</b>	<b>0</b>	<b>0</b>	0
<b>MALDIVE ISLANDS</b>															
<b>MALE INTERNATIONAL</b>	BRITANNIA AIRWAYS	C	10	0	0	50	10	10	30	0	0	35	11	124	9

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				Actual (7)	Plan (8)										
MALE INTERNATIONAL	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	0	30	0	0	35	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>79</b>	<b>14</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>79</b>	<b>14</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	10	0	0	30	50	0	20	0	0	26	63	31	8
	AIR MALTA	S	60	0	0	57	18	17	8	0	0	17	62	14	60
	AIR MALTA	C	8	0	8	88	0	0	13	0	0	16	58	39	24
	BRITANNIA AIRWAYS	C	18	0	0	72	28	0	0	0	0	12	67	13	18
	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-1	0	0	0
	GB AIRWAYS LTD	S	34	0	0	65	18	6	6	6	0	27	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	1	83	17	0	0	0	0	8	33	85	12
<b>TOTAL MALTA</b>			<b>144</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>34</b>	<b>126</b>
<b>TOTAL MALTA</b>			<b>144</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>34</b>	<b>126</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	17	1	0	88	0	6	0	0	6	39	78	27	18
<b>TOTAL MAURITIUS</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>78</b>	<b>27</b>	<b>18</b>
<b>TOTAL MAURITIUS</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>78</b>	<b>27</b>	<b>18</b>
<b>MEXICO</b>															
CANCUN	MONARCH AIRLINES	C	4	0	0	25	50	0	25	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	25	13	25	0	91	0	0	0
<b>TOTAL CANCUN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	4	0	0	50	25	0	25	0	0	41	0	0	0
	LEISURE INTL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	14	0	46	4
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>46</b>	<b>4</b>
<b>TOTAL MEXICO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>46</b>	<b>4</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	4	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL AGADIR</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>7</b>	<b>23</b>	<b>75</b>	<b>13</b>
MARRAKESH	GB AIRWAYS LTD	S	14	0	0	71	21	7	0	0	0	6	0	0	0
<b>TOTAL MARRAKESH</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>23</b>	<b>75</b>	<b>13</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	18	0	0	17	22	28	33	0	0	49	15	63	20
<b>TOTAL KATHMANDU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>28</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>63</b>	<b>20</b>
<b>TOTAL NEPAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>28</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>63</b>	<b>20</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	231	0	0	69	18	10	3	0	0	13	69	19	173
	TRANSAVIA	S	228	2	0	60	26	7	6	1	0	22	56	23	230

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	TRANSBRASIL	S	4	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>463</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>21</b>	<b>406</b>
MAASTRICHT	B A S E BUSINESS AIRLINES	S	65	0	7	28	45	14	14	0	0	32	45	32	77
	BRITANNIA AIRWAYS	C	18	0	0	61	22	11	0	0	6	40	0	107	4
<b>TOTAL MAASTRICHT</b>			<b>83</b>	<b>0</b>	<b>7</b>	<b>35</b>	<b>40</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>43</b>	<b>36</b>	<b>81</b>
ROTTERDAM	CITY FLYER EXPRESS	S	182	0	0	79	15	5	2	0	0	9	74	13	183
<b>TOTAL ROTTERDAM</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>183</b>
<b>TOTAL NETHERLANDS</b>			<b>728</b>	<b>2</b>	<b>7</b>	<b>65</b>	<b>22</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>21</b>	<b>670</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	13	0	0	23	23	31	15	0	8	70	57	34	7
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>57</b>	<b>34</b>	<b>7</b>
<b>TOTAL NEW ZEALAND</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>57</b>	<b>34</b>	<b>7</b>
<b>NIGERIA</b>															
LAGOS	BRITISH AIRWAYS PLC	S	56	2	3	46	13	20	20	0	2	33	47	21	68
<b>TOTAL LAGOS</b>			<b>57</b>	<b>2</b>	<b>7</b>	<b>46</b>	<b>12</b>	<b>19</b>	<b>21</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>47</b>	<b>21</b>	<b>68</b>
<b>TOTAL NIGERIA</b>			<b>57</b>	<b>2</b>	<b>7</b>	<b>46</b>	<b>12</b>	<b>19</b>	<b>21</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>47</b>	<b>21</b>	<b>68</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	58	0	0	69	21	7	3	0	0	14	81	9	58
<b>TOTAL BERGEN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>58</b>
GEILO (DAGALI)	KLM UK LTD	C	3	0	1	33	33	0	33	0	0	34	0	0	0
<b>TOTAL GEILO (DAGALI)</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	48	0	0	54	29	15	2	0	0	16	62	17	47
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>17</b>	<b>47</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	76	0	0	71	20	9	0	0	0	12	82	8	68
	BRITISH AIRWAYS (EURO OPS) LG	S	109	0	0	73	15	6	5	1	0	13	77	13	48
<b>TOTAL OSLO (FORNEBU)</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>118</b>
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	45	0	4	64	20	11	4	0	0	14	65	25	48
<b>TOTAL STAVANGER</b>			<b>45</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>25</b>	<b>48</b>
<b>TOTAL NORWAY</b>			<b>339</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>278</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	59	15	7	19	0	0	28	35	113	17
<b>TOTAL ISLAMABAD</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>35</b>	<b>113</b>	<b>17</b>
<b>TOTAL PAKISTAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>35</b>	<b>113</b>	<b>17</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	12	0	0	42	25	0	17	17	0	63	50	18	18
	BRITANNIA AIRWAYS	C	10	0	0	10	10	50	30	0	0	47	70	14	10
	BRITISH AIRWAYS (EURO OPS) LG	S	86	0	0	64	14	13	9	0	0	19	76	10	88
	CALEDONIAN AIRWAYS	C	10	0	0	30	10	20	40	0	0	63	0	172	4

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	EXCEL AIRWAYS LTD	C	7	0	0	71	14	0	0	14	0	41	67	15	3
	LEISURE INTERNATIONAL	C	4	0	0	25	50	25	0	0	28	0	0	0	
	MONARCH AIRLINES	C	26	0	0	73	12	15	0	0	14	44	36	34	
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	15	0	137	2	
<b>TOTAL FARO</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>22</b>	<b>171</b>
LISBON	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	16	0	0	0	
	SATA	C	18	0	0	44	17	11	17	11	50	25	56	16	
<b>TOTAL LISBON</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>19</b>	<b>10</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>47</b>	<b>39</b>
OPORTO (PORTUGAL)	BRITISH AIRWAYS (EURO OPS) LG	S	56	0	0	68	20	9	4	0	12	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>236</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>26</b>	<b>210</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	16	0	0	81	13	0	6	0	8	50	21	8	
	CALEDONIAN AIRWAYS	C	20	0	0	10	40	25	25	0	41	25	35	8	
	GB AIRWAYS LTD	S	28	0	0	64	25	7	4	0	5	85	-10	26	
	MONARCH AIRLINES	C	12	0	0	42	42	17	0	0	19	64	10	14	
<b>TOTAL FUNCHAL</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>16</b>	<b>74</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>16</b>	<b>74</b>	
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	4	0	0	25	0	25	50	0	64	50	27	18	
	BRITISH AIRWAYS PLC	S	10	0	0	20	0	80	0	0	33	29	32	7	
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	0	50	0	47	0	0	0	
	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	100	0	0	0	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>0</b>	<b>49</b>	<b>44</b>	<b>28</b>	<b>25</b>	
<b>TOTAL PUERTO RICO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>0</b>	<b>49</b>	<b>44</b>	<b>28</b>	<b>25</b>	
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	17	1	0	53	12	24	12	0	16	24	119	17	
<b>TOTAL DOHA</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>119</b>	<b>17</b>	
<b>TOTAL QATAR</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>119</b>	<b>17</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITANNIA AIRWAYS	C	10	0	0	40	20	0	40	0	44	0	0	0	
<b>TOTAL CAPE TOWN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>33</b>	<b>2</b>	
JOHANNESBURG	BRITANNIA AIRWAYS	C	13	0	0	62	38	0	0	0	12	0	0	0	
<b>TOTAL JOHANNESBURG</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>58</b>	<b>11</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>26</b>	<b>8</b>	<b>54</b>	<b>13</b>	
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	8	1	3	13	0	0	75	13	125	50	29	18	
<b>TOTAL SANAA</b>			<b>8</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>125</b>	<b>50</b>	<b>29</b>	<b>18</b>	
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>8</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>125</b>	<b>50</b>	<b>29</b>	<b>18</b>	

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			MATCHED	Actual (7)											Plan (8)
<b>RUMANIA</b>															
BUCHAREST (BANEASA)	JARO INTERNATIONAL SA	C	6	0	8	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL BUCHAREST (BANEASA)</b>			<b>6</b>	<b>0</b>	<b>8</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>
BUCHAREST (OTOPENI)	BRITANNIA AIRWAYS	C	3	0	1	33	0	33	33	0	0	45	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	45	0	1	40	22	33	4	0	0	26	34	40	32
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>21</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>37</b>	<b>37</b>
<b>TOTAL RUMANIA</b>			<b>54</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>19</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>37</b>	<b>37</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	49	1	0	51	20	24	4	0	0	22	62	18	50
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>30</b>	<b>60</b>
ST PETERSBURG	AEROFLOT	S	18	0	0	83	17	0	0	0	0	7	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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>30</b>	<b>60</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	CALEDONIAN AIRWAYS	C	3	0	0	33	0	33	0	33	0	116	0	0	0
<b>TOTAL ST KITTS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	24	0	0	42	4	29	25	0	0	30	64	19	28
	MONARCH AIRLINES	C	5	1	1	0	0	0	80	20	0	129	0	0	0
<b>TOTAL SEYCHELLES</b>			<b>29</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>3</b>	<b>24</b>	<b>34</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>64</b>	<b>19</b>	<b>28</b>
<b>TOTAL SEYCHELLES</b>			<b>29</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>3</b>	<b>24</b>	<b>34</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>64</b>	<b>19</b>	<b>28</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITANNIA AIRWAYS	C	2	0	0	0	0	50	50	0	0	64	0	0	0
<b>TOTAL SINGAPORE</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>64</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SINGAPORE</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>64</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	22	0	0	36	23	9	32	0	0	41	89	8	18
	AIR ATLANTA ICELANDIC	C	4	0	0	0	25	25	50	0	0	66	0	0	0
	BRITANNIA AIRWAYS	C	10	0	2	80	0	0	20	0	0	18	61	16	18
	EXCEL AIRWAYS LTD	C	15	1	2	53	27	0	20	0	0	37	41	166	22
	LEISURE INTERNATIONAL	C	2	0	0	0	0	0	0	100	0	195	50	32	6
	MONARCH AIRLINES	C	26	0	0	35	19	27	19	0	0	32	50	20	38
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	0	14	0	0	19	40	34	10
	TRANSAER	C	10	0	0	20	40	20	0	10	10	118	0	0	0
<b>TOTAL ALICANTE</b>			<b>96</b>	<b>1</b>	<b>6</b>	<b>42</b>	<b>21</b>	<b>13</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>46</b>	<b>55</b>	<b>48</b>	<b>121</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	17	38	32	8
	LEISURE INTERNATIONAL	C	2	0	0	0	0	50	50	0	0	56	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	5	50	17	2



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ALMERIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>21</b>	20
<b>ASTURIAS</b>	AIR 2000	C	4	0	0	25	50	0	25	0	0	31	50	26	4
	EXCEL AIRWAYS LTD	C	2	0	2	50	50	0	0	0	0	10	0	0	0
<b>TOTAL ASTURIAS</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>26</b>	4
<b>BARCELONA</b>	AIR 2000	C	4	0	0	50	25	25	0	0	0	23	33	83	3
	AIR EUROPA	S	54	0	0	50	30	17	2	2	0	19	38	30	50
	BRITANNIA AIRWAYS	C	6	0	0	33	0	0	67	0	0	70	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	13	111	8
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	100	0	0	0	53	0	45	4
<b>TOTAL BARCELONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>29</b>	<b>46</b>	79
<b>BILBAO</b>	AIR 2000	C	8	0	0	38	0	25	38	0	0	44	0	49	4
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	18	0	0	0
<b>TOTAL BILBAO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>36</b>	<b>35</b>	14
<b>GERONA</b>	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	50	50	0	0	71	50	15	4
<b>TOTAL GERONA</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>71</b>	<b>50</b>	<b>15</b>	4
<b>JEREZ</b>	GB AIRWAYS LTD	S	18	7	0	72	22	6	0	0	0	12	0	0	0
<b>TOTAL JEREZ</b>			<b>18</b>	<b>7</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>LA CORUNA</b>	AVIACO	S	28	0	0	96	0	4	0	0	0	-1	0	0	0
<b>TOTAL LA CORUNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>100</b>	<b>10</b>	1
<b>MADRID</b>	AIR 2000	C	5	0	0	20	40	40	0	0	0	25	0	58	6
	AIR EUROPA	S	54	0	0	56	24	15	4	2	0	18	37	38	51
	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	100	0	0	112	0	69	4
	BRITISH AIRWAYS (EURO OPS) LG	S	172	0	3	49	21	16	13	0	0	26	59	25	160
	IBERIA	S	46	0	2	28	30	22	20	0	0	38	46	29	84
	MONARCH AIRLINES	C	8	0	0	25	13	38	25	0	0	32	0	164	5
	SPANAIR	S	18	0	0	17	39	28	17	0	0	33	0	0	0
<b>TOTAL MADRID</b>			<b>305</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>24</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>34</b>	333
<b>MALAGA</b>	AIR 2000	C	18	0	0	28	33	17	17	6	0	53	50	57	20
	AIR ATLANTA ICELANDIC	C	11	2	0	9	0	55	27	9	0	78	0	0	0
	BRITANNIA AIRWAYS	C	20	0	0	50	25	25	0	0	0	19	32	30	22
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	61	18	13	6	1	1	27	47	42	120
	CALEDONIAN AIRWAYS	C	13	1	0	31	46	8	15	0	0	29	50	26	4
	EXCEL AIRWAYS LTD	C	28	0	0	57	7	14	11	4	7	56	38	33	8
	MONARCH AIRLINES	C	52	0	0	38	17	25	19	0	0	34	31	37	36
	MY TRAVEL AIRWAYS UK	C	12	0	0	33	17	33	17	0	0	32	57	19	14
	TRANSAER	C	7	0	1	0	14	14	14	0	57	483	0	0	0
	VIVA	C	12	0	0	42	58	0	0	0	0	17	0	0	0
<b>TOTAL MALAGA</b>			<b>293</b>	<b>3</b>	<b>5</b>	<b>47</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>42</b>	<b>41</b>	286
<b>MURCIA SAN JAVIER</b>	GB AIRWAYS LTD	S	13	0	0	62	23	15	0	0	0	12	67	12	18
<b>TOTAL MURCIA SAN JAVIER</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>10</b>	20
<b>PALMA DE MALLORCA</b>	AIR 2000	C	12	0	0	58	8	0	25	8	0	53	67	10	9
	AIR EUROPA	C	2	0	0	0	50	50	0	0	0	30	0	52	2
	BRITANNIA AIRWAYS	C	19	0	0	63	26	5	5	0	0	14	72	18	18

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	3	0	59	4
	MY TRAVEL AIRWAYS UK	C	12	0	3	50	42	8	0	0	0	16	23	82	13
	TRANSAER	C	2	1	1	0	0	0	100	0	0	116	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>51</b>	<b>1</b>	<b>4</b>	<b>57</b>	<b>24</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>39</b>	<b>74</b>
SANTIAGO DE COMPOSTELA (SPAIN)	LEISURE INTERNATIONAL	C	3	1	1	0	67	0	33	0	0	45	0	116	4
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	48	14	139	7
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>51</b>	<b>50</b>	<b>41</b>
SEVILLE	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	22	0	0	0
<b>TOTAL SEVILLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>49</b>	<b>4</b>
VALENCIA	GB AIRWAYS LTD	S	29	1	0	69	10	3	7	10	0	45	44	52	34
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	25	25	0	0	47	0	0	0
<b>TOTAL VALENCIA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>42</b>	<b>49</b>	<b>38</b>
VITORIA	AIR 2000	C	4	0	0	50	25	25	0	0	0	16	0	0	0
<b>TOTAL VITORIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>51</b>	<b>4</b>
ZARAGOZA	AVIACO	S	26	0	2	88	0	8	4	0	0	3	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>980</b>	<b>14</b>	<b>26</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>46</b>	<b>39</b>	<b>1053</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	26	0	0	69	12	8	8	4	0	24	50	20	26
	BRITANNIA AIRWAYS	C	16	0	0	56	25	6	6	6	0	32	68	13	22
	CALEDONIAN AIRWAYS	C	8	2	2	63	13	13	13	0	0	21	6	67	16
	EXCEL AIRWAYS LTD	C	13	0	2	46	8	31	15	0	0	29	40	32	5
	LEISURE INTERNATIONAL	C	8	0	0	50	25	25	0	0	0	18	17	52	6
	MONARCH AIRLINES	C	27	0	1	41	15	19	26	0	0	33	14	53	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	18	70	25	10
	TRANSAER	C	8	0	0	13	0	25	50	13	0	102	0	0	0
	VIVA	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	<b>TOTAL ARRECIFE</b>			<b>116</b>	<b>2</b>	<b>5</b>	<b>53</b>	<b>14</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>41</b>	<b>35</b>
FUERTEVENTURA	AIR 2000	C	6	0	0	67	0	33	0	0	0	15	9	75	11
	BRITANNIA AIRWAYS	C	18	0	0	67	11	17	6	0	0	15	50	31	18
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	23	0	51	3
	LEISURE INTERNATIONAL	C	6	0	2	50	17	0	0	33	0	119	0	0	0
	MONARCH AIRLINES	C	6	0	0	50	17	0	0	33	0	68	50	54	8
	MY TRAVEL AIRWAYS UK	C	14	0	0	50	14	7	14	14	0	61	44	57	18
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>46</b>	<b>37</b>	<b>53</b>	<b>68</b>
LAS PALMAS	AIR 2000	C	19	1	0	58	26	11	5	0	0	19	63	20	24
	BRITANNIA AIRWAYS	C	18	0	0	56	28	17	0	0	0	16	50	23	14
	CALEDONIAN AIRWAYS	C	13	0	0	69	8	0	23	0	0	19	67	18	9
	LEISURE INTERNATIONAL	C	12	0	0	25	8	42	25	0	0	40	0	0	0
	MONARCH AIRLINES	C	13	0	1	8	8	31	46	8	0	78	17	65	6
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	6	6	19	0	0	18	29	44	24
<b>TOTAL LAS PALMAS</b>			<b>92</b>	<b>2</b>	<b>1</b>	<b>49</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>28</b>	<b>92</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	38	1	0	42	21	16	21	0	0	32	48	29	46

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	AIR ATLANTA ICELANDIC	C	4	0	1	0	0	25	75	0	0	90	0	57	2
	BRITANNIA AIRWAYS	C	32	0	0	41	25	9	22	3	0	37	45	47	40
	CALEDONIAN AIRWAYS	C	23	0	1	17	22	17	17	22	4	113	28	135	18
	EXCEL AIRWAYS LTD	C	13	1	2	38	15	23	15	0	8	71	0	172	7
	FUTURA AIRLINES	C	8	0	0	13	50	13	25	0	0	56	0	48	2
	LEISURE INTERNATIONAL	C	24	0	0	25	8	33	13	13	8	98	50	73	22
	MONARCH AIRLINES	C	32	0	0	28	9	34	28	0	0	47	11	95	28
	MY TRAVEL AIRWAYS UK	C	29	0	1	21	10	31	31	3	3	81	38	40	32
	TRANSAER	C	14	0	0	7	0	21	64	7	0	89	0	0	0
	VIVA	C	2	1	0	100	0	0	0	0	0	9	40	47	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>219</b>	<b>4</b>	<b>5</b>	<b>29</b>	<b>16</b>	<b>22</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>65</b>	<b>34</b>	<b>61</b>	<b>232</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>479</b>	<b>8</b>	<b>13</b>	<b>42</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>48</b>	<b>39</b>	<b>48</b>	<b>498</b>
<b>SRI LANKA</b>															
COLOMBO	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	22	25	76	8
	BRITISH AIRWAYS PLC	S	18	0	0	89	6	6	0	0	0	1	82	5	17
<b>TOTAL COLOMBO</b>			<b>22</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>5</b>	<b>64</b>	<b>28</b>	<b>25</b>
<b>TOTAL SRI LANKA</b>			<b>22</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>5</b>	<b>64</b>	<b>28</b>	<b>25</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	1	0	0	50	50	0	0	0	36	0	158	1
	BRITISH AIRWAYS PLC	S	31	0	0	48	3	29	19	0	0	26	18	33	34
	CALEDONIAN AIRWAYS	C	5	0	0	80	0	20	0	0	0	19	0	146	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>8</b>	<b>30</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>48</b>	<b>39</b>
<b>TOTAL ST LUCIA</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>8</b>	<b>30</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>48</b>	<b>39</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	55	1	3	64	22	9	4	2	0	17	70	16	56
<b>TOTAL GOTEBORG</b>			<b>55</b>	<b>1</b>	<b>3</b>	<b>64</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>26</b>	<b>75</b>
STOCKHOLM (ARLANDA)	AIR 2000	C	10	0	0	60	30	10	0	0	0	16	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	57	1	0	68	23	2	7	0	0	16	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>67</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>78</b>	<b>10</b>
<b>TOTAL SWEDEN</b>			<b>122</b>	<b>3</b>	<b>3</b>	<b>66</b>	<b>23</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>32</b>	<b>85</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	C	2	0	0	50	0	0	50	0	0	44	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	AIR 2000	C	10	0	2	30	30	10	20	10	0	60	38	22	8
	BRITANNIA AIRWAYS	C	9	0	1	11	11	56	22	0	0	60	8	64	13
	BRITISH AIRWAYS (EURO OPS) LG	S	168	0	10	70	17	10	4	0	0	14	60	25	160
	CALEDONIAN AIRWAYS	C	11	0	4	18	18	18	45	0	0	68	21	61	24
	MONARCH AIRLINES	C	4	0	4	25	0	25	50	0	0	46	38	23	8
	MY TRAVEL AIRWAYS UK	C	3	0	1	0	0	67	33	0	0	66	0	64	4
<b>TOTAL GENEVA</b>			<b>207</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>31</b>	<b>221</b>
ZURICH	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	0	57	26	11	6	0	0	19	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	0	75	25	0	0	48	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ZURICH			120	0	0	55	25	13	7	0	0	20	59	36	80
TOTAL SWITZERLAND			329	0	22	58	20	13	8	0	0	22	52	33	301
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	81	15	0	4	0	0	7	0	0	0
TOTAL DAR-ES-SALAAM			27	0	0	81	15	0	4	0	0	7	0	0	0
TOTAL TANZANIA			27	0	0	81	15	0	4	0	0	7	0	0	0
THAILAND															
BANGKOK	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	-14	0	0	0
TOTAL BANGKOK			9	0	0	78	22	0	0	0	0	-14	0	0	0
TOTAL THAILAND			9	0	0	78	22	0	0	0	0	-14	22	50	9
TRINIDAD AND TOBAGO															
PORT OF SPAIN	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	36	0	0	0
TOTAL PORT OF SPAIN			2	0	0	0	50	50	0	0	0	36	0	173	1
TOBAGO	CALEDONIAN AIRWAYS	C	7	0	0	43	14	29	14	0	0	31	0	124	4
TOTAL TOBAGO			7	0	0	43	14	29	14	0	0	31	0	124	4
TOTAL TRINIDAD AND TOBAGO			9	0	0	33	22	33	11	0	0	32	0	134	5
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	17	0	1	47	6	35	0	6	6	64	28	51	18
	MONARCH AIRLINES	C	14	0	2	64	14	21	0	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	12	0	1	42	25	17	17	0	0	40	33	43	12
	NOUVELAIR TUNISIE	C	8	0	0	25	25	0	50	0	0	43	0	47	7
TOTAL MONASTIR			51	1	4	47	16	22	12	2	2	42	28	51	47
TUNIS	GB AIRWAYS LTD	S	24	0	0	54	29	13	4	0	0	12	0	0	0
TOTAL TUNIS			24	0	0	54	29	13	4	0	0	12	0	0	0
TOTAL TUNISIA			75	1	4	49	20	19	9	1	1	33	28	51	47
TURKEY															
ANTALYA	SUNWAYS	C	10	0	0	0	10	40	50	0	0	75	0	0	0
TOTAL ANTALYA			10	0	0	0	10	40	50	0	0	75	0	0	0
ISTANBUL	ISTANBUL HAVA YOLLARI	C	8	0	0	25	25	50	0	0	0	27	22	33	9
	ONUR AIR	C	18	0	0	11	17	56	17	0	0	41	29	40	24
	SUNWAYS	C	36	0	0	67	14	8	6	6	0	31	0	0	0
TOTAL ISTANBUL			62	0	0	45	16	27	8	3	0	34	27	38	33
TOTAL TURKEY			72	0	0	39	15	29	14	3	0	39	27	38	33
UGANDA															
ENTEbbe	BRITISH AIRWAYS PLC	S	24	0	0	67	25	0	8	0	0	12	0	0	0
TOTAL ENTEBBE			24	0	0	67	25	0	8	0	0	12	0	0	0
TOTAL UGANDA			24	0	0	67	25	0	8	0	0	12	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	35	35	23	8	0	0	24	0	0	0
	UKRAINE INTERNATIONAL AIRLINE	S	32	0	0	63	19	16	3	0	0	17	50	25	32
<b>TOTAL KIEV (BORISPOL)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>25</b>	<b>32</b>
<b>TOTAL UKRAINE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>25</b>	<b>32</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	EMIRATES	S	9	0	0	33	33	33	0	0	0	24	33	30	18
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>33</b>	<b>30</b>	<b>18</b>
DUBAI	EMIRATES	S	53	0	0	42	32	19	8	0	0	25	50	35	48
<b>TOTAL DUBAI</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>35</b>	<b>48</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>32</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>34</b>	<b>66</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	158	0	2	77	14	6	3	0	0	10	66	17	143
<b>TOTAL ABERDEEN</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>17</b>	<b>143</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	292	4	8	82	8	7	3	0	0	6	59	31	224
<b>TOTAL BELFAST CITY</b>			<b>292</b>	<b>4</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>31</b>	<b>224</b>
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	300	0	11	71	9	13	7	0	0	15	0	0	0
<b>TOTAL EDINBURGH</b>			<b>300</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>270</b>
GLASGOW	KLM UK LTD	S	282	0	0	71	11	11	6	1	0	14	60	22	240
	MY TRAVEL AIRWAYS UK	C	2	1	0	0	0	50	50	0	0	86	0	0	0
<b>TOTAL GLASGOW</b>			<b>284</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>21</b>	<b>243</b>
GUERNSEY	CITY FLYER EXPRESS	C	9	0	9	56	0	44	0	0	0	20	75	11	8
	CITY FLYER EXPRESS	S	131	0	0	75	14	8	2	2	0	13	61	23	117
	FLYBE.BRITISH EUROPEAN	S	201	4	17	84	7	4	3	1	1	12	0	0	0
<b>TOTAL GUERNSEY</b>			<b>341</b>	<b>4</b>	<b>26</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>68</b>	<b>21</b>	<b>322</b>
JERSEY	CITY FLYER EXPRESS	S	188	2	14	66	19	10	6	0	0	16	70	12	170
	FLYBE.BRITISH EUROPEAN	S	215	1	19	70	11	8	8	2	0	19	0	0	0
<b>TOTAL JERSEY</b>			<b>403</b>	<b>3</b>	<b>33</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>13</b>	<b>361</b>
LEEDS BRADFORD	CITY FLYER EXPRESS	S	104	0	0	73	18	4	5	0	0	11	54	25	101
<b>TOTAL LEEDS BRADFORD</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>25</b>	<b>101</b>
MANCHESTER	AIR 2000	C	2	1	0	0	50	50	0	0	0	27	39	36	18
	BRITANNIA AIRWAYS	C	15	0	0	33	7	27	27	7	0	62	38	50	21
	BRITISH AIRWAYS (EURO OPS) LG	S	286	1	0	60	19	15	6	0	0	18	74	15	280
	LEISURE INTL AIRWAYS LTD	C	9	0	0	11	11	33	44	0	0	66	29	63	7
	MONARCH AIRLINES	C	13	0	0	15	15	23	38	8	0	74	33	13	6
	MY TRAVEL AIRWAYS UK	C	3	1	1	0	33	33	33	0	0	78	25	36	8
<b>TOTAL MANCHESTER</b>			<b>331</b>	<b>3</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>22</b>	<b>348</b>
NEWCASTLE	CITY FLYER EXPRESS	S	236	0	3	75	15	9	1	0	0	10	64	18	214
<b>TOTAL NEWCASTLE</b>			<b>236</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>18</b>	<b>214</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2450</b>	<b>18</b>	<b>86</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>20</b>	<b>2361</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	45	20	28	5	2	0	25	39	28	59
	DELTA AIRLINES	S	122	0	0	61	18	12	7	1	0	18	49	22	117
<b>TOTAL ATLANTA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>24</b>	176
BALTIMORE	BRITISH AIRWAYS PLC	S	56	0	4	64	14	9	11	2	0	24	57	25	60
<b>TOTAL BALTIMORE</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>25</b>	60
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	60	14	5	14	5	2	46	57	37	54
<b>TOTAL BOSTON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>46</b>	<b>57</b>	<b>37</b>	54
CHARLOTTE	BRITISH AIRWAYS PLC	S	60	0	0	60	20	15	2	0	3	29	65	16	60
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>65</b>	<b>16</b>	60
CINCINNATI	DELTA AIRLINES	S	60	1	0	47	23	17	10	2	2	33	45	33	60
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>23</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>45</b>	<b>33</b>	60
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	78	0	0	54	19	9	14	4	0	31	23	53	106
	BRITISH AIRWAYS PLC	S	60	0	0	62	12	18	8	0	0	21	50	27	58
<b>TOTAL DALLAS/FORT WORTH</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>44</b>	164
DETROIT	NORTHWEST AIRLINES	S	70	0	2	57	7	21	10	3	1	38	51	36	73
<b>TOTAL DETROIT</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>7</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>50</b>	<b>36</b>	74
FORT LAUDERDALE	LAKER AIRWAYS INC	S	19	1	1	37	26	21	5	11	0	45	0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>19</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>26</b>	<b>21</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	2
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	33	18	20	27	2	0	40	48	22	60
	CONTINENTAL AIRLINES	S	101	0	0	66	19	8	6	1	0	15	41	46	59
<b>TOTAL HOUSTON</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>34</b>	119
LAS VEGAS	MONARCH AIRLINES	C	9	0	0	44	33	11	11	0	0	8	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	27	17	32	22	3	0	46	42	44	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	41	0	0	41	20	27	12	0	0	31	57	30	44
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>18</b>	<b>30</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>48</b>	<b>38</b>	104
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	1	2	50	23	12	15	0	0	28	47	36	59
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>50</b>	<b>23</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>36</b>	59
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	57	0	3	60	19	12	7	2	0	22	52	45	56
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>58</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>45</b>	56
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	106	1	1	56	20	18	5	1	1	23	49	38	59
	NORTH AMERICAN AIRLINES	C	17	0	1	6	12	35	35	12	0	89	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>123</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>43</b>	<b>45</b>	77
ORLANDO	AMERICAN TRANS AIR	C	5	0	0	20	20	40	20	0	0	48	33	187	9
	BRITISH AIRWAYS PLC	S	44	0	0	32	18	16	23	11	0	69	42	45	36
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	66	15	15	3	2	0	15	53	49	60
<b>TOTAL ORLANDO</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>45</b>	<b>43</b>	<b>57</b>	144
PITTSBURGH	BRITISH AIRWAYS PLC	S	60	0	0	40	35	18	7	0	0	22	53	28	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PITTSBURGH			60	0	0	40	35	18	7	0	0	22	53	28	60
RALEIGH	AMERICAN AIRLINES	S	60	0	0	50	22	18	10	0	0	21	57	20	60
TOTAL RALEIGH			60	0	0	50	22	18	10	0	0	21	57	20	60
SAN DIEGO	BRITISH AIRWAYS PLC	S	33	0	1	55	18	15	9	0	3	25	0	0	0
TOTAL SAN DIEGO			33	0	1	55	18	15	9	0	3	25	0	0	0
SANFORD	BRITANNIA AIRWAYS	C	17	2	0	65	18	18	0	0	0	16	0	0	0
	LEISURE INTL AIRWAYS LTD	C	16	0	0	31	19	44	0	6	0	41	0	0	0
	MONARCH AIRLINES	C	9	0	0	33	22	11	11	22	0	81	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	1	17	6	17	22	28	11	171	0	0	0
TOTAL SANFORD			60	2	1	37	15	23	8	13	3	79	0	0	0
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	60	0	0	22	25	25	28	0	0	46	44	53	62
TOTAL ST LOUIS (LAMBERT)			60	0	0	22	25	25	28	0	0	46	44	53	62
TAMPA	BRITISH AIRWAYS PLC	S	27	0	0	19	11	26	37	7	0	64	21	36	19
TOTAL TAMPA			27	0	0	19	11	26	37	7	0	64	21	36	19
TOTAL USA			1568	7	16	50	19	17	11	2	1	33	46	37	1410
VENEZUELA															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	12	0	0	0
TOTAL PORLAMAR			4	0	0	75	0	25	0	0	0	12	25	29	4
TOTAL VENEZUELA			4	0	0	75	0	25	0	0	0	12	25	29	4
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	17	0	0	71	18	12	0	0	0	9	0	0	0
TOTAL LUSAKA			17	0	0	71	18	12	0	0	0	9	40	59	5
TOTAL ZAMBIA			17	0	0	71	18	12	0	0	0	9	40	59	5
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	46	0	0	70	15	9	2	0	4	35	62	15	34
	BRITISH AIRWAYS PLC	S	9	0	0	78	11	0	11	0	0	17	0	0	0
TOTAL HARARE			55	0	0	71	15	7	4	0	4	32	62	15	34
TOTAL ZIMBABWE			55	0	0	71	15	7	4	0	4	32	62	15	34
TOTAL GATWICK			15136	88	391	60	17	13	8	1	0	23	56	29	13907

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	LAUDA-AIR	C	2	0	0	0	0	50	50	0	0	60	0	0	0
<b>TOTAL INNSBRUCK</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>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	BRITANNIA AIRWAYS	C	4	0	0	25	25	50	0	0	0	25	0	0	0
<b>TOTAL SALZBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>86</b>	<b>4</b>
<b>TOTAL AUSTRIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>86</b>	<b>4</b>
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	108	0	0	85	10	5	0	0	0	4	70	14	89
<b>TOTAL BRUSSELS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>89</b>
<b>TOTAL BELGIUM</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>89</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	28	0	0	54	11	11	25	0	0	33	17	69	46
	AIR TRANSAT	C	6	0	0	83	17	0	0	0	0	-3	38	44	8
	CANADA 3000 AIRLINES	C	8	0	0	38	13	0	50	0	0	59	0	0	0
<b>TOTAL TORONTO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>7</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>66</b>	<b>58</b>
<b>TOTAL CANADA</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>7</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>66</b>	<b>58</b>
<b>CYPRUS</b>															
LARNACA	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	29	14	118	7
<b>TOTAL LARNACA</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>29</b>	<b>14</b>	<b>118</b>	<b>7</b>
PAPHOS	AIR 2000	C	6	0	0	67	33	0	0	0	0	11	38	90	8
<b>TOTAL PAPHOS</b>			<b>6</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>11</b>	<b>50</b>	<b>68</b>	<b>10</b>
<b>TOTAL CYPRUS</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>16</b>	<b>35</b>	<b>89</b>	<b>17</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	AIR 2000	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL PRAGUE</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	90	0	0	83	11	3	2	0	0	4	67	19	87
<b>TOTAL COPENHAGEN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>19</b>	<b>87</b>
<b>TOTAL DENMARK</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>19</b>	<b>87</b>
<b>FINLAND</b>															
ROVANIEMI	AIR 2000	C	2	0	0	50	50	0	0	0	0	8	25	63	4
<b>TOTAL ROVANIEMI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>63</b>	<b>4</b>
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>63</b>	<b>4</b>
<b>FRANCE</b>															
DIJON	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
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				Actual (7)	Plan (8)										
TOTAL DIJON			2	0	0	100	0	0	0	0	0	4	0	0	0
LYON	BRITANNIA AIRWAYS	C	3	0	1	0	0	33	67	0	0	86	0	105	1
TOTAL LYON			3	2	1	0	0	33	67	0	0	86	0	105	1
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	59	0	0	83	15	0	2	0	0	7	75	13	28
TOTAL PARIS (CHARLES DE GAULLE)			60	0	0	83	15	0	2	0	0	7	75	13	28
TOULOUSE (BLAGNAC)	AIR 2000	C	3	0	1	67	0	0	33	0	0	29	67	20	3
TOTAL TOULOUSE (BLAGNAC)			3	0	1	67	0	0	33	0	0	29	67	20	3
TOTAL FRANCE			69	2	2	80	13	1	6	0	0	11	67	18	36
GERMANY															
BERLIN (TEGEL)	AIR 2000	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL BERLIN (TEGEL)			4	0	0	75	0	25	0	0	0	17	0	0	0
FRANKFURT MAIN	LUFTHANSA	S	12	0	2	50	42	8	0	0	0	16	56	35	18
TOTAL FRANKFURT MAIN			12	0	2	50	42	8	0	0	0	16	56	35	18
HANOVER	BRITISH AIRWAYS PLC	S	60	0	0	85	5	3	7	0	0	9	73	16	59
TOTAL HANOVER			60	0	0	85	5	3	7	0	0	9	73	16	59
TOTAL GERMANY			76	0	2	79	11	5	5	0	0	11	68	20	85
ICELAND															
KEFLAVIK	ICELANDAIR	S	52	0	2	81	10	8	2	0	0	3	61	16	18
TOTAL KEFLAVIK			52	0	2	81	10	8	2	0	0	3	61	16	18
TOTAL ICELAND			52	0	2	81	10	8	2	0	0	3	61	16	18
IRISH REPUBLIC															
DONEGAL	LOGANAIR	S	26	0	0	77	8	15	0	0	0	9	65	21	23
TOTAL DONEGAL			26	0	0	77	8	15	0	0	0	9	65	21	23
DUBLIN	AER LINGUS	S	172	0	0	84	5	9	2	1	0	7	75	14	165
TOTAL DUBLIN			172	0	0	84	5	9	2	1	0	7	75	14	165
TOTAL IRISH REPUBLIC			198	0	0	83	5	10	2	1	0	7	74	15	188
ITALY															
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	28	50	16	2
TOTAL ROME (CIAMPINO)			3	0	0	67	0	33	0	0	0	17	50	16	2
TURIN	AIR 2000	C	3	0	1	67	0	0	33	0	0	26	0	0	0
TOTAL TURIN			4	0	1	75	0	0	25	0	0	19	100	5	1
TOTAL ITALY			7	0	1	71	0	14	14	0	0	18	67	12	3
MALTA															
MALTA	AIR MALTA	S	8	0	0	100	0	0	0	0	0	3	88	9	8
	AIR MALTA	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL MALTA			11	0	0	91	9	0	0	0	0	4	67	44	18

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MALTA			11	0	0	91	9	0	0	0	0	4	67	44	18
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	172	0	0	68	18	10	4	0	0	12	67	15	164
TOTAL AMSTERDAM			172	0	0	68	18	10	4	0	0	12	67	15	164
TOTAL NETHERLANDS			172	0	0	68	18	10	4	0	0	12	67	15	164
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	4	0	2	25	25	0	50	0	0	82	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	14	100	-1	2
TOTAL FARO			8	0	2	38	25	13	25	0	0	48	33	26	6
TOTAL PORTUGAL(EXCLUDING MADEIRA)			8	0	2	38	25	13	25	0	0	48	33	26	6
PORTUGAL(MADEIRA)															
FUNCHAL	AIR 2000	C	10	0	0	80	0	0	10	10	0	35	0	0	0
TOTAL FUNCHAL			10	0	0	80	0	0	10	10	0	35	33	25	6
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	0	0	10	10	0	35	33	25	6
SPAIN															
ALICANTE	AIR 2000	C	4	0	0	50	0	0	0	0	50	194	100	6	2
	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	23	25	134	4
	BRITANNIA AIRWAYS	C	18	0	0	56	22	6	17	0	0	26	44	58	18
	MY TRAVEL AIRWAYS UK	C	2	0	2	50	50	0	0	0	0	12	0	125	4
TOTAL ALICANTE			26	0	2	54	19	8	12	0	8	50	47	67	36
MALAGA	AIR 2000	C	10	0	0	40	20	20	0	0	20	104	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	18	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	78	17	0	6	0	0	8	78	30	18
	LEISURE INTERNATIONAL	C	4	0	0	0	0	25	50	25	0	128	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	19	0	0	0
	VIVA	C	2	0	0	100	0	0	0	0	0	13	50	17	2
TOTAL MALAGA			40	0	0	58	18	10	8	3	5	46	75	30	24
PALMA DE MALLORCA	AIR 2000	C	4	0	0	100	0	0	0	0	0	-3	75	17	8
	BRITANNIA AIRWAYS	C	18	0	0	50	22	17	11	0	0	22	69	12	16
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	25	0	0	0	11	100	8	2
TOTAL PALMA DE MALLORCA			26	0	0	62	15	15	8	0	0	17	73	13	26
TOTAL SPAIN			92	0	2	58	17	11	9	1	4	39	63	41	86
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	8	0	0	100	0	0	0	0	0	-3	63	21	8
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	11	78	89	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	38	24	8
	SPANAIR	C	8	0	0	63	38	0	0	0	0	7	0	0	0
	VIVA	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
TOTAL ARRECIFE			42	0	0	86	10	5	0	0	0	3	41	54	41
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-4	80	3	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>80</b>	<b>3</b>	<b>10</b>
<b>LAS PALMAS</b>	AIR 2000	C	12	0	0	75	17	8	0	0	0	0	88	4	8
	AIR EUROPA	C	12	0	0	17	0	17	50	17	0	87	40	47	10
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	8	100	0	6
	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	43	14	0	0	0	17	30	218	10
<b>TOTAL LAS PALMAS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>78</b>	<b>44</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	18	0	0	61	6	17	0	11	6	61	47	41	19
	AIR EUROPA	C	10	0	0	0	0	40	40	20	0	116	78	15	9
	BRITANNIA AIRWAYS	C	14	0	0	57	14	21	7	0	0	22	28	32	18
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	0	25	13	0	56	18	109	11
	FUTURA AIRLINES	C	8	0	0	38	0	13	50	0	0	62	33	59	12
	MY TRAVEL AIRWAYS UK	C	18	1	10	61	17	6	17	0	0	24	31	60	16
	SPANAIR	C	8	0	0	38	25	38	0	0	0	24	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>84</b>	<b>3</b>	<b>10</b>	<b>48</b>	<b>11</b>	<b>18</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>49</b>	<b>35</b>	<b>56</b>	<b>94</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>179</b>	<b>3</b>	<b>10</b>	<b>60</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>31</b>	<b>42</b>	<b>58</b>	<b>189</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	AIR 2000	C	3	0	1	67	0	0	33	0	0	25	67	56	3
	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	41	25	75	4
<b>TOTAL GENEVA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>67</b>	<b>7</b>
<b>TOTAL SWITZERLAND</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>67</b>	<b>7</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	LOGANAIR	S	120	0	5	82	8	7	3	0	0	9	82	16	97
<b>TOTAL ABERDEEN</b>			<b>120</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>16</b>	<b>97</b>
<b>BARRA</b>	LOGANAIR	S	42	7	6	69	2	19	10	0	0	-9	82	5	49
<b>TOTAL BARRA</b>			<b>42</b>	<b>7</b>	<b>6</b>	<b>69</b>	<b>2</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>82</b>	<b>5</b>	<b>49</b>
<b>BELFAST CITY</b>	BRITISH REGIONAL AIRLINES LTD	S	159	0	3	69	14	12	6	0	0	13	81	17	140
<b>TOTAL BELFAST CITY</b>			<b>159</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>17</b>	<b>140</b>
<b>BELFAST INTERNATIONAL</b>	LOGANAIR	S	178	1	0	82	6	9	3	0	0	10	64	30	283
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>178</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>30</b>	<b>283</b>
<b>BENBECULA</b>	BRITISH REGIONAL AIRLINES LTD	S	48	0	1	73	15	6	6	0	0	11	0	0	0
<b>TOTAL BENBECULA</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>31</b>	<b>48</b>
<b>BIRMINGHAM</b>	BRITISH AIRWAYS PLC	S	324	0	2	90	7	2	1	0	0	5	78	12	312
<b>TOTAL BIRMINGHAM</b>			<b>324</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>314</b>
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	230	0	11	68	16	7	10	0	0	18	66	96	178
<b>TOTAL BRISTOL</b>			<b>230</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>96</b>	<b>178</b>
<b>CAMPBELTOWN</b>	LOGANAIR	S	41	0	0	80	5	15	0	0	0	9	74	19	34
<b>TOTAL CAMPBELTOWN</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>19</b>	<b>34</b>
<b>CARDIFF WALES</b>	BRITISH REGIONAL AIRLINES LTD	S	100	0	6	73	12	4	8	3	0	22	75	20	99
<b>TOTAL CARDIFF WALES</b>			<b>100</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>20</b>	<b>99</b>

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CITY OF DERRY (EGLINTON)	LOGANAIR	S	60	0	0	83	2	3	12	0	0	11	68	34	63
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>34</b>	<b>63</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	153	0	1	88	3	3	5	1	0	10	77	12	142
<b>TOTAL EAST MIDLANDS</b>			<b>153</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>142</b>
GATWICK	KLM UK LTD	S	282	0	2	71	11	12	5	1	0	14	59	22	272
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	10	10	30	40	0	154	0	0	0
<b>TOTAL GATWICK</b>			<b>292</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>22</b>	<b>274</b>
HEATHROW	BMI BRITISH MIDLAND	S	498	0	3	69	18	7	5	0	0	16	61	23	446
	BRITISH AIRWAYS PLC	S	568	6	9	71	17	6	4	0	0	14	62	22	564
<b>TOTAL HEATHROW</b>			<b>1066</b>	<b>6</b>	<b>12</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>22</b>	<b>1010</b>
INVERNESS	LOGANAIR	S	45	0	0	82	9	7	2	0	0	7	0	34	2
<b>TOTAL INVERNESS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>34</b>	<b>2</b>
ISLAY	LOGANAIR	S	45	0	0	73	16	9	2	0	0	11	73	15	45
<b>TOTAL ISLAY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>15</b>	<b>45</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	87	5	0	8	0	0	6	85	9	47
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>47</b>
JERSEY	BMI BRITISH MIDLAND	S	11	3	0	64	18	9	9	0	0	22	40	43	10
<b>TOTAL JERSEY</b>			<b>11</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>43</b>	<b>10</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	103	0	0	75	9	7	9	1	0	19	86	7	72
<b>TOTAL LEEDS BRADFORD</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>7</b>	<b>72</b>
LUTON	AIR FOYLE PASSENGER AIRLINES	S	206	1	16	58	17	11	11	2	0	31	0	0	0
<b>TOTAL LUTON</b>			<b>206</b>	<b>1</b>	<b>16</b>	<b>58</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>80</b>	<b>11</b>	<b>173</b>
MANCHESTER	BMI REGIONAL	S	112	0	10	71	19	7	2	1	0	13	67	14	113
	BRITISH AIRWAYS PLC	S	139	0	4	74	18	6	2	0	0	9	83	11	167
	LEISURE INTERNATIONAL	C	4	0	0	0	0	25	25	50	0	131	0	0	0
<b>TOTAL MANCHESTER</b>			<b>256</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>326</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	125	1	1	98	2	1	0	0	0	-4	81	6	108
<b>TOTAL SOUTHAMPTON</b>			<b>125</b>	<b>1</b>	<b>1</b>	<b>98</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>81</b>	<b>6</b>	<b>108</b>
STANSTED	KLM UK LTD	S	207	0	13	68	11	13	9	0	0	17	69	22	165
<b>TOTAL STANSTED</b>			<b>207</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>22</b>	<b>165</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	97	0	1	71	15	9	4	0	0	16	0	0	0
	LOGANAIR	S	2	0	0	0	0	0	100	0	0	71	0	0	0
<b>TOTAL STORNOWAY</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>30</b>	<b>93</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	63	38	0	0	0	0	9	0	0	0
	LOGANAIR	S	40	0	0	88	10	3	0	0	0	6	80	17	46
<b>TOTAL SUMBURGH</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>26</b>	<b>83</b>
TIREE	LOGANAIR	S	36	4	0	53	0	0	36	11	0	72	68	26	41
<b>TOTAL TIREE</b>			<b>36</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>11</b>	<b>0</b>	<b>72</b>	<b>68</b>	<b>26</b>	<b>41</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4056</b>	<b>24</b>	<b>94</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>23</b>	<b>3941</b>

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				Actual (7)	Plan (8)										
USA															
BOSTON	BRITISH AIRWAYS PLC	S	34	0	2	53	26	15	6	0	0	21	56	38	36
TOTAL BOSTON			34	0	2	53	26	15	6	0	0	21	56	38	36
SANFORD	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	0	38	50	0	191	0	0	0
TOTAL SANFORD			8	0	0	13	0	0	38	50	0	191	0	0	0
TOTAL USA			42	0	2	45	21	12	12	10	0	54	49	50	47
TOTAL GLASGOW			5239	30	118	74	12	8	6	1	0	15	67	25	5070

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
				Actual (7)	Plan (8)											
<b>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	28	0	0	36	14	21	21	0	7	62	16	63	25	
TOTAL ALGIERS			28	0	0	36	14	21	21	0	7	62	16	63	25	
TOTAL ALGERIA			28	0	0	36	14	21	21	0	7	62	16	63	25	
<b>ARGENTINA</b>																
BUENOS AIRES	AEROLINEAS ARGENTINAS	S	28	0	0	46	18	14	11	11	0	42	25	25	16	
	BRITISH AIRWAYS PLC	S	25	0	1	92	4	4	0	0	0	1	88	-1	26	
TOTAL BUENOS AIRES			53	0	1	68	11	9	6	6	0	23	64	9	42	
TOTAL ARGENTINA			53	0	1	68	11	9	6	6	0	23	64	9	42	
<b>AUSTRALIA</b>																
BRISBANE	BRITISH AIRWAYS PLC	S	26	0	0	54	27	8	8	4	0	20	71	8	28	
TOTAL BRISBANE			26	0	0	54	27	8	8	4	0	20	71	8	28	
MELBOURNE	BRITISH AIRWAYS PLC	S	36	0	0	92	3	6	0	0	0	3	56	13	34	
	QANTAS	S	54	0	0	65	19	13	4	0	0	15	34	24	62	
TOTAL MELBOURNE			90	0	0	76	12	10	2	0	0	10	42	20	96	
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	63	19	15	3	0	0	13	58	21	62	
TOTAL PERTH (AUSTRALIA)			62	0	0	63	19	15	3	0	0	13	58	21	62	
SYDNEY	QANTAS	S	70	0	0	53	29	14	4	0	0	20	48	37	62	
TOTAL SYDNEY			70	0	0	53	29	14	4	0	0	20	48	37	62	
TOTAL AUSTRALIA			248	0	0	64	20	12	4	0	0	15	51	23	248	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	214	0	0	78	13	6	3	0	0	9	57	26	211	
	BRITISH AIRWAYS PLC	S	180	0	0	71	13	11	4	1	0	16	52	25	176	
TOTAL VIENNA			394	0	0	75	13	8	4	1	0	12	55	26	387	
TOTAL AUSTRIA			394	0	0	75	13	8	4	1	0	12	55	26	387	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	33	0	0	70	15	6	9	0	0	16	53	27	64	
TOTAL BAHRAIN			33	0	0	70	15	6	9	0	0	16	53	27	64	
TOTAL BAHRAIN			33	0	0	70	15	6	9	0	0	16	53	27	64	
<b>BANGLADESH</b>																
DACCA	BIMAN BANGLADESH AIRLINES	S	46	0	0	35	22	24	20	0	0	35	26	65	42	
	BRITISH AIRWAYS PLC	S	35	0	0	57	26	11	0	0	6	74	64	10	33	
TOTAL DACCA			81	0	0	44	23	19	11	0	2	52	43	41	75	
TOTAL BANGLADESH			81	0	0	44	23	19	11	0	2	52	43	41	75	
<b>BARBADOS</b>																
BRIDGETOWN	BRITISH AIRWAYS PLC	S	26	0	0	54	12	19	12	4	0	26	71	13	21	
TOTAL BRIDGETOWN			26	0	0	54	12	19	12	4	0	26	71	13	21	

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				Actual (7)	Plan (8)										
TOTAL BARBADOS			26	0	0	54	12	19	12	4	0	26	71	13	21
BELGIUM															
ANTWERP	SABENA	S	82	0	2	80	15	4	1	0	0	9	74	14	80
TOTAL ANTWERP			82	0	2	80	15	4	1	0	0	9	74	14	80
BRUSSELS	BMI BRITISH MIDLAND	S	319	0	0	70	18	7	4	1	0	15	52	28	289
	BRITISH AIRWAYS PLC	S	278	0	2	66	21	7	6	1	0	17	54	26	320
	SABENA	S	497	16	0	69	18	8	4	1	0	17	61	21	396
TOTAL BRUSSELS			1094	16	2	69	18	7	4	1	0	16	56	25	1014
TOTAL BELGIUM			1176	16	4	69	18	7	4	1	0	16	58	24	1095
BOTSWANA															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	56	28	6	11	0	0	15	67	8	18
TOTAL GABORONE			18	0	0	56	28	6	11	0	0	15	67	8	18
TOTAL BOTSWANA			18	0	0	56	28	6	11	0	0	15	67	8	18
BRAZIL															
RIO DE JANEIRO (GALEAO)	VARIG	S	25	0	0	56	16	8	16	4	0	30	33	40	18
TOTAL RIO DE JANEIRO (GALEAO)			25	0	0	56	16	8	16	4	0	30	33	40	18
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	9	0	0	100	0	0	0	0	0	-5	56	10	16
	VARIG	S	17	0	0	47	24	29	0	0	0	20	44	35	9
TOTAL SAO PAULO (GUARULHOS)			26	0	0	65	15	19	0	0	0	11	52	19	25
TOTAL BRAZIL			51	0	0	61	16	14	8	2	0	20	44	28	43
BRUNEI															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	68	15	8	6	3	0	18	44	34	36
TOTAL BANDAR SERI BEGAWAN			62	0	0	68	15	8	6	3	0	18	44	34	36
TOTAL BRUNEI			62	0	0	68	15	8	6	3	0	18	44	34	36
BULGARIA															
SOFIA	BALKAN BULGARIAN AIRLINES	S	44	0	0	55	23	11	9	2	0	28	35	80	43
TOTAL SOFIA			44	0	0	55	23	11	9	2	0	28	35	80	43
TOTAL BULGARIA			44	0	0	55	23	11	9	2	0	28	35	80	43
CANADA															
CALGARY	AIR CANADA	S	14	0	2	71	0	7	14	0	7	50	36	34	25
	CANADIAN AIRLINES INT/L	S	64	0	2	38	23	19	17	3	0	38	0	0	0
TOTAL CALGARY			78	0	4	44	19	17	17	3	1	40	36	34	25
EDMONTON	AIR CANADA	S	44	0	2	39	18	9	32	0	2	49	38	32	13
TOTAL EDMONTON			44	0	2	39	18	9	32	0	2	49	38	32	13
HALIFAX INT	AIR CANADA	S	39	0	1	67	18	10	5	0	0	19	39	44	41
TOTAL HALIFAX INT			39	0	1	67	18	10	5	0	0	19	39	44	41
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	45	19	10	24	0	2	40	35	41	62

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>10</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>35</b>	<b>41</b>	62
<b>TORONTO</b>	AIR CANADA	S	126	1	6	49	21	16	13	1	0	26	29	61	107
	AIR INDIA	S	27	0	0	15	22	22	33	7	0	68	5	78	21
	BRITISH AIRWAYS PLC	S	62	0	0	48	23	15	11	0	3	56	42	44	62
	CANADIAN AIRLINES INT/L	S	118	0	0	70	13	9	8	0	0	14	28	55	61
<b>TOTAL TORONTO</b>			<b>333</b>	<b>1</b>	<b>6</b>	<b>54</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>30</b>	<b>57</b>	251
<b>VANCOUVER</b>	AIR CANADA	S	58	1	2	21	26	16	29	9	0	65	22	67	60
	BRITISH AIRWAYS PLC	S	59	1	0	47	19	19	12	0	3	67	78	11	60
<b>TOTAL VANCOUVER</b>			<b>117</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>22</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>66</b>	<b>45</b>	<b>38</b>	181
<b>TOTAL CANADA</b>			<b>673</b>	<b>3</b>	<b>15</b>	<b>48</b>	<b>19</b>	<b>14</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>36</b>	<b>47</b>	573
<b>CHILE</b>															
<b>SANTIAGO DE CHILE</b>	BRITISH AIRWAYS PLC	S	26	0	0	77	4	8	12	0	0	17	53	28	17
<b>TOTAL SANTIAGO DE CHILE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>28</b>	17
<b>TOTAL CHILE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>28</b>	17
<b>CHINA</b>															
<b>BEIJING</b>	AIR CHINA	S	18	0	0	44	0	17	28	11	0	71	47	104	17
	BRITISH AIRWAYS PLC	S	25	0	0	76	16	0	8	0	0	9	88	-2	16
<b>TOTAL BEIJING</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>7</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>53</b>	33
<b>TOTAL CHINA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>7</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>53</b>	33
<b>COLOMBIA</b>															
<b>BOGOTA</b>	BRITISH AIRWAYS PLC	S	18	0	0	44	28	22	0	6	0	23	53	27	19
<b>TOTAL BOGOTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>27</b>	19
<b>TOTAL COLOMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>27</b>	19
<b>CROATIA</b>															
<b>ZAGREB</b>	CROATIA AIRLINES	S	60	0	0	45	27	8	17	3	0	34	40	31	60
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>40</b>	<b>31</b>	60
<b>TOTAL CROATIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>40</b>	<b>31</b>	60
<b>CYPRUS</b>															
<b>LARNACA</b>	BRITISH AIRWAYS PLC	S	53	0	0	72	13	6	9	0	0	12	52	21	62
	CYPRUS AIRWAYS	S	88	0	1	41	31	22	6	1	0	27	43	26	76
<b>TOTAL LARNACA</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>24</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>24</b>	138
<b>PAPHOS</b>	CYPRUS AIRWAYS	S	5	0	0	20	40	40	0	0	0	27	0	47	8
<b>TOTAL PAPHOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>47</b>	8
<b>TOTAL CYPRUS</b>			<b>146</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>25</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>45</b>	<b>25</b>	146
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMI BRITISH MIDLAND	S	76	0	0	76	8	9	7	0	0	13	65	17	60
	BRITISH AIRWAYS PLC	S	117	0	0	67	16	4	12	0	1	20	74	14	110
	CSA	S	121	0	0	69	14	6	10	1	0	18	62	20	117



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				Actual (7)	Plan (8)										
TOTAL PRAGUE			314	0	0	70	13	6	10	0	0	18	67	17	287
TOTAL CZECH REPUBLIC			314	0	0	70	13	6	10	0	0	18	67	17	287
DENMARK															
AARHUS (TIRSTRUP)	SAS	S	54	0	0	59	22	13	0	6	0	24	67	23	54
TOTAL AARHUS (TIRSTRUP)			54	0	0	59	22	13	0	6	0	24	67	23	54
COPENHAGEN	BRITISH AIRWAYS PLC	S	214	0	6	72	15	8	4	0	0	12	61	22	212
	SAS	S	289	0	2	63	16	14	7	0	0	17	54	26	268
	VARIG	S	24	0	0	33	29	25	13	0	0	30	38	38	26
TOTAL COPENHAGEN			527	0	8	66	16	12	6	0	0	15	56	25	506
TOTAL DENMARK			581	0	8	65	17	12	5	1	0	16	57	25	560
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	58	31	8	3	0	0	14	69	16	62
	EGYPT AIR	S	63	0	6	8	16	37	40	0	0	60	18	68	68
TOTAL CAIRO			125	0	6	33	23	22	22	0	0	37	42	43	130
LUXOR	EGYPT AIR	S	11	0	2	9	0	45	36	9	0	70	75	9	8
TOTAL LUXOR			11	0	2	9	0	45	36	9	0	70	75	9	8
TOTAL EGYPT			136	0	8	31	21	24	23	1	0	40	44	41	138
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	46	0	0	13	17	33	28	4	4	87	27	56	44
TOTAL ADDIS ABABA			46	0	0	13	17	33	28	4	4	87	27	56	44
TOTAL ETHIOPIA			46	0	0	13	17	33	28	4	4	87	27	56	44
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	S	44	0	0	64	7	5	16	2	7	57	49	68	43
TOTAL BELGRADE			44	0	0	64	7	5	16	2	7	57	49	68	43
TOTAL FED REP YUGO SERBIA M'ENEGRO			44	0	0	64	7	5	16	2	7	57	49	68	43
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	105	0	2	70	15	10	4	1	0	15	53	20	97
	FINNAIR	C	7	0	0	71	29	0	0	0	0	8	33	51	3
	FINNAIR	S	172	0	0	61	20	13	6	0	0	18	53	17	174
TOTAL HELSINKI			284	0	2	65	18	12	5	0	0	17	53	18	274
ROVANIEMI	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	50	0	0	74	0	26	2
	BRITISH AIRWAYS PLC	C	4	0	0	25	25	25	0	0	25	276	0	24	2
	FINNAIR	C	4	0	0	25	25	50	0	0	0	13	0	50	1
TOTAL ROVANIEMI			10	0	0	30	20	30	10	0	10	131	14	29	7
TOTAL FINLAND			294	0	2	64	18	12	5	0	0	21	52	19	281
FRANCE															
LYON	AIR FRANCE	S	155	0	6	71	15	6	6	1	0	16	50	29	138
	BRITISH AIRWAYS PLC	S	113	0	0	70	14	10	5	1	0	14	62	27	151

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				Actual (7)	Plan (8)										
<b>TOTAL LYON</b>			<b>268</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>28</b>	289
<b>NICE</b>	BMI BRITISH MIDLAND	S	102	0	0	75	16	5	5	0	0	12	47	35	100
	BRITISH AIRWAYS PLC	S	176	0	1	72	14	8	5	1	0	13	61	25	164
<b>TOTAL NICE</b>			<b>278</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>29</b>	321
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	634	0	76	62	18	13	6	1	0	18	63	20	502
	BMI BRITISH MIDLAND	S	480	0	1	58	19	11	10	2	0	24	63	22	458
	BRITISH AIRWAYS PLC	C	2	0	2	50	0	0	50	0	0	79	0	0	0
	BRITISH AIRWAYS PLC	S	459	0	0	70	15	9	5	0	0	15	66	23	406
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1576</b>	<b>1</b>	<b>79</b>	<b>63</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>22</b>	1366
<b>PARIS (ORLY)</b>	AIR LIBERTE/ TAT EUROPEAN ALN	S	174	0	8	60	21	12	7	0	0	19	66	26	178
	BRITISH AIRWAYS PLC	S	97	0	3	67	21	7	5	0	0	14	60	22	83
<b>TOTAL PARIS (ORLY)</b>			<b>271</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>25</b>	611
<b>STRASBOURG</b>	AIR INTER EUROPE	S	101	0	6	60	18	14	8	0	0	18	0	0	0
<b>TOTAL STRASBOURG</b>			<b>101</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>29</b>	52
<b>TOULOUSE (BLAGNAC)</b>	AIR FRANCE	S	162	0	0	70	17	7	4	1	0	14	71	15	112
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	112
<b>TOTAL FRANCE</b>			<b>2656</b>	<b>1</b>	<b>103</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>24</b>	2751
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH AIRWAYS PLC	S	231	0	4	79	9	7	4	0	0	10	69	19	209
	LUFTHANSA	S	116	0	0	72	15	9	3	1	0	10	90	3	112
<b>TOTAL BERLIN (TEGEL)</b>			<b>347</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	321
<b>BREMEN</b>	LUFTHANSA	S	51	0	3	45	29	16	8	2	0	28	67	17	54
<b>TOTAL BREMEN</b>			<b>51</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>29</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>17</b>	54
<b>COLOGNE (BONN)</b>	BRITISH AIRWAYS PLC	S	109	0	0	69	18	6	6	1	0	17	56	24	106
	LUFTHANSA	S	74	0	2	86	7	1	1	4	0	12	79	8	73
<b>TOTAL COLOGNE (BONN)</b>			<b>183</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>17</b>	179
<b>DRESDEN</b>	LUFTHANSA	S	75	0	2	64	19	8	7	3	0	22	58	21	80
<b>TOTAL DRESDEN</b>			<b>75</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>21</b>	80
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	224	0	2	79	12	4	4	0	0	13	61	22	217
	LUFTHANSA	S	187	0	1	73	14	8	4	1	0	13	77	9	188
<b>TOTAL DUSSELDORF</b>			<b>411</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>16</b>	405
<b>FRANKFURT MAIN</b>	BMI BRITISH MIDLAND	S	227	0	1	64	17	12	5	1	0	20	59	22	228
	BRITISH AIRWAYS PLC	S	289	0	5	67	17	7	8	1	0	18	59	22	270
	LUFTHANSA	S	295	0	6	69	17	8	4	1	0	13	57	17	303
<b>TOTAL FRANKFURT MAIN</b>			<b>811</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>20</b>	801
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	175	0	2	79	11	7	3	0	0	10	62	21	172
	LUFTHANSA	S	206	0	12	86	7	6	0	0	0	4	77	10	225
<b>TOTAL HAMBURG</b>			<b>381</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>15</b>	397
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	65	0	0	82	14	3	2	0	0	8	79	10	63
	LUFTHANSA	S	110	0	2	72	16	5	7	0	0	13	83	8	116

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			Actual (7)	Plan (8)											
<b>TOTAL HANOVER</b>			<b>175</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	179
LEIPZIG	BRITISH AIRWAYS PLC	S	60	0	0	77	13	8	0	2	0	11	78	8	59
	LUFTHANSA	S	63	0	1	67	22	6	5	0	0	15	65	15	69
<b>TOTAL LEIPZIG</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	128
MUNICH	BRITISH AIRWAYS PLC	S	266	0	4	75	12	6	5	2	0	19	63	18	262
	LUFTHANSA	S	285	1	9	76	13	8	2	1	0	10	70	12	251
<b>TOTAL MUNICH</b>			<b>551</b>	<b>1</b>	<b>13</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>15</b>	513
NUREMBERG	LUFTHANSA	S	56	0	1	82	7	5	2	4	0	10	76	10	114
<b>TOTAL NUREMBERG</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	114
STUTTGART	BRITISH AIRWAYS PLC	S	57	0	0	70	9	11	9	2	0	23	60	20	53
	LUFTHANSA	S	88	0	4	80	9	7	2	2	0	11	68	19	139
<b>TOTAL STUTTGART</b>			<b>145</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	192
<b>TOTAL GERMANY</b>			<b>3309</b>	<b>1</b>	<b>61</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	3363
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	34	1	4	9	6	9	68	9	0	111	19	233	26
<b>TOTAL ACCRA</b>			<b>34</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>68</b>	<b>9</b>	<b>0</b>	<b>111</b>	<b>19</b>	<b>233</b>	26
<b>TOTAL GHANA</b>			<b>34</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>68</b>	<b>9</b>	<b>0</b>	<b>111</b>	<b>19</b>	<b>233</b>	26
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	75	0	0	25	0	0	32	44	29	18
<b>TOTAL GIBRALTAR</b>			<b>8</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>32</b>	<b>44</b>	<b>29</b>	18
<b>TOTAL GIBRALTAR</b>			<b>8</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>32</b>	<b>44</b>	<b>29</b>	18
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	118	0	0	75	13	6	5	0	1	20	53	20	118
	OLYMPIC AIRWAYS	S	133	0	0	56	19	17	3	4	2	30	49	23	131
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	8	5	7	2	0	12	70	8	57
<b>TOTAL ATHENS</b>			<b>311</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>55</b>	<b>19</b>	306
SALONIKA	BRITISH AIRWAYS PLC	S	60	0	0	82	7	3	5	3	0	17	55	36	58
<b>TOTAL SALONIKA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>36</b>	58
<b>TOTAL GREECE</b>			<b>371</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>55</b>	<b>22</b>	364
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	60	0	0	73	13	13	0	0	0	11	58	18	62
	CATHAY PACIFIC AIRWAYS	S	85	1	0	84	9	4	2	0	1	15	78	6	76
	UNITED AIRLINES	S	62	0	0	63	13	10	15	0	0	20	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	11	11	2	2	0	11	55	13	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>269</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>12</b>	200
<b>TOTAL HONG KONG</b>			<b>269</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>12</b>	200
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	115	0	2	72	11	12	4	0	0	14	54	18	113
	MALEV (HUNGARIAN AIRLINES)	S	119	0	0	45	26	22	7	0	1	26	53	25	119

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BUDAPEST			234	0	2	58	19	17	6	0	0	20	54	22	233
TOTAL HUNGARY			234	0	2	58	19	17	6	0	0	20	54	22	233
ICELAND															
KEFLAVIK	ICELANDAIR	S	76	0	0	76	13	8	3	0	0	4	55	16	58
TOTAL KEFLAVIK			76	0	0	76	13	8	3	0	0	4	55	16	58
TOTAL ICELAND			76	0	0	76	13	8	3	0	0	4	55	16	58
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	61	11	17	11	0	0	25	44	57	16
TOTAL CALCUTTA			18	0	0	61	11	17	11	0	0	25	44	57	16
DELHI	AIR CANADA	S	35	1	3	23	17	6	37	11	6	125	50	40	36
	AIR INDIA	S	17	0	0	35	18	18	24	6	0	46	0	0	0
	BRITISH AIRWAYS PLC	S	14	0	0	29	21	21	21	7	0	51	36	30	14
TOTAL DELHI			66	1	3	27	18	12	30	9	3	89	39	35	82
MUMBAI	AIR INDIA	S	92	2	0	51	12	17	16	1	2	44	13	74	101
	BRITISH AIRWAYS PLC	S	62	0	0	35	39	13	6	6	0	32	79	6	43
TOTAL MUMBAI			154	2	0	45	23	16	12	3	1	39	33	54	144
TOTAL INDIA			238	3	3	41	21	15	17	5	2	52	40	46	286
INDONESIA															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	44	0	0	66	25	2	7	0	0	15	47	24	36
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			44	0	0	66	25	2	7	0	0	15	47	24	36
TOTAL INDONESIA			44	0	0	66	25	2	7	0	0	15	47	24	36
IRAN															
TEHRAN	BRITISH AIRWAYS PLC	S	23	2	0	65	4	13	4	9	4	57	78	2	18
	IRAN AIR	S	28	0	0	50	7	32	11	0	0	26	46	54	24
TOTAL TEHRAN			51	2	0	57	6	24	8	4	2	40	60	32	42
TOTAL IRAN			51	2	0	57	6	24	8	4	2	40	60	32	42
IRISH REPUBLIC															
CORK	AER LINGUS	S	183	0	2	69	17	6	4	3	0	21	57	32	185
TOTAL CORK			183	0	2	69	17	6	4	3	0	21	57	32	185
DUBLIN	AER LINGUS	S	694	0	14	72	12	7	8	2	0	18	62	19	690
	BMI BRITISH MIDLAND	S	530	0	16	70	17	5	6	1	0	19	56	25	523
TOTAL DUBLIN			1224	0	30	71	14	6	7	1	0	18	59	21	1213
SHANNON	AER LINGUS	S	192	0	0	63	21	5	8	3	0	26	51	29	190
TOTAL SHANNON			192	0	0	63	21	5	8	3	0	26	51	29	190
TOTAL IRISH REPUBLIC			1599	0	32	70	15	6	7	2	0	20	58	23	1588
ISRAEL															
OVDA	EL AL	S	18	0	0	78	6	17	0	0	0	1	81	0	16

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				Actual (7)	Plan (8)										
<b>TOTAL OVDA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>0</b>	16
TEL AVIV	BRITISH AIRWAYS PLC	S	71	0	0	72	17	8	1	0	1	18	68	14	62
	EL AL	S	87	0	9	61	10	13	14	2	0	24	59	50	73
<b>TOTAL TEL AVIV</b>			<b>158</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>63</b>	<b>33</b>	135
<b>TOTAL ISRAEL</b>			<b>176</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>65</b>	<b>30</b>	151
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	60	1	0	72	15	5	8	0	0	14	40	29	60
<b>TOTAL BOLOGNA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>29</b>	60
MILAN (LINATE)	ALITALIA	S	363	0	9	51	25	15	7	1	0	24	52	28	341
	BRITISH AIRWAYS PLC	S	234	0	2	53	22	12	10	2	0	28	49	33	216
<b>TOTAL MILAN (LINATE)</b>			<b>597</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>24</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>30</b>	557
PISA	BRITISH AIRWAYS PLC	S	60	0	0	78	10	3	8	0	0	14	57	20	60
<b>TOTAL PISA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>20</b>	60
ROME (FIUMICINO)	ALITALIA	S	296	0	14	47	17	13	22	1	0	34	47	28	294
	BRITISH AIRWAYS PLC	S	296	0	1	64	17	12	7	0	0	18	55	26	236
<b>TOTAL ROME (FIUMICINO)</b>			<b>592</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>17</b>	<b>13</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>27</b>	571
TURIN	ALITALIA	S	58	0	4	53	24	12	10	0	0	21	69	11	59
	BRITISH AIRWAYS PLC	S	114	0	2	75	19	4	1	2	0	11	66	14	96
<b>TOTAL TURIN</b>			<b>172</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>13</b>	155
VENICE	BRITISH AIRWAYS PLC	S	68	0	1	72	9	9	9	1	0	16	57	27	60
<b>TOTAL VENICE</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>27</b>	60
<b>TOTAL ITALY</b>			<b>1550</b>	<b>1</b>	<b>33</b>	<b>58</b>	<b>19</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>27</b>	1464
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	30	0	0	7	23	47	17	7	0	56	0	0	0
<b>TOTAL KINGSTON</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>23</b>	<b>47</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL JAMAICA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>23</b>	<b>47</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	0
<b>JAPAN</b>															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	16	0	0	75	13	6	6	0	0	4	61	19	18
<b>TOTAL NAGOYA (AFB)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>19</b>	18
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	18	0	0	83	11	6	0	0	0	0	50	17	18
	BRITISH AIRWAYS PLC	S	46	0	0	80	15	4	0	0	0	1	73	8	26
	JAPAN AIRLINES	S	46	0	0	76	15	2	7	0	0	10	64	43	44
<b>TOTAL OSAKA (KANSAI)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>27</b>	88
TOKYO (NARITA)	AEROFLOT	S	17	0	1	41	6	12	41	0	0	47	39	58	18
	ALL NIPPON AIRWAYS	S	62	0	0	87	8	0	5	0	0	6	67	9	64
	BRITISH AIRWAYS PLC	S	114	0	0	79	6	10	4	1	0	5	67	22	114
	JAPAN AIRLINES	S	78	0	4	69	21	8	3	0	0	6	67	22	73
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	61	20	6	13	0	0	20	67	15	52
<b>TOTAL TOKYO (NARITA)</b>			<b>325</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>20</b>	321

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				Actual (7)	Plan (8)										
TOTAL JAPAN			451	0	5	75	13	6	6	0	0	8	65	22	427
JORDAN															
AMMAN	BRITISH AIRWAYS PLC	S	33	0	0	52	18	12	18	0	0	32	62	19	26
	BRITISH MEDITERRANEAN AIRWA	S	27	0	0	44	19	7	19	11	0	50	53	23	17
	ROYAL JORDANIAN	S	62	0	0	68	19	10	2	2	0	16	64	26	53
TOTAL AMMAN			122	0	0	58	19	10	10	3	0	27	61	24	96
TOTAL JORDAN			122	0	0	58	19	10	10	3	0	27	61	24	96
KENYA															
MOMBASA	KENYA AIRWAYS	S	4	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL MOMBASA			4	0	0	50	50	0	0	0	0	14	0	0	0
NAIROBI	KENYA AIRWAYS	S	67	1	1	45	19	15	12	6	3	58	43	61	72
TOTAL NAIROBI			67	1	1	45	19	15	12	6	3	58	41	53	92
TOTAL KENYA			71	1	1	45	21	14	11	6	3	56	41	53	92
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	51	0	0	65	20	10	6	0	0	14	78	16	40
	KUWAIT AIRWAYS	S	64	0	0	56	20	9	9	5	0	31	47	60	64
TOTAL KUWAIT			115	0	0	60	20	10	8	3	0	24	59	43	104
TOTAL KUWAIT			115	0	0	60	20	10	8	3	0	24	59	43	104
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	75	0	25	0	0	0	10	0	0	0
TOTAL BISHKEK (FRUNZE)			4	0	0	75	0	25	0	0	0	10	33	83	3
TOTAL KYRGYZSTAN			4	0	0	75	0	25	0	0	0	10	33	83	3
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	26	0	0	69	15	15	0	0	0	11	0	0	0
TOTAL RIGA			26	0	0	69	15	15	0	0	0	11	0	0	0
TOTAL LATVIA			26	0	0	69	15	15	0	0	0	11	0	0	0
LEBANON															
BEIRUT	MEA	S	36	0	0	67	14	8	11	0	0	17	36	75	36
TOTAL BEIRUT			36	0	0	67	14	8	11	0	0	17	48	59	46
TOTAL LEBANON			36	0	0	67	14	8	11	0	0	17	48	59	46
LITHUANIA															
VILNIUS	LITHUANIA AIRLINES	S	38	0	0	63	5	8	8	16	0	54	69	29	32
TOTAL VILNIUS			38	0	0	63	5	8	8	16	0	54	69	29	32
TOTAL LITHUANIA			38	0	0	63	5	8	8	16	0	54	69	29	32
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	42	0	2	79	14	2	5	0	0	10	61	24	38
	LUXAIR	S	112	0	4	66	22	9	3	0	0	12	54	24	108

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				Actual (7)	Plan (8)										
TOTAL LUXEMBOURG			154	0	6	69	20	7	3	0	0	11	55	24	146
TOTAL LUXEMBOURG			154	0	6	69	20	7	3	0	0	11	55	24	146
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-MA	S	124	0	0	68	11	11	6	2	2	33	54	25	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	68	11	11	6	2	2	33	54	25	124
TOTAL MALAYSIA			124	0	0	68	11	11	6	2	2	33	54	25	124
<b>MALTA</b>															
MALTA	AIR MALTA	S	106	0	0	60	16	11	12	0	0	18	44	28	112
TOTAL MALTA			106	0	0	60	16	11	12	0	0	18	44	28	112
TOTAL MALTA			106	0	0	60	16	11	12	0	0	18	44	28	112
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	0	17	22	44	11	0	6	59	30	28	20
TOTAL MAURITIUS			18	0	0	17	22	44	11	0	6	59	30	28	20
TOTAL MAURITIUS			18	0	0	17	22	44	11	0	6	59	30	28	20
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	65	23	12	0	0	0	7	67	12	27
TOTAL MEXICO CITY			26	0	0	65	23	12	0	0	0	7	67	12	27
TOTAL MEXICO			26	0	0	65	23	12	0	0	0	7	67	12	27
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	58	0	0	45	9	9	29	9	0	49	45	23	42
	ROYAL AIR MAROC	S	54	0	0	57	31	4	4	4	0	23	56	15	52
TOTAL CASABLANCA MOHAMED V			112	0	0	51	20	6	17	6	0	36	52	19	95
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	2	0	0	50	0	0	50	0	0	46	70	6	10
TOTAL TANGIERS (IBN BATUTA)			2	0	0	50	0	0	50	0	0	46	70	6	10
TOTAL MOROCCO			114	0	0	51	19	6	18	6	0	37	56	20	135
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	22	0	4	64	14	14	9	0	0	19	46	19	26
TOTAL WINDHOEK			22	0	4	64	14	14	9	0	0	19	46	19	26
TOTAL NAMIBIA			22	0	4	64	14	14	9	0	0	19	46	19	26
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	77	19	4	0	0	0	11	46	28	26
	EVA AIR	S	26	0	0	85	8	4	4	0	0	4	42	35	26
TOTAL TAIPEI			52	0	0	81	13	4	2	0	0	7	44	32	52
TOTAL NATIONALIST CHINA (TAIWAN)			52	0	0	81	13	4	2	0	0	7	44	32	52
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	461	0	3	71	13	8	7	1	0	17	62	27	454
	BRITISH AIRWAYS PLC	S	371	0	2	63	18	9	8	2	0	21	61	26	371

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMSTERDAM	KLM	S	481	0	5	71	12	8	7	1	0	17	63	20	480
	UNITED AIRLINES	S	8	0	0	88	13	0	0	0	0	2	34	37	38
<b>TOTAL AMSTERDAM</b>			<b>1321</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>25</b>	1343
EINDHOVEN	KLM	S	78	0	2	81	13	5	1	0	7	65	14	71	
<b>TOTAL EINDHOVEN</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>14</b>	71	
ROTTERDAM	KLM	S	225	0	9	72	17	7	4	0	11	53	22	203	
<b>TOTAL ROTTERDAM</b>			<b>225</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>22</b>	203	
<b>TOTAL NETHERLANDS</b>			<b>1624</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>24</b>	1617
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	44	0	0	43	27	18	7	5	0	30	43	47	46
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>27</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>47</b>	46
<b>TOTAL NEW ZEALAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>27</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>47</b>	46
<b>NIGERIA</b>															
LAGOS	NIGERIA AIRWAYS	S	21	0	17	14	10	29	43	5	0	66	40	72	20
<b>TOTAL LAGOS</b>			<b>21</b>	<b>0</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>29</b>	<b>43</b>	<b>5</b>	<b>0</b>	<b>66</b>	<b>40</b>	<b>72</b>	20
<b>TOTAL NIGERIA</b>			<b>21</b>	<b>0</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>29</b>	<b>43</b>	<b>5</b>	<b>0</b>	<b>66</b>	<b>40</b>	<b>72</b>	20
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	54	0	0	74	17	0	9	0	0	12	45	22	56
<b>TOTAL BERGEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>22</b>	56
OSLO (FORNEBU)	BRITISH AIRWAYS PLC	S	175	0	0	65	20	9	4	2	0	19	59	26	162
	SAS	S	221	0	1	67	17	10	5	1	0	14	61	20	197
<b>TOTAL OSLO (FORNEBU)</b>			<b>396</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>23</b>	359
STAVANGER	SAS	S	108	0	0	75	8	11	4	2	0	14	77	14	104
<b>TOTAL STAVANGER</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	104
<b>TOTAL NORWAY</b>			<b>558</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>21</b>	519
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	59	0	0	53	20	17	7	2	2	32	63	16	60
	GULF AIR	S	74	0	0	77	8	9	5	0	0	9	59	25	83
<b>TOTAL MUSCAT</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>61</b>	<b>21</b>	143
<b>TOTAL OMAN</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>61</b>	<b>21</b>	143
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	1	33	6	39	17	6	0	52	11	71	19
<b>TOTAL ISLAMABAD</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>6</b>	<b>39</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>71</b>	19
KARACHI	PAKISTAN INTL AIRLINES	S	20	1	1	45	25	30	0	0	0	20	28	106	39
<b>TOTAL KARACHI</b>			<b>20</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>25</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>28</b>	<b>106</b>	39
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	2	31	19	50	0	0	0	31	0	0	0
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>19</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	0



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PAKISTAN</b>			<b>54</b>	<b>1</b>	<b>4</b>	<b>37</b>	<b>17</b>	<b>39</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>22</b>	<b>95</b>	<b>58</b>
<b>PHILIPPINES</b>															
<b>MANILA</b>	BRITISH AIRWAYS PLC	S	36	0	0	67	14	11	8	0	0	18	44	26	36
	PHILIPPINE AIRLINES	S	26	0	0	12	12	27	35	8	8	116	0	0	0
<b>TOTAL MANILA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>44</b>	<b>26</b>	<b>36</b>
<b>TOTAL PHILIPPINES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>44</b>	<b>26</b>	<b>36</b>
<b>POLAND</b>															
<b>WARSAW</b>	BRITISH AIRWAYS PLC	S	116	0	1	58	22	10	9	0	0	22	37	29	81
	LOT-POLISH AIRLINES	S	118	0	0	64	12	9	14	1	0	23	57	22	83
<b>TOTAL WARSAW</b>			<b>234</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>26</b>	<b>164</b>
<b>TOTAL POLAND</b>			<b>234</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>26</b>	<b>169</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR PORTUGAL	S	34	0	0	74	12	3	9	3	0	22	49	30	37
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>30</b>	<b>37</b>
<b>LISBON</b>	AIR PORTUGAL	S	153	0	0	69	17	5	8	1	0	18	54	27	154
	BRITISH AIRWAYS PLC	S	178	0	0	74	12	6	7	0	1	16	61	20	174
<b>TOTAL LISBON</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>23</b>	<b>328</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	60	0	0	70	10	10	7	3	0	22	58	22	60
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>23</b>	<b>116</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>425</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>24</b>	<b>481</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR PORTUGAL	S	18	0	0	44	22	11	22	0	0	35	44	41	16
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>39</b>	<b>45</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>39</b>	<b>45</b>	<b>18</b>
<b>QATAR</b>															
<b>DOHA</b>	GULF AIR	S	13	0	0	62	8	15	15	0	0	24	75	7	4
<b>TOTAL DOHA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>7</b>	<b>4</b>
<b>TOTAL QATAR</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>7</b>	<b>4</b>
<b>REPUBLIC OF KOREA</b>															
<b>SEOUL (KIMPO)</b>	BRITISH AIRWAYS PLC	S	24	0	2	46	21	21	13	0	0	28	78	3	18
	KOREAN AIR	S	34	0	0	62	21	18	0	0	0	15	54	16	26
<b>TOTAL SEOUL (KIMPO)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>11</b>	<b>44</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>11</b>	<b>44</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	36	0	0	72	6	11	8	3	0	24	65	12	26
	SOUTH AFRICAN AIRWAYS	S	27	0	0	70	15	11	4	0	0	13	63	26	19
<b>TOTAL CAPE TOWN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>18</b>	<b>45</b>
<b>DURBAN</b>	BRITISH AIRWAYS PLC	S	26	0	0	81	12	8	0	0	0	6	75	10	28

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				Actual (7)	Plan (8)										
DURBAN	SOUTH AFRICAN AIRWAYS	S	26	0	0	27	27	35	12	0	0	34	19	39	27
<b>TOTAL DURBAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>24</b>	<b>55</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	67	0	1	70	13	9	6	1	0	18	73	10	48
	SOUTH AFRICAN AIRWAYS	S	63	0	0	37	27	27	5	2	3	53	32	71	66
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	63	22	7	4	4	0	21	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>49</b>	<b>46</b>	<b>114</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>272</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>52</b>	<b>34</b>	<b>214</b>
RUMANIA															
BUCHAREST (OTOPENI)	TAROM	S	58	0	10	60	16	12	12	0	0	17	54	25	59
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>58</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>25</b>	<b>59</b>
<b>TOTAL RUMANIA</b>			<b>58</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>25</b>	<b>59</b>
RUSSIA															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	97	0	0	59	21	6	14	0	0	24	25	61	87
	BRITISH AIRWAYS PLC	S	60	0	0	72	13	13	2	0	0	10	58	21	60
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>39</b>	<b>45</b>	<b>147</b>
ST PETERSBURG	AEROFLOT	S	10	0	0	60	30	0	10	0	0	10	60	19	10
	BRITISH AIRWAYS PLC	S	42	0	1	74	10	10	7	0	0	8	76	11	42
<b>TOTAL ST PETERSBURG</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>52</b>
<b>TOTAL RUSSIA</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>36</b>	<b>199</b>
SAUDI ARABIA															
DHAHRAN	BRITISH AIRWAYS PLC	S	51	0	0	84	8	2	6	0	0	4	81	2	48
	SAUDI ARABIAN AIRLINES	S	18	0	0	33	28	39	0	0	0	24	44	20	16
<b>TOTAL DHAHRAN</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>7</b>	<b>64</b>
JEDDAH	BRITISH AIRWAYS PLC	S	32	0	0	72	16	6	6	0	0	12	71	17	35
	SAUDI ARABIAN AIRLINES	S	44	0	0	52	27	14	7	0	0	18	64	14	47
<b>TOTAL JEDDAH</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>16</b>	<b>82</b>
RIYADH	BRITISH AIRWAYS PLC	S	25	0	0	84	12	4	0	0	0	-8	67	7	24
	SAUDI ARABIAN AIRLINES	S	8	0	0	38	50	13	0	0	0	20	40	142	10
<b>TOTAL RIYADH</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>-1</b>	<b>59</b>	<b>47</b>	<b>34</b>
<b>TOTAL SAUDI ARABIA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>18</b>	<b>180</b>
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	34	0	0	82	18	0	0	0	0	1	0	0	0
	SINGAPORE AIRLINES	S	124	0	0	69	19	10	2	0	0	8	60	16	124
<b>TOTAL SINGAPORE</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>16</b>	<b>124</b>
<b>TOTAL SINGAPORE</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>16</b>	<b>124</b>
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	42	0	2	62	19	7	12	0	0	24	48	21	58
<b>TOTAL LJUBLJANA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>19</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>21</b>	<b>58</b>
<b>TOTAL SLOVENIA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>19</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>21</b>	<b>58</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>SPAIN</b>															
ALICANTE	IBERIA	S	60	0	0	77	5	8	10	0	0	16	0	0	0
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>23</b>	58
BARCELONA	BRITISH AIRWAYS PLC	S	175	0	2	74	10	8	7	1	0	14	65	21	175
	IBERIA	S	182	0	0	84	7	4	3	2	0	7	69	13	176
<b>TOTAL BARCELONA</b>			<b>357</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>17</b>	351
BILBAO	BRITISH AIRWAYS PLC	S	60	0	0	73	20	5	2	0	0	7	66	19	56
	IBERIA	S	60	0	0	73	8	8	10	0	0	13	75	8	60
<b>TOTAL BILBAO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>13</b>	116
MADRID	BRITISH AIRWAYS PLC	S	231	0	6	48	25	14	11	2	0	29	44	28	170
	IBERIA	S	272	0	16	56	16	9	16	2	0	30	67	20	283
<b>TOTAL MADRID</b>			<b>503</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>20</b>	<b>11</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>23</b>	454
MALAGA	IBERIA	S	60	0	0	55	18	8	17	2	0	29	69	17	58
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>8</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>17</b>	58
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	60	0	0	73	15	8	3	0	0	14	70	16	60
	IBERIA	S	57	0	2	91	4	5	0	0	0	0	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>117</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>17</b>	118
SEVILLE	IBERIA	S	60	0	0	68	8	8	8	7	0	30	79	6	58
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>79</b>	<b>6</b>	58
VALENCIA	IBERIA	S	58	0	2	81	12	3	3	0	0	7	80	7	60
<b>TOTAL VALENCIA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>7</b>	60
<b>TOTAL SPAIN</b>			<b>1335</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>14</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>18</b>	1273
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	38	0	0	63	16	16	5	0	0	10	35	38	34
<b>TOTAL COLOMBO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>35</b>	<b>38</b>	34
<b>TOTAL SRI LANKA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>35</b>	<b>38</b>	34
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	114	0	0	65	13	12	9	1	0	18	66	17	112
	SAS	S	124	0	2	72	15	10	1	2	0	11	69	20	149
<b>TOTAL GOTEBORG</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>18</b>	261
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	233	0	2	71	15	9	4	1	0	14	63	18	230
	SAS	S	277	0	2	68	14	11	6	1	0	15	69	18	265
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>510</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>18</b>	495
<b>TOTAL SWEDEN</b>			<b>748</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>18</b>	756
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	106	0	0	54	24	11	10	1	0	24	49	27	97
	SWISS AIRLINES	S	178	0	0	70	16	6	7	1	0	15	62	24	118
<b>TOTAL BASLE MULHOUSE</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>25</b>	215
GENEVA	BRITISH AIRWAYS PLC	S	296	0	2	70	16	9	4	1	0	17	47	30	275

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GENEVA	SWISSAIR	S	231	0	9	70	15	12	2	0	0	14	50	28	227
<b>TOTAL GENEVA</b>			<b>527</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>29</b>	<b>502</b>
ZURICH	BMI BRITISH MIDLAND	S	231	0	0	61	18	14	5	2	0	20	47	26	226
	BRITISH AIRWAYS PLC	S	220	0	2	66	19	8	7	0	0	17	51	30	222
	SWISSAIR	S	347	0	9	63	20	10	7	0	0	20	50	24	300
<b>TOTAL ZURICH</b>			<b>798</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>26</b>	<b>748</b>
<b>TOTAL SWITZERLAND</b>			<b>1609</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>27</b>	<b>1465</b>
SYRIA															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	39	17	17	11	11	6	71	53	25	17
	SYRIANAIR	S	29	0	0	31	24	17	17	10	0	54	27	67	26
<b>TOTAL DAMASCUS</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>21</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>61</b>	<b>41</b>	<b>44</b>	<b>51</b>
<b>TOTAL SYRIA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>21</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>61</b>	<b>41</b>	<b>44</b>	<b>51</b>
TANZANIA															
DAR-ES-SALAAM	ALLIANCE	S	18	0	0	28	28	22	11	11	0	51	33	95	18
<b>TOTAL DAR-ES-SALAAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>51</b>	<b>72</b>	<b>43</b>
<b>TOTAL TANZANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>51</b>	<b>72</b>	<b>43</b>
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	62	0	0	66	18	16	0	0	0	12	48	26	62
<b>TOTAL BANGKOK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>26</b>	<b>62</b>
<b>TOTAL THAILAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>26</b>	<b>62</b>
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	62	0	0	23	26	31	19	0	2	56	24	62	58
<b>TOTAL PORT OF SPAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>26</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>24</b>	<b>62</b>	<b>58</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>26</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>24</b>	<b>62</b>	<b>58</b>
TUNISIA															
TUNIS	TUNISAIR	S	28	0	0	32	25	25	18	0	0	38	35	39	26
<b>TOTAL TUNIS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>39</b>	<b>50</b>
<b>TOTAL TUNISIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>39</b>	<b>50</b>
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	118	0	4	69	18	9	3	1	0	13	63	20	122
	ISTANBUL HAVA YOLLARI	C	18	0	0	33	17	39	11	0	0	32	11	186	18
	THY TURK HAVA YOLLARI TURKIS	S	123	0	0	50	22	15	13	0	0	24	54	23	112
<b>TOTAL ISTANBUL</b>			<b>259</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>33</b>	<b>252</b>
<b>IZMIR (ADNAM MENDERES)</b>	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	39	17	33	11	0	0	33	33	37	18
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>37</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>277</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>33</b>	<b>270</b>
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	25	13	13	13	13	25	158	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
TOTAL ASHKHABAD			8	0	0	25	13	13	13	13	25	158	22	98	18
TOTAL TURKMENISTAN			8	0	0	25	13	13	13	13	25	158	22	98	18
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	59	0	0	80	14	5	2	0	0	0	83	0	60
	EMIRATES	S	22	0	0	36	36	18	9	0	0	24	44	27	18
	GULF AIR	S	52	0	0	79	8	10	4	0	0	5	53	46	45
TOTAL ABU DHABI INTERNATIONAL			133	0	0	72	15	9	4	0	0	6	67	21	123
DUBAI	EMIRATES	S	102	0	0	37	25	19	19	0	0	33	59	23	105
TOTAL DUBAI			102	0	0	37	25	19	19	0	0	33	59	23	105
TOTAL UNITED ARAB EMIRATES			235	0	0	57	20	13	10	0	0	18	63	22	228
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	340	0	6	82	10	4	4	0	0	9	65	16	327
TOTAL ABERDEEN			340	0	6	82	10	4	4	0	0	9	65	16	327
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	504	0	12	81	10	3	5	1	0	14	66	20	501
	BRITISH AIRWAYS PLC	S	368	0	6	74	13	5	6	2	0	17	53	24	349
TOTAL BELFAST INTERNATIONAL			872	0	18	78	11	4	5	2	0	15	61	22	850
EDINBURGH	BMI BRITISH MIDLAND	S	520	0	7	70	16	10	4	1	0	14	60	21	445
	BRITISH AIRWAYS PLC	S	561	0	6	75	12	8	4	1	0	13	63	19	546
TOTAL EDINBURGH			1081	0	13	73	14	9	4	1	0	14	62	20	991
GLASGOW	BMI BRITISH MIDLAND	S	497	0	7	69	20	5	5	0	0	15	60	23	448
	BRITISH AIRWAYS PLC	S	571	2	5	74	13	8	4	0	0	13	58	22	566
TOTAL GLASGOW			1068	2	12	72	16	7	5	0	0	14	59	22	1014
GUERNSEY	KLM UK LTD	S	203	0	17	77	6	5	11	1	0	17	84	10	203
TOTAL GUERNSEY			203	0	17	77	6	5	11	1	0	17	84	10	203
INVERNESS	BRITISH AIRWAYS PLC	S	159	0	0	70	18	5	5	2	0	16	58	24	157
TOTAL INVERNESS			159	0	0	70	18	5	5	2	0	16	58	24	157
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	154	0	4	76	11	8	5	0	1	16	59	29	148
TOTAL ISLE OF MAN			154	0	4	76	11	8	5	0	1	16	59	29	148
JERSEY	BRITISH AIRWAYS PLC	S	195	0	9	69	14	8	6	2	2	29	64	19	208
TOTAL JERSEY			195	0	9	69	14	8	6	2	2	29	64	19	208
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	232	0	8	59	21	12	8	0	0	19	57	23	230
TOTAL LEEDS BRADFORD			232	0	8	59	21	12	8	0	0	19	57	23	230
MANCHESTER	BRITISH AIRWAYS PLC	S	562	1	1	75	12	8	6	0	0	13	66	15	522
TOTAL MANCHESTER			563	1	1	75	12	8	6	0	0	13	66	15	522
NEWCASTLE	BRITISH AIRWAYS PLC	S	292	0	2	81	9	5	3	1	0	10	73	13	284
TOTAL NEWCASTLE			292	0	2	81	9	5	3	1	0	10	73	13	284
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	69	0	2	68	10	16	6	0	0	14	54	24	56
TOTAL NEWQUAY			69	0	2	68	10	16	6	0	0	14	54	24	56
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	141	0	3	62	11	15	12	0	0	19	39	32	132

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PLYMOUTH			141	0	3	62	11	15	12	0	0	19	39	32	132
TEESSIDE	BMI BRITISH MIDLAND	S	235	0	5	82	7	6	4	0	0	9	71	17	226
TOTAL TEESSIDE			235	0	5	82	7	6	4	0	0	9	71	17	226
TOTAL UNITED KINGDOM			5607	5	100	74	13	7	5	1	0	14	63	20	5350
USA															
BOSTON	AMERICAN AIRLINES	S	122	0	0	76	14	8	2	0	0	10	51	30	116
	BRITISH AIRWAYS PLC	S	119	0	3	73	15	5	6	1	0	13	60	25	119
TOTAL BOSTON			241	0	3	75	15	7	4	0	0	11	55	27	235
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	131	0	0	63	15	13	9	0	0	18	44	35	120
	BRITISH AIRWAYS PLC	S	60	0	0	55	15	17	13	0	0	24	40	38	60
	UNITED AIRLINES	S	62	0	0	74	13	8	2	3	0	18	53	20	62
TOTAL CHICAGO (O'HARE)			253	0	0	64	14	13	8	1	0	20	45	32	242
DETROIT	BRITISH AIRWAYS PLC	S	60	0	0	35	38	15	10	2	0	26	35	49	60
TOTAL DETROIT			60	0	0	35	38	15	10	2	0	26	35	49	60
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	65	27	7	2	0	0	11	40	33	60
	BRITISH AIRWAYS PLC	S	119	0	1	59	18	13	9	2	0	23	52	23	122
	UNITED AIRLINES	S	62	0	0	68	13	13	6	0	0	15	39	32	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	43	18	27	12	0	0	28	40	44	60
TOTAL LOS ANGELES INTERNATIONAL			301	0	1	59	19	14	8	1	0	20	45	31	304
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	32	39	19	10	0	0	27	34	33	62
	BRITISH AIRWAYS PLC	S	62	0	0	71	13	13	3	0	0	11	55	15	62
TOTAL MIAMI INTERNATIONAL			124	0	0	52	26	16	6	0	0	19	44	24	124
NEW YORK (JF KENNEDY)	AIR INDIA	S	64	0	0	39	20	20	17	3	0	38	8	72	60
	AMERICAN AIRLINES	S	353	0	3	60	19	13	7	0	0	18	48	36	355
	BRITISH AIRWAYS PLC	S	328	0	0	64	21	10	4	1	0	16	56	35	327
	BRITISH AIRWAYS PLC	C	2	0	2	0	100	0	0	0	0	21	0	23	2
	KUWAIT AIRWAYS	S	26	0	0	54	12	12	12	8	4	51	31	47	26
	UNITED AIRLINES	S	124	0	0	58	25	10	6	1	0	19	53	26	182
	VIRGIN ATLANTIC AIRWAYS LTD	S	104	0	7	36	30	20	13	2	0	34	40	45	108
TOTAL NEW YORK (JF KENNEDY)			1001	0	12	57	22	13	7	1	0	21	47	37	1060
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	60	0	0	45	28	15	7	5	0	34	57	27	60
	UNITED AIRLINES	S	62	0	0	63	15	10	10	2	2	28	47	26	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	62	17	15	7	0	0	17	45	32	60
TOTAL NEW YORK (NEWARK)			182	0	0	57	20	13	8	2	1	26	49	28	180
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	63	19	14	4	0	0	14	55	24	60
TOTAL PHILADELPHIA INTERNATIONAL			120	0	0	63	19	14	4	0	0	14	55	24	60
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	62	0	0	68	16	10	6	0	0	12	48	45	62
	UNITED AIRLINES	S	124	0	0	67	10	16	6	2	0	18	40	25	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	1	28	28	26	12	6	0	47	33	56	51
TOTAL SAN FRANCISCO			236	0	1	59	15	17	7	2	0	22	41	41	175
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	65	15	13	7	0	0	15	57	30	58

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SEATTLE (TACOMA)			60	0	0	65	15	13	7	0	0	15	57	30	58
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	60	0	0	68	12	3	12	5	0	28	46	57	59
	UNITED AIRLINES	S	124	1	0	37	31	19	10	2	0	32	39	30	106
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	3	57	16	13	11	2	2	31	0	0	0
TOTAL WASHINGTON (DULLES)			240	1	3	50	23	14	11	3	0	31	41	40	165
TOTAL USA			2818	1	20	59	20	13	7	1	0	21	47	34	2663
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	36	0	0	86	0	3	6	0	6	59	22	121	36
TOTAL TASHKENT			36	0	0	86	0	3	6	0	6	59	22	121	36
TOTAL UZBEKISTAN			36	0	0	86	0	3	6	0	6	59	22	121	36
VENEZUELA															
CARACAS	VIASA	S	18	0	0	17	6	33	22	22	0	94	53	42	17
TOTAL CARACAS			18	0	0	17	6	33	22	22	0	94	53	42	17
TOTAL VENEZUELA			18	0	0	17	6	33	22	22	0	94	53	42	17
TOTAL HEATHROW			33827	37	543	66	16	10	7	1	0	19	58	25	32764

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	BRITANNIA AIRWAYS	C	4	0	0	50	0	50	0	0	0	23	29	70	7
TOTAL SALZBURG			4	0	0	50	0	50	0	0	0	23	29	70	7
TOTAL AUSTRIA			4	0	0	50	0	50	0	0	0	23	29	70	7
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	19	100	6	3
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	50	0	0	0	0	16	0	49	1
TOTAL LARNACA			8	1	0	50	38	13	0	0	0	18	75	17	4
PAPHOS	AIR 2000	C	6	0	0	50	50	0	0	0	0	14	50	20	8
	BRITANNIA AIRWAYS	C	7	1	1	86	0	14	0	0	0	7	44	37	18
TOTAL PAPHOS			13	1	1	69	23	8	0	0	0	10	46	32	26
TOTAL CYPRUS			21	2	1	62	29	10	0	0	0	13	50	30	30
<b>DENMARK</b>															
COPENHAGEN	BRITISH WORLD AIRLINES LTD	S	92	0	0	66	16	5	12	0	0	18	0	0	0
TOTAL COPENHAGEN			92	0	0	66	16	5	12	0	0	18	0	0	0
TOTAL DENMARK			92	0	0	66	16	5	12	0	0	18	0	0	0
<b>FINLAND</b>															
KITTILA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL KITTILA			2	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL FINLAND			2	2	0	100	0	0	0	0	0	-1	60	24	5
<b>FRANCE</b>															
LYON	AIR 2000	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	3	0	1	0	0	0	100	0	0	91	0	72	2
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	17	100	6	1
TOTAL LYON			7	0	1	29	29	0	43	0	0	46	33	50	3
NICE	AIR FOYLE PASSENGER AIRLINES	S	62	0	1	34	35	15	16	0	0	31	0	0	0
TOTAL NICE			62	0	1	34	35	15	16	0	0	31	0	0	0
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	117	1	11	56	21	19	5	0	0	18	86	5	86
TOTAL PARIS (CHARLES DE GAULLE)			117	1	11	56	21	19	5	0	0	18	86	5	86
TOTAL FRANCE			186	1	13	47	26	17	10	0	0	23	84	7	89
<b>GERMANY</b>															
MUNICH	BRITISH WORLD AIRLINES LTD	S	86	2	0	62	12	13	14	0	0	26	0	0	0
TOTAL MUNICH			86	2	0	62	12	13	14	0	0	26	0	0	0
TOTAL GERMANY			86	2	0	62	12	13	14	0	0	26	0	0	0
<b>GREECE</b>															
SALONIKA	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	25	0	0	0
TOTAL SALONIKA			4	0	0	50	25	25	0	0	0	25	0	0	0



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				Actual (7)	Plan (8)										
TOTAL GREECE			4	0	0	50	25	25	0	0	0	25	0	0	0
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	200	2	12	80	4	10	5	1	0	12	78	8	156
TOTAL DUBLIN			200	2	12	80	4	10	5	1	0	12	78	8	156
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	30	0	0	87	7	7	0	0	0	6	57	30	28
TOTAL KERRY COUNTY			30	0	0	87	7	7	0	0	0	6	57	30	28
WATERFORD	SCOT AIRWAYS	S	42	0	6	48	19	17	17	0	0	31	59	20	82
TOTAL WATERFORD			42	0	6	48	19	17	17	0	0	31	59	20	82
TOTAL IRISH REPUBLIC			273	2	18	76	7	11	6	1	0	14	70	14	266
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	10	0	0	50	0	30	0	10	10	86	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	40	10	0	0	0	14	75	38	8
TOTAL OVDA			20	0	0	50	20	20	0	5	5	50	75	38	8
TOTAL ISRAEL			20	0	0	50	20	20	0	5	5	50	75	38	8
ITALY															
NAPLES	BMI BRITISH MIDLAND	C	10	0	0	40	20	20	20	0	0	33	0	0	0
TOTAL NAPLES			10	0	0	40	20	20	20	0	0	33	0	71	6
PALERMO	BMI BRITISH MIDLAND	C	11	0	1	27	9	9	55	0	0	58	0	0	0
TOTAL PALERMO			11	0	1	27	9	9	55	0	0	58	22	127	9
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	S	56	0	2	61	13	9	11	4	4	34	0	0	0
TOTAL ROME (CIAMPINO)			56	0	2	61	13	9	11	4	4	34	100	5	2
TURIN	MY TRAVEL AIRWAYS UK	C	3	0	3	33	0	0	67	0	0	99	0	44	2
TOTAL TURIN			3	0	3	33	0	0	67	0	0	99	0	44	2
TOTAL ITALY			80	0	6	53	13	10	20	3	3	40	25	83	20
NETHERLANDS															
AMSTERDAM	AIR FOYLE PASSENGER AIRLINES	S	163	0	4	52	15	14	16	3	0	34	0	0	0
TOTAL AMSTERDAM			163	0	4	52	15	14	16	3	0	34	75	15	126
TOTAL NETHERLANDS			163	0	4	52	15	14	16	3	0	34	75	15	126
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	9	63	22	8
TOTAL FUNCHAL			10	0	0	80	10	10	0	0	0	9	63	22	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	10	10	0	0	0	9	63	22	8
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	9	1	0	67	22	11	0	0	0	17	38	25	8
	MONARCH AIRLINES	S	26	0	0	54	27	12	8	0	0	22	46	23	26
TOTAL ALICANTE			35	1	0	57	26	11	6	0	0	21	44	23	34
BARCELONA	AIR FOYLE PASSENGER AIRLINES	S	63	0	3	51	11	17	16	5	0	40	0	0	0

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				Actual (7)	Plan (8)										
BARCELONA	BRITISH WORLD AIRLINES LTD	S	60	3	0	62	17	10	8	3	0	22	0	0	0
<b>TOTAL BARCELONA</b>			<b>123</b>	<b>3</b>	<b>3</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>24</b>	<b>3</b>
MADRID	BRITISH WORLD AIRLINES LTD	S	104	5	0	48	12	13	18	7	2	55	0	0	0
<b>TOTAL MADRID</b>			<b>104</b>	<b>5</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>13</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAHON	MONARCH AIRLINES	S	18	0	0	67	11	11	11	0	0	14	56	22	9
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>22</b>	<b>9</b>
MALAGA	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	12	59	42	17
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	13	100	-15	3
	MONARCH AIRLINES	S	26	0	0	69	31	0	0	0	0	0	64	14	28
<b>TOTAL MALAGA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>22</b>	<b>48</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	15	83	5	6
<b>TOTAL PALMA DE MALLORCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>21</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>328</b>	<b>9</b>	<b>3</b>	<b>56</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>33</b>	<b>56</b>	<b>22</b>	<b>102</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	9	1	1	78	11	11	0	0	0	-10	100	-12	9
	BRITANNIA AIRWAYS	C	10	0	0	40	20	20	20	0	0	45	78	66	9
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-1	25	28	8
<b>TOTAL ARRECIFE</b>			<b>27</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>27</b>	<b>26</b>
FUERTEVENTURA	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	-7	63	7	8
<b>TOTAL FUERTEVENTURA</b>			<b>6</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>63</b>	<b>7</b>	<b>8</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	7	1	0	71	0	29	0	0	0	21	63	24	8
	MONARCH AIRLINES	C	9	0	0	78	22	0	0	0	0	7	50	65	4
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>30</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	10	0	0	70	30	0	0	0	0	12	80	21	10
	BRITANNIA AIRWAYS	C	8	1	0	63	13	13	13	0	0	-5	50	43	10
	EXCEL AIRWAYS LTD	C	4	0	0	0	0	0	50	0	50	316	0	0	0
	MONARCH AIRLINES	S	18	0	0	56	11	22	11	0	0	24	50	26	18
	MONARCH AIRLINES	C	12	0	0	17	33	33	17	0	0	37	38	29	13
	VIVA	C	2	0	0	0	50	50	0	0	0	33	40	42	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>51</b>	<b>33</b>	<b>69</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>103</b>	<b>4</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>55</b>	<b>30</b>	<b>121</b>
<b>SWITZERLAND</b>															
ZURICH	EDELWEISS AIR	C	46	2	0	70	26	0	4	0	0	9	0	0	0
<b>TOTAL ZURICH</b>			<b>46</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>26</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>93</b>	<b>16</b>
<b>TOTAL SWITZERLAND</b>			<b>46</b>	<b>3</b>	<b>1</b>	<b>70</b>	<b>26</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>93</b>	<b>16</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	22	60	12	10
<b>TOTAL MONASTIR</b>			<b>8</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>22</b>	<b>60</b>	<b>12</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>8</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>22</b>	<b>60</b>	<b>12</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
ABERDEEN	AIR FOYLE PASSENGER AIRLINES	S	142	0	7	69	12	10	7	1	1	21	0	0	0
<b>TOTAL ABERDEEN</b>			<b>142</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	87	12	2	0	0	0	2	59	31	63
<b>TOTAL BELFAST CITY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>31</b>	<b>63</b>
CAMBRIDGE	SCOT AIRWAYS	S	3	0	6	33	67	0	0	0	0	18	0	0	0
<b>TOTAL CAMBRIDGE</b>			<b>3</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>67</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>
EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	205	1	8	54	14	11	16	5	0	37	0	0	0
<b>TOTAL EDINBURGH</b>			<b>205</b>	<b>1</b>	<b>8</b>	<b>54</b>	<b>14</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>80</b>	<b>16</b>	<b>170</b>
GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	203	0	20	57	17	14	11	0	1	29	0	0	0
<b>TOTAL GLASGOW</b>			<b>203</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>81</b>	<b>11</b>	<b>168</b>
INVERNESS	AIR FOYLE PASSENGER AIRLINES	S	60	2	2	67	13	12	8	0	0	15	0	0	0
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	34	0	0	82	12	0	6	0	0	8	52	52	31
<b>TOTAL ISLE OF MAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>52</b>	<b>31</b>
NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	46	0	5	63	11	13	11	2	0	25	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>46</b>	<b>2</b>	<b>5</b>	<b>63</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>19</b>	<b>6</b>
NORWICH	SCOT AIRWAYS	S	56	0	1	61	21	11	5	2	0	18	0	0	0
<b>TOTAL NORWICH</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>809</b>	<b>7</b>	<b>49</b>	<b>63</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>20</b>	<b>455</b>
<b>USA</b>															
SANFORD	MONARCH AIRLINES	C	4	0	0	50	0	50	0	0	0	16	0	0	0
<b>TOTAL SANFORD</b>			<b>4</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>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>4</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>16</b>	<b>50</b>	<b>19</b>	<b>10</b>
<b>TOTAL LUTON</b>			<b>2240</b>	<b>33</b>	<b>98</b>	<b>61</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>21</b>	<b>1285</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRALIA</b>															
MELBOURNE	BRITANNIA AIRWAYS	C	3	1	0	33	33	0	0	0	33	250	100	-6	2
<b>TOTAL MELBOURNE</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>250</b>	<b>100</b>	<b>-6</b>	<b>2</b>
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	33	0	0	37	50	55	2
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>55</b>	<b>2</b>
SYDNEY	MY TRAVEL AIRWAYS UK	C	9	0	0	44	0	11	0	22	22	198	75	-3	8
<b>TOTAL SYDNEY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>198</b>	<b>62</b>	<b>8</b>	<b>13</b>
<b>TOTAL AUSTRALIA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>20</b>	<b>176</b>	<b>68</b>	<b>12</b>	<b>19</b>
<b>AUSTRIA</b>															
INNSBRUCK	LEISURE INTERNATIONAL	C	6	0	0	0	33	0	0	67	0	156	33	145	9
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>3</b>	<b>4</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>135</b>	<b>33</b>	<b>145</b>	<b>9</b>
SALZBURG	AIR 2000	C	3	0	1	67	0	33	0	0	0	22	100	2	3
	BRITANNIA AIRWAYS	C	7	0	1	57	43	0	0	0	0	14	71	10	7
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>9</b>	<b>13</b>
VIENNA	AIR 2000	C	4	0	0	25	75	0	0	0	0	19	0	0	0
	AIR ATLANTA ICELANDIC	C	4	0	0	0	25	50	25	0	0	40	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	48	0	0	0
	LAUDA-AIR	S	50	0	0	96	2	2	0	0	0	-1	65	15	52
	MONARCH AIRLINES	C	4	0	0	25	25	0	50	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL VIENNA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>15</b>	<b>52</b>
<b>TOTAL AUSTRIA</b>			<b>83</b>	<b>3</b>	<b>6</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>30</b>	<b>74</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	9	0	0	56	22	11	11	0	0	21	25	51	8
	MY TRAVEL AIRWAYS UK	C	11	0	0	45	0	9	9	18	18	138	33	58	9
<b>TOTAL BRIDGETOWN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>86</b>	<b>25</b>	<b>61</b>	<b>20</b>
<b>TOTAL BARBADOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>86</b>	<b>25</b>	<b>61</b>	<b>20</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	104	0	1	71	13	13	3	0	0	12	70	20	76
	SABENA	S	76	0	2	74	17	8	1	0	0	8	82	8	49
<b>TOTAL BRUSSELS</b>			<b>180</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>127</b>
KORTRIJK/WEVELGEM	EMERALD AIRWAYS LIMITED	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL KORTRIJK/WEVELGEM</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>182</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>128</b>
<b>BULGARIA</b>															
PLOVDIV	AIR 2000	C	2	0	1	0	0	50	50	0	0	63	0	0	0
	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	50	0	25	25	0	0	26	0	111	3
<b>TOTAL PLOVDIV</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>43</b>	<b>52</b>	<b>7</b>
SOPIA	BRITANNIA AIRWAYS	C	4	0	1	75	0	25	0	0	0	14	0	73	3

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SOFIA	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	111	0	0	0
<b>TOTAL SOFIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>10</b>	<b>105</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>13</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>83</b>	<b>17</b>
<b>CANADA</b>															
CALGARY	MY TRAVEL AIRWAYS UK	C	8	0	0	0	25	13	50	13	0	108	0	0	0
<b>TOTAL CALGARY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	26	0	0	35	35	23	8	0	0	24	11	79	46
	AIR TRANSAT	C	8	0	0	63	13	0	25	0	0	28	50	44	6
	CANADA 3000 AIRLINES	C	8	0	0	63	0	0	38	0	0	32	0	0	0
<b>TOTAL TORONTO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>14</b>	<b>83</b>	<b>56</b>
<b>TOTAL CANADA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>24</b>	<b>14</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>14</b>	<b>83</b>	<b>56</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	8	0	2	75	0	25	0	0	0	14	50	19	8
	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	24	100	-27	1
	CYPRUS AIRWAYS	S	18	0	0	72	6	11	11	0	0	14	56	15	18
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	6	19	13	6	0	27	50	33	14
<b>TOTAL LARNACA</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>5</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>21</b>	<b>41</b>
PAPHOS	AIR 2000	S	6	0	0	100	0	0	0	0	0	7	80	2	15
	BRITANNIA AIRWAYS	C	15	0	0	73	7	0	20	0	0	17	60	16	20
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	0	100	0	329	0	37	4
<b>TOTAL PAPHOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>42</b>	<b>62</b>	<b>13</b>	<b>39</b>
<b>TOTAL CYPRUS</b>			<b>67</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>4</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>17</b>	<b>80</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	AIR 2000	C	4	0	0	50	25	25	0	0	0	14	50	5	2
	CSA	S	30	0	0	70	17	0	13	0	0	19	63	27	16
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL PRAGUE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>25</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>25</b>	<b>18</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	81	0	5	73	14	9	5	0	0	8	88	9	60
<b>TOTAL BILLUND</b>			<b>81</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>9</b>	<b>60</b>
COPENHAGEN	SAS	S	127	0	0	65	20	13	2	0	0	10	70	13	141
<b>TOTAL COPENHAGEN</b>			<b>127</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	<b>200</b>
<b>TOTAL DENMARK</b>			<b>208</b>	<b>1</b>	<b>5</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>260</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	15	0	0	60	13	13	13	0	0	20	50	34	8
	LEISURE INTL AIRWAYS LTD	C	10	0	0	20	10	20	50	0	0	70	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	11	0	0	33	22	238	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>12</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>92</b>	<b>64</b>	<b>26</b>	<b>11</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	11	1	1	36	0	27	18	18	0	76	25	66	4

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANTO DOMINGO	LEISURE INTL AIRWAYS LTD	C	5	0	0	40	20	20	20	0	0	27	50	27	4
<b>TOTAL SANTO DOMINGO</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>6</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>61</b>	<b>38</b>	<b>46</b>	<b>8</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>50</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>10</b>	<b>16</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>82</b>	<b>53</b>	<b>35</b>	<b>19</b>
<b>EGYPT</b>															
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	0	56	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	25	25	25	0	118	0	0	0
<b>TOTAL LUXOR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>42</b>	<b>20</b>
<b>TOTAL EGYPT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>42</b>	<b>20</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	56	0	0	84	13	4	0	0	0	4	58	16	62
	SAS	S	47	0	1	87	9	4	0	0	0	4	0	0	0
<b>TOTAL HELSINKI</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>16</b>	<b>62</b>
IVALO	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	100	0	0	0	0	27	0	0	0
<b>TOTAL IVALO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>-1</b>	<b>2</b>
KITTILA	AIR 2000	C	2	0	0	0	0	100	0	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	0	0	50	50	0	0	58	0	0	0
	MONARCH AIRLINES	C	12	0	0	33	0	50	17	0	0	47	40	25	10
<b>TOTAL KITTILA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>50</b>	<b>20</b>	<b>12</b>
ROVANIEMI	AIR 2000	C	2	2	0	100	0	0	0	0	0	-11	29	64	7
	BRITANNIA AIRWAYS	C	15	0	0	40	13	33	13	0	0	29	25	29	12
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	3	50	9	2
<b>TOTAL ROVANIEMI</b>			<b>22</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>33</b>	<b>27</b>
<b>TOTAL FINLAND</b>			<b>145</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>20</b>	<b>103</b>
<b>FRANCE</b>															
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	67	17	17	0	0	0	11	55	68	11
<b>TOTAL BEAUVAIS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>68</b>	<b>11</b>
CHAMBERY	AER LINGUS	C	5	0	2	40	60	0	0	0	0	18	29	37	7
<b>TOTAL CHAMBERY</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>37</b>	<b>7</b>
GRENOBLE	CALEDONIAN AIRWAYS	C	3	0	0	0	0	0	0	100	0	295	0	0	0
<b>TOTAL GRENOBLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>295</b>	<b>50</b>	<b>9</b>	<b>4</b>
LYON	AIR 2000	C	3	0	1	100	0	0	0	0	0	3	0	26	2
	BRITANNIA AIRWAYS	C	4	0	1	0	25	75	0	0	0	39	17	29	6
	BRITISH AIRWAYS PLC	C	5	0	1	40	20	20	20	0	0	42	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	0	50	50	0	0	68	50	32	4
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	50	0	0	43	0	220	4
<b>TOTAL LYON</b>			<b>20</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>10</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>61</b>	<b>38</b>	<b>89</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	236	0	2	67	19	10	5	0	0	13	79	13	167
	BRITISH AIRWAYS PLC	S	216	0	4	70	11	12	7	0	0	15	78	15	202
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	41	0	27	1

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL PARIS (CHARLES DE GAULLE)			454	0	6	68	15	11	6	0	0	14	78	15	370
TARBES-LOURDES INTERNATIONAL	AIR 2000	C	2	0	0	100	0	0	0	0	0	-6	50	12	2
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	100	0	0	0	0	0	-6	25	76	4
TOULOUSE (BLAGNAC)	AIR 2000	C	3	0	1	100	0	0	0	0	0	9	100	-3	3
	BRITANNIA AIRWAYS	C	3	0	0	33	67	0	0	0	0	14	100	10	3
	MONARCH AIRLINES	C	3	0	1	67	33	0	0	0	0	11	100	-3	3
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	25	50	0	0	0	29	0	0	0
TOTAL TOULOUSE (BLAGNAC)			13	0	2	54	31	15	0	0	0	17	100	1	9
TOTAL FRANCE			515	0	13	66	16	11	6	1	0	17	74	20	494
GAMBIA															
BANJUL	BRITANNIA AIRWAYS	C	8	0	0	13	25	38	25	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	13	13	0	0	30	14	50	7
TOTAL BANJUL			16	0	0	19	38	25	19	0	0	36	45	32	11
TOTAL GAMBIA			16	0	0	19	38	25	19	0	0	36	45	32	11
GERMANY															
BERLIN (SCHONEFELD)	BRITANNIA AIRWAYS	C	14	0	1	43	14	14	29	0	0	48	0	0	0
TOTAL BERLIN (SCHONEFELD)			14	0	1	43	14	14	29	0	0	48	0	0	0
BERLIN (TEGEL)	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL BERLIN (TEGEL)			2	0	0	50	50	0	0	0	0	16	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	154	0	0	81	10	6	3	1	0	8	84	5	136
	LUFTHANSA	S	93	0	3	77	10	6	6	0	0	10	82	7	92
TOTAL DUSSELDORF			247	0	3	79	10	6	4	0	0	9	83	6	228
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	162	0	3	68	15	10	6	1	0	15	82	9	111
	LUFTHANSA	S	167	0	7	83	8	4	4	1	0	9	68	12	110
TOTAL FRANKFURT MAIN			329	0	10	76	11	7	5	1	0	12	75	11	221
HAMBURG	LUFTHANSA CITY LINE	S	44	0	0	64	27	9	0	0	0	10	75	12	44
TOTAL HAMBURG			44	0	0	64	27	9	0	0	0	10	75	12	44
HANOVER	BRITISH AIRWAYS PLC	S	52	0	0	83	6	4	8	0	0	7	67	19	60
TOTAL HANOVER			52	0	0	83	6	4	8	0	0	7	67	19	60
MUNICH	BRITISH AIRWAYS PLC	S	48	0	0	46	29	19	6	0	0	22	64	15	58
	LUFTHANSA CITY LINE	S	145	1	19	87	10	3	0	0	0	4	64	20	88
TOTAL MUNICH			193	1	19	77	15	7	2	0	0	8	64	18	146
TOTAL GERMANY			881	1	33	76	12	7	4	0	0	10	75	12	699
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	9	0	1	33	11	0	56	0	0	68	57	101	14
TOTAL GIBRALTAR			9	0	1	33	11	0	56	0	0	68	57	101	14
TOTAL GIBRALTAR			9	0	1	33	11	0	56	0	0	68	57	101	14
GREECE															
ATHENS	MONARCH AIRLINES	C	4	0	1	25	0	75	0	0	0	26	100	-6	2

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				Actual (7)	Plan (8)										
ATHENS	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	50	50	0	0	69	0	0	0
<b>TOTAL ATHENS</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>100</b>	<b>-1</b>	<b>4</b>
SALONIKA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SALONIKA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>-2</b>	<b>1</b>
<b>TOTAL GREECE</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>83</b>	<b>4</b>	<b>6</b>
HONG KONG															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	0	73	18	6	2	2	0	5	76	10	58
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>58</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>58</b>
HUNGARY															
BUDAPEST	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL BUDAPEST</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>
<b>TOTAL HUNGARY</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>
INDIA															
GOA	BRITANNIA AIRWAYS	C	4	0	0	50	25	0	25	0	0	42	44	40	9
	CALEDONIAN AIRWAYS	C	9	0	0	22	33	11	33	0	0	48	22	60	9
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	4	33	71	9
<b>TOTAL GOA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>33</b>	<b>57</b>	<b>27</b>
MUMBAI	AIR INDIA	S	18	0	0	33	22	11	22	11	0	70	44	34	18
<b>TOTAL MUMBAI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>70</b>	<b>44</b>	<b>34</b>	<b>18</b>
<b>TOTAL INDIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>10</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>49</b>	<b>38</b>	<b>48</b>	<b>45</b>
IRISH REPUBLIC															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	30	1	4	80	3	10	7	0	0	11	72	37	32
<b>TOTAL CONNAUGHT</b>			<b>30</b>	<b>1</b>	<b>4</b>	<b>80</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>37</b>	<b>32</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	120	0	4	76	8	7	9	0	0	13	78	15	101
<b>TOTAL CORK</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>12</b>	<b>121</b>
DUBLIN	AER LINGUS	S	279	2	2	82	8	6	3	1	0	9	84	6	304
	RYANAIR	S	278	0	22	80	10	6	4	0	0	9	75	15	267
<b>TOTAL DUBLIN</b>			<b>557</b>	<b>2</b>	<b>26</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>576</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	104	1	4	88	6	1	5	0	0	4	76	7	50
<b>TOTAL SHANNON</b>			<b>104</b>	<b>1</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>7</b>	<b>52</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>811</b>	<b>4</b>	<b>38</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>781</b>
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	8	63	10	8
<b>TOTAL OVDA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>10</b>	<b>10</b>
TEL AVIV	EL AL	S	17	1	1	71	18	0	12	0	0	20	79	6	14
<b>TOTAL TEL AVIV</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>6</b>	<b>14</b>



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				Actual (7)	Plan (8)										
TOTAL ISRAEL			27	1	1	74	19	0	7	0	0	16	71	8	24
ITALY															
BERGAMO	AIR 2000	C	2	0	0	100	0	0	0	0	0	-2	33	72	3
	BRITANNIA AIRWAYS	C	2	0	0	0	0	100	0	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	1	0	33	33	33	0	0	41	0	165	3
TOTAL BERGAMO			7	0	1	29	14	43	14	0	0	29	33	86	9
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	90	0	6	61	20	14	4	0	0	15	77	12	92
TOTAL MILAN (LINATE)			90	0	6	61	20	14	4	0	0	15	77	12	92
PISA	AIR 2000	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	3	0	0	0
TOTAL PISA			4	0	0	50	50	0	0	0	0	8	0	0	0
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	20	0	0	35	10	40	15	0	0	31	63	22	19
TOTAL ROME (CIAMPINO)			20	0	0	35	10	40	15	0	0	31	57	23	21
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	26	0	0	77	12	8	4	0	0	12	67	13	46
	SABENA	S	128	0	2	77	14	7	1	0	1	10	61	14	101
TOTAL ROME (FIUMICINO)			154	0	2	77	14	7	1	0	1	10	63	14	147
TURIN	AIR 2000	C	8	0	1	38	25	0	38	0	0	31	88	1	8
	BRITISH AIRWAYS PLC	C	3	0	1	0	0	0	100	0	0	82	0	44	3
	MONARCH AIRLINES	C	4	0	0	25	50	25	0	0	0	23	67	9	3
	MY TRAVEL AIRWAYS UK	C	3	0	1	33	0	0	67	0	0	65	33	29	3
TOTAL TURIN			20	0	3	30	20	5	45	0	0	45	55	17	20
VERONA	AIR 2000	C	3	0	1	0	33	33	33	0	0	45	67	127	3
	LEISURE INTERNATIONAL	C	4	0	0	50	25	0	25	0	0	28	0	348	3
TOTAL VERONA			7	0	1	29	29	14	29	0	0	35	33	238	6
TOTAL ITALY			302	0	13	64	17	12	7	0	0	16	65	21	322
JAMAICA															
MONTEGO BAY	BRITANNIA AIRWAYS	C	6	0	0	50	17	33	0	0	0	12	0	0	0
	LEISURE INTL AIRWAYS LTD	C	10	0	0	20	10	30	40	0	0	60	29	20	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	20	60	20	0	111	33	47	9
TOTAL MONTEGO BAY			26	0	0	19	8	27	38	8	0	69	31	35	16
TOTAL JAMAICA			26	0	0	19	8	27	38	8	0	69	31	35	16
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	10	0	0	30	0	40	30	0	0	54	67	33	9
	MONARCH AIRLINES	C	10	0	0	30	10	20	40	0	0	47	0	0	0
TOTAL MOMBASA			20	0	0	30	5	30	35	0	0	50	67	33	9
TOTAL KENYA			20	0	0	30	5	30	35	0	0	50	67	33	9
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	18	0	6	89	0	0	11	0	0	12	74	5	38
TOTAL LUXEMBOURG			18	0	6	89	0	0	11	0	0	12	74	5	38
TOTAL LUXEMBOURG			18	0	6	89	0	0	11	0	0	12	74	5	38

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>MALTA</b>															
MALTA	AIR 2000	C	14	0	0	64	7	21	7	0	0	17	78	23	18
	AIR MALTA	S	10	0	0	80	0	20	0	0	0	-1	70	5	10
	AIR MALTA	C	20	0	0	70	20	10	0	0	0	0	59	12	22
	BRITANNIA AIRWAYS	C	18	0	0	61	22	17	0	0	0	16	67	13	18
	CALEDONIAN AIRWAYS	C	4	0	0	0	0	0	50	50	0	188	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	0	0	50	0	110	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	71	7	14	7	0	0	18	25	87	12
<b>TOTAL MALTA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>25</b>	<b>80</b>
<b>TOTAL MALTA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>25</b>	<b>80</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	8	0	2	63	13	25	0	0	0	13	0	0	0
<b>TOTAL MAURITIUS</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MAURITIUS</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MEXICO</b>															
CANCUN	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	13	25	0	84	0	0	0
<b>TOTAL CANCUN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	5	0	0	0	0	20	60	20	0	90	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>21</b>	<b>29</b>	<b>21</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	171	0	3	70	18	8	5	0	0	13	79	10	168
	KLM UK LTD	S	329	0	5	73	11	8	8	0	0	14	69	20	220
<b>TOTAL AMSTERDAM</b>			<b>500</b>	<b>0</b>	<b>45</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>19</b>	<b>481</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	50	0	10	82	10	4	4	0	0	5	71	15	58
<b>TOTAL EINDHOVEN</b>			<b>50</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>15</b>	<b>58</b>
<b>TOTAL NETHERLANDS</b>			<b>550</b>	<b>0</b>	<b>55</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>19</b>	<b>585</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	2	0	0	0	0	50	50	0	0	85	100	-8	2
<b>TOTAL AUCKLAND INTERNATIONAL</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>85</b>	<b>100</b>	<b>-8</b>	<b>2</b>
<b>TOTAL NEW ZEALAND</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>85</b>	<b>100</b>	<b>-8</b>	<b>2</b>
<b>NORWAY</b>															
GEILO (DAGALI)	TITAN AIRWAYS LTD	C	3	0	1	33	0	0	67	0	0	62	0	0	0
<b>TOTAL GEILO (DAGALI)</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (FORNEBU)	SAS	S	24	0	1	63	29	8	0	0	0	11	80	10	20
<b>TOTAL OSLO (FORNEBU)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>20</b>
<b>TOTAL NORWAY</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>26</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>16</b>	<b>34</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	48	15	7	26	4	0	43	0	74	16
	PAKISTAN INTL AIRLINES	S	18	0	0	39	22	11	22	0	6	80	6	44	18
<b>TOTAL ISLAMABAD</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>9</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>3</b>	<b>58</b>	<b>34</b>
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	0	13	25	25	38	0	0	48	0	0	0
<b>TOTAL LAHORE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>19</b>	<b>11</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>3</b>	<b>58</b>	<b>34</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	9	0	1	78	0	0	0	0	22	99	71	10	14
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	90	-5	10
	CALEDONIAN AIRWAYS	C	4	0	2	50	25	25	0	0	0	12	25	41	4
	LEISURE INTERNATIONAL	C	10	0	2	70	10	10	10	0	0	9	0	208	3
	MONARCH AIRLINES	C	26	1	0	62	27	4	4	4	0	24	68	8	28
	MY TRAVEL AIRWAYS UK	C	14	0	0	50	29	7	14	0	0	31	100	4	10
<b>TOTAL FARO</b>			<b>73</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>29</b>	<b>68</b>	<b>17</b>	<b>73</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>73</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>29</b>	<b>68</b>	<b>17</b>	<b>73</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	16	0	0	63	0	6	31	0	0	43	100	3	8
	CALEDONIAN AIRWAYS	C	10	0	0	40	30	30	0	0	0	21	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	0	40	0	0	0	22	25	28	8
<b>TOTAL FUNCHAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>22</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>20</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>22</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>20</b>	<b>32</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	34	40	69	10
<b>TOTAL SAN JUAN (PUERTO RICO)</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>34</b>	<b>40</b>	<b>69</b>	<b>10</b>
<b>TOTAL PUERTO RICO</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>34</b>	<b>40</b>	<b>69</b>	<b>10</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	6	0	4	67	0	17	17	0	0	18	50	39	8
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>6</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>39</b>	<b>8</b>
<b>TOTAL RUSSIA</b>			<b>6</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>39</b>	<b>8</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	8	0	0	63	13	13	13	0	0	17	0	0	0
<b>TOTAL SEYCHELLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SEYCHELLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	28	0	0	43	25	14	18	0	0	31	57	10	28
<b>TOTAL SINGAPORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>10</b>	<b>28</b>
<b>TOTAL SINGAPORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>10</b>	<b>28</b>

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			MATCHED	Actual (7)											Plan (8)
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	22	0	0	55	27	0	9	9	0	43	27	37	26
	AIR ATLANTA ICELANDIC	C	6	0	0	0	17	17	67	0	0	97	0	0	0
	BRITANNIA AIRWAYS	C	61	0	1	75	10	10	5	0	0	13	53	21	49
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	2	75	3	4
	MONARCH AIRLINES	C	26	0	0	46	19	27	0	8	0	35	81	4	32
	MY TRAVEL AIRWAYS UK	C	26	0	4	42	27	23	8	0	0	28	50	27	18
<b>TOTAL ALICANTE</b>			<b>148</b>	<b>1</b>	<b>5</b>	<b>58</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>49</b>	<b>26</b>	152
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	5	25	50	8
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	0	50	0	0	42	50	32	2
<b>TOTAL ALMERIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>30</b>	<b>47</b>	10
<b>BARCELONA</b>	IBERIA	S	31	0	0	81	6	3	6	3	0	10	0	0	0
<b>TOTAL BARCELONA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>48</b>	2
<b>GERONA</b>	MY TRAVEL AIRWAYS UK	C	6	0	0	33	33	33	0	0	0	25	67	16	6
<b>TOTAL GERONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>16</b>	6
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	72	0	2	54	17	10	15	4	0	32	86	9	50
	IBERIA	S	29	0	0	48	31	10	7	3	0	28	72	12	60
<b>TOTAL MADRID</b>			<b>101</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>78</b>	<b>11</b>	110
<b>MALAGA</b>	AIR 2000	C	20	0	0	60	25	0	5	10	0	33	63	28	30
	AIR ATLANTA ICELANDIC	C	8	0	2	13	13	13	38	25	0	142	0	0	0
	AIR EUROPA	C	4	0	0	50	25	25	0	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	81	17	3	0	0	0	5	59	21	37
	CALEDONIAN AIRWAYS	C	12	0	0	42	8	25	25	0	0	38	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	17	17	0	33	33	0	129	26	46	23
	LEISURE INTERNATIONAL	C	10	0	2	40	0	10	30	20	0	85	50	15	2
	MONARCH AIRLINES	C	34	0	0	50	26	15	9	0	0	24	73	14	37
	MY TRAVEL AIRWAYS UK	C	22	0	0	36	14	32	18	0	0	34	45	29	22
<b>TOTAL MALAGA</b>			<b>152</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>55</b>	<b>25</b>	161
<b>PALMA DE MALLORCA</b>	AIR 2000	C	12	0	0	58	8	17	17	0	0	21	75	15	8
	BRITANNIA AIRWAYS	C	21	0	0	81	14	5	0	0	0	7	88	12	25
	FUTURA AIRLINES	C	2	0	2	0	0	0	100	0	0	120	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	3	50	28	11	11	0	0	22	50	20	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>53</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>17</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>18</b>	59
<b>TOTAL SPAIN</b>			<b>501</b>	<b>1</b>	<b>16</b>	<b>57</b>	<b>18</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>22</b>	500
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	26	0	0	81	12	0	8	0	0	10	65	17	26
	AIR ATLANTA ICELANDIC	C	3	0	0	33	0	67	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	69	13	6	0	13	0	28	62	18	26
	CALEDONIAN AIRWAYS	C	9	0	1	44	22	11	22	0	0	30	0	96	9
	LEISURE INTERNATIONAL	C	8	1	0	50	0	13	0	0	38	213	0	80	2
	MONARCH AIRLINES	C	14	0	0	64	36	0	0	0	0	8	8	44	13
	MY TRAVEL AIRWAYS UK	C	16	0	0	25	25	38	6	0	6	91	17	94	18
	SPANAIR	C	8	0	0	13	25	25	38	0	0	62	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ARRECIFE</b>			<b>101</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>47</b>	<b>41</b>	<b>47</b>	108
<b>FUERTEVENTURA</b>	AIR 2000	C	6	0	0	100	0	0	0	0	0	0	88	16	8
	BRITANNIA AIRWAYS	C	12	0	0	50	17	0	33	0	0	28	50	11	8
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	168	50	23	8
	MY TRAVEL AIRWAYS UK	C	14	2	2	36	21	0	43	0	0	44	50	51	18
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>15</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>39</b>	52
<b>LAS PALMAS</b>	AIR 2000	C	17	0	1	71	18	12	0	0	0	8	71	10	24
	BRITANNIA AIRWAYS	C	22	0	0	73	23	5	0	0	0	11	43	15	14
	CALEDONIAN AIRWAYS	C	5	1	0	80	0	20	0	0	0	11	60	74	10
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	50	25	0	0	39	0	0	0
	FUTURA AIRLINES	C	6	0	2	33	0	0	67	0	0	66	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	30	70	0	0	0	0	19	0	67	1
	MONARCH AIRLINES	C	13	0	0	31	38	31	0	0	0	25	56	18	18
	MY TRAVEL AIRWAYS UK	C	26	0	11	58	19	12	12	0	0	20	39	28	23
<b>TOTAL LAS PALMAS</b>			<b>103</b>	<b>1</b>	<b>14</b>	<b>55</b>	<b>24</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>25</b>	90
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	40	0	2	33	20	15	28	5	0	46	51	28	49
	AIR ATLANTA ICELANDIC	C	10	0	0	0	40	40	10	10	0	62	0	34	1
	AIR EUROPA	C	8	0	0	0	13	38	50	0	0	79	35	61	23
	BRITANNIA AIRWAYS	C	57	1	0	51	14	14	21	0	0	28	46	30	50
	CALEDONIAN AIRWAYS	C	28	0	4	39	11	25	25	0	0	37	14	64	21
	FUTURA AIRLINES	C	14	0	0	29	0	14	43	14	0	99	52	21	21
	LEISURE INTERNATIONAL	C	26	0	0	27	35	19	15	4	0	44	0	0	0
	MONARCH AIRLINES	C	37	0	1	24	16	30	27	3	0	49	31	39	36
	MY TRAVEL AIRWAYS UK	C	39	1	4	18	10	36	31	5	0	63	41	48	54
	SPANAIR	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	VIVA	C	13	0	0	62	0	23	15	0	0	23	0	49	1
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>275</b>	<b>2</b>	<b>11</b>	<b>32</b>	<b>16</b>	<b>23</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>37</b>	<b>44</b>	295
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>513</b>	<b>6</b>	<b>29</b>	<b>42</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>42</b>	<b>41</b>	545
<b>SWEDEN</b>															
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	42	0	0	81	10	5	5	0	0	10	60	9	20
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>9</b>	20
<b>TOTAL SWEDEN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>9</b>	20
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	45	0	3	58	20	18	4	0	0	19	60	21	85
<b>TOTAL BASLE MULHOUSE</b>			<b>45</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>20</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>21</b>	85
<b>GENEVA</b>	AIR 2000	C	5	0	1	40	0	20	40	0	0	39	0	37	3
	BRITANNIA AIRWAYS	C	3	0	1	0	33	33	33	0	0	47	0	75	4
	BRITISH AIRWAYS PLC	S	44	0	0	73	7	14	7	0	0	18	62	21	60
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	3	100	-2	4
	MY TRAVEL AIRWAYS UK	C	3	0	1	0	0	33	67	0	0	75	0	26	3
<b>TOTAL GENEVA</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>7</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>35</b>	78
<b>ZURICH</b>	AER LINGUS	S	48	0	2	75	15	6	4	0	0	11	77	5	47
	SWISS AIRLINES	S	46	0	2	61	17	15	7	0	0	17	0	0	0
	SWISSAIR	S	60	0	1	75	15	10	0	0	0	10	75	10	60

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				Actual (7)	Plan (8)										
TOTAL ZURICH			154	0	5	71	16	10	3	0	0	12	76	8	107
TOTAL SWITZERLAND			258	0	11	67	14	13	6	0	0	16	64	20	270
THAILAND															
BANGKOK	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	-5	100	-5	4
TOTAL BANGKOK			9	0	0	78	22	0	0	0	0	-5	100	-5	4
TOTAL THAILAND			9	0	0	78	22	0	0	0	0	-5	63	18	8
TUNISIA															
MONASTIR	AIR 2000	C	10	0	0	60	30	0	10	0	0	16	63	20	8
	BRITANNIA AIRWAYS	C	14	0	0	86	7	7	0	0	0	5	53	23	17
	MY TRAVEL AIRWAYS UK	C	21	3	1	62	10	10	19	0	0	29	56	22	18
	NOUVELAIR TUNISIE	C	8	0	4	63	0	0	38	0	0	26	0	46	2
TOTAL MONASTIR			53	3	5	68	11	6	15	0	0	20	53	23	45
TOTAL TUNISIA			53	3	5	68	11	6	15	0	0	20	53	23	45
TURKEY															
ANTALYA	SUNWAYS	C	10	0	0	70	10	0	20	0	0	28	0	0	0
TOTAL ANTALYA			10	0	0	70	10	0	20	0	0	28	0	0	0
ISTANBUL	ISTANBUL HAVA YOLLARI	C	8	0	0	13	25	38	25	0	0	48	50	12	4
	ONUR AIR	C	18	0	0	50	28	22	0	0	0	17	0	0	0
	SUNWAYS	C	18	0	0	50	22	17	0	11	0	39	0	0	0
TOTAL ISTANBUL			44	0	0	43	25	23	5	5	0	31	50	12	4
TOTAL TURKEY			54	0	0	48	22	19	7	4	0	31	50	12	4
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	44	0	0	55	20	23	2	0	0	18	53	26	45
TOTAL DUBAI			44	0	0	55	20	23	2	0	0	18	53	26	45
TOTAL UNITED ARAB EMIRATES			44	0	0	55	20	23	2	0	0	18	52	27	64
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	123	2	16	65	16	16	2	0	0	14	70	10	73
	BRITISH AIRWAYS PLC	S	171	2	7	92	2	4	2	0	0	2	86	4	130
TOTAL ABERDEEN			294	4	23	81	8	9	2	0	0	7	80	6	203
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	237	2	1	82	8	6	3	2	0	11	74	22	240
TOTAL BELFAST CITY			237	2	1	82	8	6	3	2	0	11	74	22	240
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	210	0	2	88	8	2	2	0	0	4	0	0	0
TOTAL BELFAST INTERNATIONAL			210	0	2	88	8	2	2	0	0	4	83	7	387
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	57	0	3	58	26	5	9	2	0	22	0	0	0
TOTAL CARDIFF WALES			57	0	3	58	26	5	9	2	0	22	81	12	63
CITY OF DERRY (EGLINTON)	BRITISH REGIONAL AIRLINES LTD	S	71	0	1	86	3	4	7	0	0	7	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			71	0	1	86	3	4	7	0	0	7	69	36	85
DUNDEE	BMI REGIONAL	S	77	0	7	55	34	8	4	0	0	16	64	13	75

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			MATCHED	Actual (7)											Plan (8)
TOTAL DUNDEE			77	0	7	55	34	8	4	0	0	16	64	13	75
EDINBURGH	BRITISH AIRWAYS PLC	S	184	0	11	88	6	3	3	0	4	82	12	160	
TOTAL EDINBURGH			184	0	11	88	6	3	3	0	4	84	9	200	
EXETER	EUROPEAN AIRWAYS LTD	S	29	0	1	83	3	7	7	0	12	0	0	0	
TOTAL EXETER			29	0	1	83	3	7	7	0	12	0	0	0	
GATWICK	BRITANNIA AIRWAYS	C	33	0	0	45	30	12	9	3	27	58	24	19	
	BRITISH AIRWAYS (EURO OPS) LG	S	285	0	6	65	17	13	5	0	15	72	13	282	
	BRITISH AIRWAYS PLC	S	27	0	0	63	15	4	19	0	28	31	121	16	
	MONARCH AIRLINES	C	15	0	0	40	7	33	20	0	40	44	33	16	
	MY TRAVEL AIRWAYS UK	C	24	0	0	46	17	8	17	13	49	20	56	10	
TOTAL GATWICK			386	0	6	61	18	13	8	1	20	65	22	364	
GLASGOW	AIR 2000	C	5	0	0	60	20	0	20	0	19	0	96	1	
	BMI REGIONAL	S	113	0	8	79	15	3	3	1	10	71	9	94	
	BRITISH AIRWAYS PLC	S	199	0	13	78	14	5	3	0	8	81	9	225	
TOTAL GLASGOW			317	0	21	78	15	4	3	0	9	78	9	321	
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	55	0	4	71	2	13	15	0	22	87	36	62	
TOTAL GUERNSEY			55	0	4	71	2	13	15	0	22	87	36	62	
HEATHROW	BRITISH AIRWAYS PLC	S	554	8	5	78	9	8	5	0	12	66	15	522	
TOTAL HEATHROW			555	8	8	77	9	8	5	0	12	66	15	527	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	C	2	0	0	100	0	0	0	0	11	0	0	0	
	BA CITIEXPRESS (IOM) LTD	S	168	0	0	85	7	7	1	0	5	87	16	162	
TOTAL ISLE OF MAN			170	0	0	85	7	7	1	0	5	87	16	162	
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	109	0	2	68	10	9	9	4	22	65	19	75	
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	12	0	0	0	
TOTAL JERSEY			111	0	2	68	11	9	9	4	22	65	19	75	
NEWCASTLE	EUROPEAN AIRWAYS LTD	S	58	0	2	74	12	7	7	0	12	0	0	0	
TOTAL NEWCASTLE			58	0	2	74	12	7	7	0	12	71	12	100	
NORWICH	SCOT AIRWAYS	S	54	1	6	87	6	2	6	0	6	0	0	0	
TOTAL NORWICH			54	1	6	87	6	2	6	0	6	0	0	0	
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	107	0	3	88	2	3	7	0	7	93	4	67	
	EUROPEAN AIRWAYS LTD	S	29	0	1	79	7	7	7	0	12	0	0	0	
TOTAL SOUTHAMPTON			136	0	4	86	3	4	7	0	8	93	4	67	
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	108	0	4	73	3	9	12	3	23	86	7	98	
TOTAL STANSTED			108	0	4	73	3	9	12	3	23	86	7	98	
TOTAL UNITED KINGDOM			3110	15	148	77	10	7	5	1	12	76	14	3148	
USA															
ATLANTA	DELTA AIRLINES	S	60	0	0	72	12	12	5	0	14	60	19	58	
TOTAL ATLANTA			60	0	0	72	12	12	5	0	14	60	19	58	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	53	13	13	20	0	28	40	40	57	

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				Actual (7)	Plan (8)										
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>40</b>	57
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	83	13	0	3	0	0	3	54	26	61
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>26</b>	61
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	1	0	55	11	19	11	3	0	28	59	31	61
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>11</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>31</b>	61
ORLANDO	AMERICAN TRANS AIR	C	2	0	0	0	0	50	0	0	50	217	0	213	3
	BRITANNIA AIRWAYS	C	8	0	0	13	38	0	0	38	13	163	55	18	20
	LAKER AIRWAYS INC	S	8	0	0	50	13	13	13	13	0	48	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	53	0	0	87	0	2	8	2	2	8	0	0	0
<b>TOTAL ORLANDO</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>36</b>	<b>51</b>	<b>30</b>	110
SANFORD	BRITANNIA AIRWAYS	C	17	0	0	24	41	18	6	6	6	75	0	0	0
	LEISURE INTL AIRWAYS LTD	C	27	0	1	44	11	19	26	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	1	0	22	11	22	22	22	0	87	0	0	0
<b>TOTAL SANFORD</b>			<b>53</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>21</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>58</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL USA</b>			<b>366</b>	<b>2</b>	<b>1</b>	<b>62</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>53</b>	<b>29</b>	347
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	8	0	0	38	13	25	25	0	0	34	59	110	17
<b>TOTAL TASHKENT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>110</b>	17
<b>TOTAL UZBEKISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>110</b>	17
<b>VENEZUELA</b>															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	25	50	25	0	0	0	17	0	0	0
<b>TOTAL PORLAMAR</b>			<b>4</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>17</b>	<b>50</b>	<b>60</b>	4
<b>TOTAL VENEZUELA</b>			<b>4</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>17</b>	<b>50</b>	<b>60</b>	4
<b>TOTAL MANCHESTER</b>			<b>9478</b>	<b>42</b>	<b>404</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>19</b>	9213



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>															
INNSBRUCK	TYROLEAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL INNSBRUCK			2	0	0	100	0	0	0	0	0	-9	0	0	0
SALZBURG	AIR 2000	C	3	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL SALZBURG			3	0	0	100	0	0	0	0	0	-2	0	0	0
VIENNA	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL VIENNA			2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL AUSTRIA			8	0	0	88	13	0	0	0	0	-2	0	0	0
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	196	0	0	88	7	4	1	0	0	4	0	0	0
TOTAL BRUSSELS			196	0	0	88	7	4	1	0	0	4	0	0	0
TOTAL BELGIUM			196	0	0	88	7	4	1	0	0	4	0	0	0
<b>CYPRUS</b>															
LARNACA	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	1	0	0	0
TOTAL LARNACA			4	2	0	75	25	0	0	0	0	1	0	0	0
TOTAL CYPRUS			4	2	0	75	25	0	0	0	0	1	0	0	0
<b>CZECH REPUBLIC</b>															
PRAGUE	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL PRAGUE			2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL CZECH REPUBLIC			2	0	0	100	0	0	0	0	0	7	0	0	0
<b>DENMARK</b>															
COPENHAGEN	SAS	S	100	0	0	86	9	1	4	0	0	2	0	0	0
TOTAL COPENHAGEN			100	0	0	86	9	1	4	0	0	2	0	0	0
TOTAL DENMARK			100	1	2	86	9	1	4	0	0	2	0	0	0
<b>FRANCE</b>															
LE HAVRE	EUROPEAN AIRWAYS LTD	S	28	0	2	82	7	0	11	0	0	9	0	0	0
TOTAL LE HAVRE			28	0	2	82	7	0	11	0	0	9	0	0	0
LYON	BRITANNIA AIRWAYS	C	3	1	0	67	0	33	0	0	0	12	0	0	0
TOTAL LYON			4	1	0	75	0	25	0	0	0	10	0	0	0
METZ	TRANSAER	C	2	0	0	0	50	50	0	0	0	43	0	0	0
TOTAL METZ			2	2	0	0	50	50	0	0	0	43	0	0	0
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	105	0	0	75	10	11	3	0	0	11	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			105	0	0	75	10	11	3	0	0	11	0	0	0
TOTAL FRANCE			139	3	2	76	10	10	4	0	0	11	0	0	0
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	34	0	8	79	6	0	15	0	0	17	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DUSSELDORF			34	0	8	79	6	0	15	0	0	17	0	0	0
MUNICH	BRITISH WORLD AIRLINES LTD	S	24	0	1	25	25	25	17	8	0	56	0	0	0
	LUFTHANSA CITY LINE	S	11	0	0	91	0	0	9	0	0	15	0	0	0
TOTAL MUNICH			35	1	1	46	17	17	14	6	0	43	0	0	0
TOTAL GERMANY			69	1	9	62	12	9	14	3	0	30	0	0	0
HUNGARY															
BUDAPEST	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL BUDAPEST			2	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL HUNGARY			2	0	0	100	0	0	0	0	0	-2	0	0	0
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	114	0	0	94	1	4	1	0	0	3	0	0	0
TOTAL DUBLIN			114	0	0	94	1	4	1	0	0	3	0	0	0
TOTAL IRISH REPUBLIC			114	0	0	94	1	4	1	0	0	3	0	0	0
ITALY															
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	S	24	0	1	88	4	0	4	4	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL ROME (CIAMPINO)			26	0	1	88	4	0	4	4	0	16	0	0	0
TOTAL ITALY			27	0	1	89	4	0	4	4	0	15	0	0	0
MALTA															
MALTA	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MALTA			3	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MALTA			3	0	0	100	0	0	0	0	0	3	0	0	0
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	168	1	2	68	10	13	9	1	0	20	0	0	0
TOTAL AMSTERDAM			168	1	2	68	10	13	9	1	0	20	0	0	0
TOTAL NETHERLANDS			168	1	2	68	10	13	9	1	0	20	0	0	0
NORWAY															
BERGEN	BRAATHENS ASA	S	49	0	0	84	8	6	2	0	0	7	0	0	0
TOTAL BERGEN			49	0	0	84	8	6	2	0	0	7	0	0	0
OSLO (FORNEBU)	BRAATHENS ASA	S	49	0	0	90	2	6	2	0	0	5	0	0	0
TOTAL OSLO (FORNEBU)			49	0	0	90	2	6	2	0	0	5	0	0	0
ROROS	BRAATHENS ASA	C	6	0	0	50	17	17	17	0	0	27	0	0	0
TOTAL ROROS			6	0	0	50	17	17	17	0	0	27	0	0	0
TOTAL NORWAY			104	4	0	85	6	7	3	0	0	7	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	-1	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FARO			4	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			4	0	0	100	0	0	0	0	0	-1	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	18	0	0	78	17	6	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL ALICANTE			22	0	0	82	14	5	0	0	0	4	0	0	0
MALAGA	AIR 2000	C	10	0	0	70	10	0	0	0	20	89	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	83	11	0	0	6	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	34	0	0	0
TOTAL MALAGA			30	0	0	77	10	0	3	3	7	39	0	0	0
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL PALMA DE MALLORCA			13	0	0	77	15	8	0	0	0	9	0	0	0
TOTAL SPAIN			65	0	0	78	12	3	2	2	3	21	0	0	0
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	8	0	0	75	0	0	25	0	0	31	0	0	0
	VIVA	C	6	0	0	67	33	0	0	0	0	10	0	0	0
TOTAL ARRECIFE			15	1	0	67	13	7	13	0	0	23	0	0	0
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	-4	0	0	0
TOTAL FUERTEVENTURA			6	0	0	100	0	0	0	0	0	-4	0	0	0
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	2	0	0	0
TOTAL LAS PALMAS			20	0	0	80	15	5	0	0	0	6	0	0	0
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	0	0	38	50	13	0	0	0	19	0	0	0
	BCM AIRLINES	C	4	0	0	25	25	0	50	0	0	56	0	0	0
	BRITANNIA AIRWAYS	C	14	0	0	50	7	36	7	0	0	26	0	0	0
	FUTURA AIRLINES	C	8	0	0	25	0	50	25	0	0	56	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	2	33	22	22	22	0	0	35	0	0	0
	TRANSAVIA	C	2	0	0	0	0	0	100	0	0	77	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			53	0	2	36	23	25	17	0	0	34	0	0	0
TOTAL SPAIN(CANARY ISLANDS)			94	1	2	54	18	16	12	0	0	24	0	0	0
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	98	0	0	81	6	4	9	0	0	12	0	0	0
	GILL AIRWAYS	S	44	0	0	82	7	7	0	5	0	13	0	0	0
TOTAL ABERDEEN			142	0	0	81	6	5	6	1	0	12	0	0	0
BELFAST CITY	GILL AIRWAYS	S	197	5	3	62	12	11	13	2	0	24	0	0	0
TOTAL BELFAST CITY			197	5	3	62	12	11	13	2	0	24	0	0	0
BIRMINGHAM	DUO AIRWAYS LTD	S	136	0	8	87	4	4	6	0	0	8	0	0	0
TOTAL BIRMINGHAM			136	0	8	87	4	4	6	0	0	8	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	98	0	0	79	5	6	10	0	0	14	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

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				Actual (7)	Plan (8)										
TOTAL BRISTOL			98	0	0	79	5	6	10	0	0	14	0	0	0
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	68	0	2	69	15	13	1	1	0	14	0	0	0
TOTAL CARDIFF WALES			68	0	2	69	15	13	1	1	0	14	0	0	0
EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	70	0	0	69	16	11	3	1	0	16	0	0	0
TOTAL EDINBURGH			70	1	0	69	16	11	3	1	0	16	0	0	0
EXETER	EUROPEAN AIRWAYS LTD	S	30	0	0	77	7	13	3	0	0	13	0	0	0
TOTAL EXETER			30	0	0	77	7	13	3	0	0	13	0	0	0
GATWICK	CITY FLYER EXPRESS	S	237	0	4	73	16	10	1	0	0	9	0	0	0
TOTAL GATWICK			237	0	4	73	16	10	1	0	0	9	0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S	291	2	2	80	11	5	3	1	0	12	0	0	0
TOTAL HEATHROW			291	2	2	80	11	5	3	1	0	12	0	0	0
MANCHESTER	LEISURE INTL AIRWAYS LTD	C	8	0	0	38	13	25	25	0	0	47	0	0	0
TOTAL MANCHESTER			8	0	0	38	13	25	25	0	0	47	0	0	0
PRESTWICK	GILL AIRWAYS	S	26	1	0	88	4	8	0	0	0	5	0	0	0
TOTAL PRESTWICK			26	1	0	88	4	8	0	0	0	5	0	0	0
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	57	0	18	77	7	4	9	4	0	20	0	0	0
TOTAL SOUTHAMPTON			57	0	18	77	7	4	9	4	0	20	0	0	0
STANSTED	KLM UK LTD	S	124	1	2	85	10	3	2	1	0	6	0	0	0
TOTAL STANSTED			124	1	2	85	10	3	2	1	0	6	0	0	0
WICK	GILL AIRWAYS	S	40	0	0	78	5	8	8	3	0	15	0	0	0
TOTAL WICK			40	0	0	78	5	8	8	3	0	15	0	0	0
TOTAL UNITED KINGDOM			1524	10	39	76	10	7	5	1	0	13	0	0	0
USA															
SANFORD	LEISURE INTL AIRWAYS LTD	C	8	0	0	38	0	13	50	0	0	43	0	0	0
TOTAL SANFORD			8	0	0	38	0	13	50	0	0	43	0	0	0
TOTAL USA			8	0	0	38	0	13	50	0	0	43	0	0	0
TOTAL NEWCASTLE			2632	26	57	77	9	7	5	1	0	13	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>ALGERIA</b>															
HASSI MESSAOUD	BRITISH WORLD AIRLINES LTD	C	5	0	0	60	20	20	0	0	0	16	0	0	0
TOTAL HASSI MESSAOUD			5	0	0	60	20	20	0	0	0	16	0	0	0
TOTAL ALGERIA			5	0	0	60	20	20	0	0	0	16	0	0	0
<b>AUSTRIA</b>															
INNSBRUCK	KLM UK LTD	C	3	0	1	0	0	0	100	0	0	106	0	0	0
	LEISURE INTERNATIONAL	C	3	0	1	67	0	0	33	0	0	43	50	16	4
TOTAL INNSBRUCK			6	0	2	33	0	0	67	0	0	75	43	36	14
SALZBURG	KLM UK LTD	C	2	0	1	0	50	50	0	0	0	37	25	75	4
TOTAL SALZBURG			2	0	1	0	50	50	0	0	0	37	33	55	6
TOTAL AUSTRIA			8	0	3	25	13	13	50	0	0	65	52	34	25
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	169	0	7	68	15	9	6	1	0	14	61	24	147
TOTAL BRUSSELS			169	0	7	68	15	9	6	1	0	14	61	24	147
TOTAL BELGIUM			169	0	7	68	15	9	6	1	0	14	61	24	147
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	34	0	0	76	6	6	12	0	0	15	0	0	0
TOTAL PRAGUE			34	0	0	76	6	6	12	0	0	15	0	0	0
TOTAL CZECH REPUBLIC			34	0	0	76	6	6	12	0	0	15	0	0	0
<b>DENMARK</b>															
BILLUND	MYTRAVEL AIRWAYS (DENMARK)	C	16	0	0	56	13	19	13	0	0	20	0	0	0
TOTAL BILLUND			16	0	0	56	13	19	13	0	0	20	100	-2	9
COPENHAGEN	KLM UK LTD	S	142	1	4	55	12	20	12	1	0	24	65	24	94
	MYTRAVEL AIRWAYS (DENMARK)	C	20	0	2	20	25	15	30	10	0	56	50	25	8
TOTAL COPENHAGEN			162	1	6	51	14	19	14	2	0	28	62	24	138
TOTAL DENMARK			178	1	6	51	13	19	14	2	0	27	65	22	147
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	18	0	0	61	28	11	0	0	0	9	0	0	0
TOTAL HELSINKI			18	0	0	61	28	11	0	0	0	9	60	16	20
IVALO	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL IVALO			2	0	0	50	50	0	0	0	0	13	0	21	2
ROVANIEMI	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL ROVANIEMI			2	0	0	100	0	0	0	0	0	4	0	30	1
TOTAL FINLAND			22	0	0	64	27	9	0	0	0	9	52	17	23
<b>FRANCE</b>															
CHAMBERY	KLM UK LTD	C	4	1	0	0	0	0	25	75	0	184	0	0	0
TOTAL CHAMBERY			4	1	0	0	0	0	25	75	0	184	0	50	3

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

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				Actual (7)	Plan (8)										
DIJON	PROTEUS AIR SYSTEM SA	S	41	0	9	63	24	10	2	0	0	14	48	24	29
<b>TOTAL DIJON</b>			<b>41</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>24</b>	<b>29</b>
LYON	BRITISH WORLD AIRLINES LTD	C	3	0	1	67	0	33	0	0	0	22	0	0	0
<b>TOTAL LYON</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>26</b>	<b>4</b>
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	205	1	7	62	9	17	9	1	1	28	68	22	180
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>205</b>	<b>1</b>	<b>7</b>	<b>62</b>	<b>9</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>68</b>	<b>22</b>	<b>180</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	89	0	17	2
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>89</b>	<b>0</b>	<b>17</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>257</b>	<b>4</b>	<b>18</b>	<b>61</b>	<b>11</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>63</b>	<b>21</b>	<b>278</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	KLM UK LTD	S	179	0	19	64	11	12	13	0	0	18	73	8	138
<b>TOTAL DUSSELDORF</b>			<b>179</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>8</b>	<b>138</b>
FRANKFURT MAIN	KLM UK LTD	S	152	0	6	62	13	11	15	0	0	22	75	14	87
<b>TOTAL FRANKFURT MAIN</b>			<b>152</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>14</b>	<b>87</b>
HAMBURG	KLM UK LTD	S	104	0	2	74	9	6	12	0	0	15	81	12	90
<b>TOTAL HAMBURG</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>9</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>17</b>	<b>92</b>
HANOVER	HAPAG LLOYD FLUG	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL HANOVER</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	KLM UK LTD	S	107	0	1	54	16	7	20	3	0	37	66	18	97
<b>TOTAL MUNICH</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>16</b>	<b>7</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>66</b>	<b>18</b>	<b>97</b>
<b>TOTAL GERMANY</b>			<b>546</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>12</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>414</b>
<b>GREECE</b>															
RHODES	LEISURE INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL RHODES</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 GREECE</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>HUNGARY</b>															
BUDAPEST	EUROFLY SPA	C	2	0	0	0	0	50	50	0	0	96	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL BUDAPEST</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>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</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>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	84	5	10	62	15	5	14	4	0	31	73	15	80
<b>TOTAL CONNAUGHT</b>			<b>84</b>	<b>5</b>	<b>10</b>	<b>62</b>	<b>15</b>	<b>5</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>15</b>	<b>80</b>
CORK	RYANAIR	S	182	4	9	67	16	9	7	1	0	16	70	20	132
<b>TOTAL CORK</b>			<b>182</b>	<b>4</b>	<b>9</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>20</b>	<b>132</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	AER LINGUS	S	219	0	3	79	7	5	3	7	0	22	0	0	0
	RYANAIR	S	609	10	80	74	9	9	8	1	0	17	75	14	574
<b>TOTAL DUBLIN</b>			<b>828</b>	<b>10</b>	<b>83</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>574</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	48	0	4	69	6	13	10	2	0	23	80	22	45
<b>TOTAL WATERFORD</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>6</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>22</b>	<b>45</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1142</b>	<b>19</b>	<b>106</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>16</b>	<b>831</b>
ISRAEL															
TEL AVIV	EL AL	S	30	3	5	67	7	7	17	3	0	23	68	16	28
<b>TOTAL TEL AVIV</b>			<b>30</b>	<b>3</b>	<b>5</b>	<b>67</b>	<b>7</b>	<b>7</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>16</b>	<b>28</b>
<b>TOTAL ISRAEL</b>			<b>30</b>	<b>3</b>	<b>5</b>	<b>67</b>	<b>7</b>	<b>7</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>16</b>	<b>28</b>
ITALY															
BERGAMO	AZZURRA AIR	S	15	2	5	40	20	7	20	13	0	52	0	0	0
<b>TOTAL BERGAMO</b>			<b>15</b>	<b>2</b>	<b>5</b>	<b>40</b>	<b>20</b>	<b>7</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
FLORENCE	KLM UK LTD	S	59	4	1	61	17	10	7	5	0	29	74	23	62
<b>TOTAL FLORENCE</b>			<b>59</b>	<b>4</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>74</b>	<b>23</b>	<b>62</b>
MILAN (LINATE)	KLM UK LTD	S	135	0	9	36	22	20	20	1	0	39	61	20	98
<b>TOTAL MILAN (LINATE)</b>			<b>135</b>	<b>0</b>	<b>9</b>	<b>36</b>	<b>22</b>	<b>20</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>61</b>	<b>20</b>	<b>98</b>
MILAN (MALPENSA)	EUROFLY SPA	C	4	0	0	25	50	0	25	0	0	52	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>4</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>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	LEISURE INTERNATIONAL	C	3	0	1	0	100	0	0	0	0	23	0	0	0
<b>TOTAL VERONA</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>219</b>	<b>6</b>	<b>16</b>	<b>43</b>	<b>22</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>65</b>	<b>22</b>	<b>163</b>
KAZAKHSTAN															
URALSK	EUROFLY SPA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL URALSK</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</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>0</b>	<b>0</b>	<b>0</b>
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	46	0	2	78	11	4	7	0	0	12	77	7	44
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>7</b>	<b>44</b>
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>7</b>	<b>44</b>
MALTA															
MALTA	AIR MALTA	C	2	0	0	0	0	0	100	0	0	96	0	0	0
	MY TRAVEL AIRWAYS UK	C	5	0	0	100	0	0	0	0	0	-33	0	51	2
<b>TOTAL MALTA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>2</b>
<b>TOTAL MALTA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>2</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	306	1	5	60	13	13	13	0	0	23	69	19	214
<b>TOTAL AMSTERDAM</b>			<b>306</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>19</b>	<b>214</b>
MAASTRICHT	KLM EXEL	S	132	0	8	75	11	5	9	0	0	16	77	10	121
<b>TOTAL MAASTRICHT</b>			<b>132</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>10</b>	<b>121</b>
ROTTERDAM	SCOT AIRWAYS	S	96	1	24	58	19	18	4	1	0	18	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>96</b>	<b>1</b>	<b>24</b>	<b>58</b>	<b>19</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>534</b>	<b>2</b>	<b>37</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>16</b>	<b>335</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITANNIA AB	C	18	0	0	56	17	22	6	0	0	19	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	10	0	4	60	30	10	0	0	0	13	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>28</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>21</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>28</b>	<b>2</b>
TRONDHEIM (VAERNES)	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>0</b>	<b>5</b>
<b>TOTAL NORWAY</b>			<b>30</b>	<b>3</b>	<b>4</b>	<b>60</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>13</b>	<b>9</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	LEISURE INTERNATIONAL	C	10	0	0	80	20	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	6	50	14	4
<b>TOTAL FARO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>14</b>	<b>4</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>14</b>	<b>4</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	3	38	65	8
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	62	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	6	50	15	4
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>42</b>	<b>48</b>	<b>12</b>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	6	50	37	8
	LEISURE INTERNATIONAL	C	4	0	0	50	0	0	0	50	0	113	0	0	0
<b>TOTAL MALAGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>41</b>	<b>33</b>	<b>46</b>	<b>12</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	8	83	6	6
<b>TOTAL PALMA DE MALLORCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>6</b>
<b>TOTAL SPAIN</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>22</b>	<b>144</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	LEISURE INTERNATIONAL	C	7	0	1	86	14	0	0	0	0	9	0	118	8
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	14	0	0	0	0	2	0	348	8
<b>TOTAL ARRECIFE</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>233</b>	<b>16</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	6	0	0	0	33	50	0	17	0	70	13	177	8
<b>TOTAL FUERTEVENTURA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>70</b>	<b>31</b>	<b>99</b>	<b>16</b>
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	37	30	29	10



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				Actual (7)	Plan (8)										
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>20</b>	16
<b>TENERIFE (SURREINA SOFIA)</b>	BRITANNIA AIRWAYS	C	6	0	0	67	17	17	0	0	0	12	75	13	8
	LEISURE INTERNATIONAL	C	8	0	0	25	13	13	38	13	0	79	20	69	10
	MY TRAVEL AIRWAYS UK	C	8	0	2	25	0	13	50	13	0	83	0	178	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>9</b>	<b>14</b>	<b>32</b>	<b>9</b>	<b>0</b>	<b>62</b>	<b>29</b>	<b>97</b>	35
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>28</b>	<b>109</b>	83
<b>SWEDEN</b>															
<b>GOTEBORG</b>	BRITANNIA AB	C	18	0	0	50	33	11	6	0	0	18	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	12	0	2	75	17	8	0	0	0	5	0	0	0
<b>TOTAL GOTEBORG</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>MALMO</b>	MALMO AVIATION	C	6	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL MALMO</b>			<b>6</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>	0
<b>STOCKHOLM (ARLANDA)</b>	BRITANNIA AB	C	28	0	0	29	25	25	21	0	0	33	72	8	18
	MYTRAVEL AIRWAYS (DENMARK)	C	32	0	0	9	25	56	9	0	0	37	36	50	28
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>25</b>	<b>42</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>33</b>	46
<b>TOTAL SWEDEN</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>24</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>33</b>	46
<b>SWITZERLAND</b>															
<b>GENEVA</b>	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	11	0	0	0
	FLIGHTLINE LTD	C	31	0	5	45	13	32	6	3	0	30	0	0	0
<b>TOTAL GENEVA</b>			<b>33</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>12</b>	<b>30</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	0
<b>ZURICH</b>	FLIGHTLINE LTD	C	67	2	1	46	25	16	12	0	0	26	0	0	0
	KLM UK LTD	S	141	0	9	53	18	20	9	0	0	22	66	17	96
<b>TOTAL ZURICH</b>			<b>208</b>	<b>2</b>	<b>10</b>	<b>51</b>	<b>20</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>17</b>	96
<b>TOTAL SWITZERLAND</b>			<b>241</b>	<b>2</b>	<b>15</b>	<b>51</b>	<b>19</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>17</b>	96
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	6	100	-9	4
<b>TOTAL MONASTIR</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>100</b>	<b>-9</b>	4
<b>TOTAL TUNISIA</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>100</b>	<b>-9</b>	4
<b>TURKEY</b>															
<b>ANTALYA</b>	KIBRIS TURKISH AIRLINES - KTHY	C	24	0	2	50	4	13	25	0	8	72	69	5	13
<b>TOTAL ANTALYA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>4</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>69</b>	<b>5</b>	13
<b>ISTANBUL</b>	ISTANBUL HAVA YOLLARI	C	10	0	0	10	20	50	20	0	0	49	50	9	4
<b>TOTAL ISTANBUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>36</b>	<b>65</b>	11
<b>TOTAL TURKEY</b>			<b>34</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>9</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>56</b>	<b>31</b>	25
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	KLM UK LTD	S	163	0	11	66	9	12	11	1	0	21	88	8	128
<b>TOTAL ABERDEEN</b>			<b>163</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>9</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>8</b>	128
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	206	0	8	76	14	2	6	2	0	14	71	18	214

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BELFAST CITY			206	0	8	76	14	2	6	2	0	14	71	18	214
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	58	0	2	78	14	3	2	3	0	12	74	13	94
TOTAL BELFAST INTERNATIONAL			58	0	2	78	14	3	2	3	0	12	73	18	258
EDINBURGH	KLM UK LTD	S	258	0	5	68	10	14	8	0	0	20	81	8	203
TOTAL EDINBURGH			258	0	5	68	10	14	8	0	0	20	81	8	203
GLASGOW	KLM UK LTD	S	205	0	14	67	11	13	9	0	0	15	72	20	158
TOTAL GLASGOW			205	0	14	67	11	13	9	0	0	15	72	20	158
GUERNSEY	KLM UK LTD	S	8	0	0	88	0	13	0	0	0	9	33	49	6
TOTAL GUERNSEY			8	0	0	88	0	13	0	0	0	9	38	51	8
INVERNESS	KLM UK LTD	S	47	0	4	74	11	11	4	0	0	9	0	0	0
TOTAL INVERNESS			47	0	4	74	11	11	4	0	0	9	0	162	2
JERSEY	KLM UK LTD	S	43	1	3	51	16	9	23	0	0	25	67	26	48
TOTAL JERSEY			43	2	3	51	16	9	23	0	0	25	67	26	48
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	109	1	3	72	6	9	12	2	0	24	82	11	98
	LEISURE INTERNATIONAL	C	3	0	1	100	0	0	0	0	0	-20	0	0	0
TOTAL MANCHESTER			112	1	4	72	5	9	12	2	0	23	82	11	98
NEWCASTLE	KLM UK LTD	S	120	0	6	88	9	3	0	0	0	2	82	12	106
TOTAL NEWCASTLE			121	0	6	88	9	3	0	0	0	1	81	12	112
PRESTWICK	RYANAIR	S	209	0	20	64	18	10	7	2	0	22	71	20	204
TOTAL PRESTWICK			209	0	20	64	18	10	7	2	0	22	71	20	204
TOTAL UNITED KINGDOM			1431	6	77	70	12	9	8	1	0	17	76	16	1433
USA															
NEW YORK (NEWARK)	EL AL	S	7	1	5	86	14	0	0	0	0	-3	26	34	23
TOTAL NEW YORK (NEWARK)			7	1	5	86	14	0	0	0	0	-3	26	34	23
TOTAL USA			7	3	5	86	14	0	0	0	0	-3	26	34	23
TOTAL STANSTED			5150	52	337	65	13	11	10	1	0	21	70	19	4339

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	27	0	0	56	22	15	0	7	0	29	70	25	27
	HEATHROW	SAS	S	D	27	0	0	63	22	11	0	4	0	20	63	22	27
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>23</b>	<b>23</b>
ABERDEEN	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	70	0	4	71	9	11	6	1	1	21	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	72	0	3	67	15	8	8	1	0	22	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	34	0	36	65	15	9	12	0	0	18	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	5	0	0	40	20	40	0	0	0	20	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	61	1	11	57	21	18	3	0	0	18	54	16	37
	MANCHESTER	BMI REGIONAL	S	D	62	1	5	73	11	15	2	0	0	10	86	3	36
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	79	0	1	70	16	10	4	0	0	12	58	19	72
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	79	0	1	85	11	3	1	0	0	7	73	16	71
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	0	82	8	2	8	0	0	10	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	49	0	0	80	4	6	10	0	0	13	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	42	2	3	88	10	2	0	0	0	-2	83	8	24
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	45	0	1	93	4	0	2	0	0	5	75	23	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	4	76	15	4	5	1	0	12	61	19	163
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	2	88	6	4	2	0	0	6	70	13	164
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	86	1	3	92	3	3	1	0	0	3	84	5	64
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	85	1	4	92	1	5	2	0	0	1	88	3	66
	NEWCASTLE	GILL AIRWAYS	S	A	22	0	0	77	9	5	0	9	0	24	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	22	0	0	86	5	9	0	0	0	2	0	0	0
	EDINBURGH	KLM UK LTD	S	A	42	0	2	74	10	10	7	0	0	14	0	0	0
	EDINBURGH	KLM UK LTD	S	D	40	0	5	55	25	15	5	0	0	22	0	0	0
	STANSTED	KLM UK LTD	S	A	82	0	5	72	6	11	10	1	0	16	91	4	64
	STANSTED	KLM UK LTD	S	D	81	0	6	60	12	14	12	1	0	26	84	13	64

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
ABERDEEN																		
	GLASGOW	LOGANAIR	S	A	60	0	5	85	7	8	0	0	0	6	83	15	48	
	GLASGOW	LOGANAIR	S	D	60	0	0	78	10	5	7	0	0	12	82	17	49	
<b>TOTAL ABERDEEN</b>					<b>1567</b>	<b>6</b>	<b>101</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>13</b>	
ABIDJAN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	-15	100	-16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	66	21	10	3	0	0	16	67	16	30	
	GATWICK	EMIRATES	S	A	4	0	0	50	50	0	0	0	0	11	67	18	9	
	GATWICK	EMIRATES	S	D	5	0	0	20	20	60	0	0	0	34	0	42	9	
	HEATHROW	EMIRATES	S	A	13	0	0	31	38	23	8	0	0	24	33	31	9	
	HEATHROW	EMIRATES	S	D	9	0	0	44	33	11	11	0	0	23	56	23	9	
	HEATHROW	GULF AIR	S	A	26	0	0	69	4	19	8	0	0	9	48	33	23	
	HEATHROW	GULF AIR	S	D	26	0	0	88	12	0	0	0	0	1	59	61	22	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>23</b>	<b>23</b>	
ACCRA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	14	14	0	57	14	0	84	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	29	14	14	29	14	0	81	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	79	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	102	0	0	0	
	HEATHROW	GHANA AIRWAYS	S	A	17	0	2	12	0	18	59	12	0	105	38	216	13	
	HEATHROW	GHANA AIRWAYS	S	D	17	1	2	6	12	0	76	6	0	116	0	250	13	
<b>TOTAL ACCRA</b>					<b>52</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>101</b>	<b>17</b>	<b>217</b>	<b>217</b>	
ADANA																		
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	23	0	0	13	9	30	39	4	4	87	23	55	22	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	23	0	0	13	26	35	17	4	4	87	32	57	22	
<b>TOTAL ADDIS ABABA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>17</b>	<b>33</b>	<b>28</b>	<b>4</b>	<b>4</b>	<b>87</b>	<b>27</b>	<b>56</b>	<b>56</b>	
ADELAIDE																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ADEN																		
AGADIR																		
	GATWICK	GB AIRWAYS LTD		S D	4	0	0	75	25	0	0	0	0	7	0	0	0	
<b>TOTAL AGADIR</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>7</b>	<b>55</b>	<b>35</b>	<b>35</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE		S A	14	0	0	50	21	14	7	0	7	49	25	56	12	
	HEATHROW	AIR ALGERIE		S D	14	0	0	21	7	29	36	0	7	74	8	70	13	
<b>TOTAL ALGIERS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>14</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>16</b>	<b>63</b>	<b>63</b>	
ALICANTE																		
	GATWICK	AIR 2000		C A	11	0	0	45	9	18	27	0	0	43	78	13	9	
	GATWICK	AIR 2000		C D	11	0	0	27	36	0	36	0	0	38	100	2	9	
	GLASGOW	AIR 2000		C A	2	0	0	50	0	0	0	0	50	197	100	5	1	
	GLASGOW	AIR 2000		C D	2	0	0	50	0	0	0	0	50	192	100	7	1	
	MANCHESTER	AIR 2000		C A	11	0	0	45	36	0	9	9	0	45	15	41	13	
	MANCHESTER	AIR 2000		C D	11	0	0	64	18	0	9	9	0	41	38	33	13	
	GATWICK	AIR ATLANTA ICELANDIC		C A	2	0	0	0	50	50	0	0	0	39	0	0	0	
	GATWICK	AIR ATLANTA ICELANDIC		C D	2	0	0	0	0	0	100	0	0	93	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC		C A	3	0	0	0	33	0	67	0	0	99	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC		C D	3	0	0	0	0	33	67	0	0	94	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND		C A	2	0	0	50	0	50	0	0	0	23	0	208	2	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	13	0	0	69	8	23	0	0	0	7	38	27	13	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	13	0	0	85	15	0	0	0	0	6	62	21	13	
	EDINBURGH	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS		C D	5	0	0	80	0	0	0	0	20	77	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	1	80	0	0	20	0	0	17	40	18	10	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	1	80	0	0	20	0	0	18	88	13	8	
	GLASGOW	BRITANNIA AIRWAYS		C A	10	0	0	50	30	0	20	0	0	27	33	65	9	
	GLASGOW	BRITANNIA AIRWAYS		C D	8	0	0	63	13	13	13	0	0	25	56	52	9	
	LUTON	BRITANNIA AIRWAYS		C A	5	0	0	40	40	20	0	0	0	25	25	31	4	
	LUTON	BRITANNIA AIRWAYS		C D	4	1	0	100	0	0	0	0	0	8	50	18	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ALICANTE	MANCHESTER	BRITANNIA AIRWAYS	C	A	31	0	0	68	13	13	6	0	0	16	54	21	24
	MANCHESTER	BRITANNIA AIRWAYS	C	D	30	0	1	83	7	7	3	0	0	11	52	21	25
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	4	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	8	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-6	25	69	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	12	50	61	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-3	50	9	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	7	100	-4	2
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	1	2	43	29	0	29	0	0	53	33	179	12
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	24	50	149	10
	HEATHROW	IBERIA	S	A	30	0	0	63	7	10	20	0	0	29	0	0	0
	HEATHROW	IBERIA	S	D	30	0	0	90	3	7	0	0	0	3	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	4	80	8	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	4	100	5	5
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	38	8	31	23	0	0	36	26	28	19
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	31	31	23	15	0	0	29	74	11	19
	LUTON	MONARCH AIRLINES	S	A	13	0	0	38	38	15	8	0	0	27	31	30	13
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	15	8	8	0	0	17	62	15	13
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	46	15	31	0	8	0	36	81	4	16
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	46	23	23	0	8	0	35	81	4	16
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	2	100	10	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	11	100	6	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	0	33	0	0	44	20	45	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	60	22	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	2	38	23	31	8	0	0	29	44	30	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	2	46	31	15	8	0	0	27	56	23	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-1	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-12	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	4	50	17	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	9	50	13	2

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	TRANSAER	C	A	5	0	0	20	40	20	0	20	0	71	0	0	0	
	GATWICK	TRANSAER	C	D	5	0	0	20	40	20	0	0	20	164	0	0	0	
<b>TOTAL ALICANTE</b>					<b>449</b>	<b>3</b>	<b>13</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>51</b>	<b>35</b>	<b>35</b>	
ALMA ATA																		
ALMERIA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-10	50	22	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	75	15	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	31	0	53	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	11	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	25	47	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	25	54	4	
<b>TOTAL ALMERIA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>27</b>	<b>27</b>	
AMMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	41	24	12	24	0	0	37	67	7	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	63	13	13	13	0	0	26	57	30	14	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	14	0	0	14	29	7	29	21	0	85	44	27	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	77	8	8	8	0	0	12	63	18	8	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	77	13	3	3	3	0	16	58	29	26	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	58	26	16	0	0	0	15	70	24	27	
<b>TOTAL AMMAN</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>24</b>	<b>24</b>	
AMSTERDAM																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	81	0	3	48	14	19	16	4	0	35	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	82	0	1	56	16	10	16	2	0	32	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	230	0	2	69	14	9	7	1	0	19	59	26	227	
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	1	74	12	6	7	0	0	15	65	28	227	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	1	58	19	13	9	1	0	24	57	32	186	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)										
AMSTERDAM	HEATHROW	BRITISH AIRWAYS PLC	S	D	185	0	1	69	16	6	7	2	0	19	65	21	185
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	85	0	2	66	19	9	6	0	0	15	76	12	84
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	86	0	1	73	16	6	5	0	0	10	81	7	84
	GATWICK	CITY FLYER EXPRESS	S	A	115	0	0	65	20	12	3	0	0	14	65	21	86
	GATWICK	CITY FLYER EXPRESS	S	D	116	0	0	73	16	7	3	0	0	11	74	17	87
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	92	0	1	86	5	5	3	0	0	6	77	11	93
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	92	0	2	90	5	3	1	0	0	6	82	12	93
	BIRMINGHAM	KLM	S	A	136	0	8	69	17	7	6	1	0	15	75	11	107
	BIRMINGHAM	KLM	S	D	138	0	7	67	17	5	9	1	0	19	67	16	107
	HEATHROW	KLM	S	A	240	0	3	69	15	8	7	1	0	18	61	20	240
	HEATHROW	KLM	S	D	241	0	2	74	10	7	8	1	0	17	65	20	240
	EDINBURGH	KLM UK LTD	S	A	88	0	0	72	15	8	5	1	0	14	0	0	0
	EDINBURGH	KLM UK LTD	S	D	88	0	0	61	23	10	6	0	0	18	0	0	0
	GLASGOW	KLM UK LTD	S	A	86	0	0	74	14	10	1	0	0	6	78	9	81
	GLASGOW	KLM UK LTD	S	D	86	0	0	62	22	9	7	0	0	18	57	20	83
	MANCHESTER	KLM UK LTD	S	A	166	0	1	73	10	8	8	0	0	13	67	19	110
	MANCHESTER	KLM UK LTD	S	D	163	0	4	73	11	7	9	0	0	15	71	21	110
	NEWCASTLE	KLM UK LTD	S	A	84	0	1	70	5	14	10	1	0	19	0	0	0
	NEWCASTLE	KLM UK LTD	S	D	84	1	1	65	14	11	8	1	0	21	0	0	0
	STANSTED	KLM UK LTD	S	A	155	1	3	65	12	11	12	0	0	20	67	19	106
	STANSTED	KLM UK LTD	S	D	151	0	2	56	14	16	15	0	0	27	71	20	108
	GATWICK	TRANSAVIA	S	A	114	1	0	53	33	8	5	1	0	22	51	25	114
	GATWICK	TRANSAVIA	S	D	114	1	0	67	18	6	7	1	1	21	61	22	116
	GATWICK	TRANSBRASIL	S	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	4	0	0	75	25	0	0	0	0	5	21	49	19
	HEATHROW	UNITED AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	47	25	19
<b>TOTAL AMSTERDAM</b>					<b>3727</b>	<b>4</b>	<b>84</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>21</b>	<b>21</b>
ANTALYA	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	12	0	1	67	0	8	17	0	8	61	100	-14	7
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	12	0	1	33	8	17	33	0	8	82	33	27	6



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ANTALYA																		
	GATWICK	SUNWAYS	C	A	5	0	0	0	20	40	40	0	0	71	0	0	0	
	GATWICK	SUNWAYS	C	D	5	0	0	0	0	40	60	0	0	78	0	0	0	
	MANCHESTER	SUNWAYS	C	A	5	0	0	80	0	0	20	0	0	20	0	0	0	
	MANCHESTER	SUNWAYS	C	D	5	0	0	60	20	0	20	0	0	35	0	0	0	
<b>TOTAL ANTALYA</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>7</b>	<b>16</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>69</b>	<b>5</b>	<b>5</b>	
ANTIGUA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	24	25	289	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	13	25	29	4	
<b>TOTAL ANTIGUA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>105</b>	<b>105</b>	
ANTWERP																		
	GATWICK	CITY FLYER EXPRESS	S	A	78	0	0	86	6	6	1	0	0	3	90	10	72	
	GATWICK	CITY FLYER EXPRESS	S	D	78	0	0	85	8	6	1	0	0	8	90	5	70	
	HEATHROW	SABENA	S	A	41	0	1	80	17	2	0	0	0	8	83	12	40	
	HEATHROW	SABENA	S	D	41	0	1	80	12	5	2	0	0	10	65	17	40	
<b>TOTAL ANTWERP</b>					<b>238</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>10</b>	
ARRECIFE																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-14	100	-31	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	24	100	-1	4	
	GATWICK	AIR 2000	C	A	13	0	0	46	23	15	8	8	0	33	23	27	13	
	GATWICK	AIR 2000	C	D	13	0	0	92	0	0	8	0	0	15	77	14	13	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-10	50	21	4	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	5	75	21	4	
	LUTON	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	-28	100	-26	5	
	LUTON	AIR 2000	C	D	4	1	1	75	25	0	0	0	0	12	100	5	4	
	MANCHESTER	AIR 2000	C	A	13	0	0	85	8	0	8	0	0	7	69	12	13	
	MANCHESTER	AIR 2000	C	D	13	0	0	77	15	0	8	0	0	13	62	22	13	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	21	0	0	0	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	41	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	0	100	0	0	0	38	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ARRECIFE																		
	BIRMINGHAM	AIR EUROPA	C	A	2	0	0	50	50	0	0	0	0	-3	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	D	2	0	0	50	0	50	0	0	0	29	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-4	100	1	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	4	0	421	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	0	13	0	40	55	18	11	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	25	0	13	0	0	25	82	7	11	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	9	75	111	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	14	80	71	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	40	20	0	0	54	60	118	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	36	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	0	13	0	28	62	15	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	0	13	0	29	62	21	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	50	25	0	25	0	0	26	0	65	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	2	1	75	0	25	0	0	0	17	13	70	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	1	25	25	25	25	0	0	39	0	99	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	24	0	93	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	2	60	0	20	20	0	0	22	33	45	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	38	13	38	13	0	0	33	50	12	2	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	25	0	0	0	21	0	67	3	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	15	33	36	3	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	0	0	50	261	0	113	1	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	1	0	50	0	25	0	0	25	165	0	47	1	
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	1	67	33	0	0	0	0	15	0	108	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	5	0	128	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-11	75	8	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	50	50	12	4	
	GATWICK	MONARCH AIRLINES	C	A	13	0	1	46	8	23	23	0	0	33	0	64	7	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	36	21	14	29	0	0	34	29	43	7	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-7	50	21	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	0	36	4	

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ARRECIFE																		
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	86	14	0	0	0	0	2	14	53	7	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	43	57	0	0	0	0	14	0	35	6	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	25	40	43	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	100	7	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	4	50	21	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	25	26	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	25	38	13	0	13	159	11	102	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	38	0	0	0	23	22	85	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-6	0	351	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	0	345	4	
	BIRMINGHAM	SPANAIR	C	A	2	0	0	0	100	0	0	0	0	23	0	0	0	
	BIRMINGHAM	SPANAIR	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GLASGOW	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	-3	0	0	0	
	GLASGOW	SPANAIR	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0	
	MANCHESTER	SPANAIR	C	A	4	0	0	25	25	25	25	0	0	52	0	0	0	
	MANCHESTER	SPANAIR	C	D	4	0	0	0	25	25	50	0	0	72	0	0	0	
	GATWICK	TRANSAER	C	A	4	0	0	0	0	25	50	25	0	115	0	0	0	
	GATWICK	TRANSAER	C	D	4	0	0	25	0	25	50	0	0	89	0	0	0	
	GLASGOW	VIVA	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	GLASGOW	VIVA	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	NEWCASTLE	VIVA	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	NEWCASTLE	VIVA	C	D	3	0	0	67	33	0	0	0	0	13	0	0	0	
<b>TOTAL ARRECIFE</b>					<b>349</b>	<b>5</b>	<b>10</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>43</b>	<b>53</b>	<b>53</b>	
ARUBA																		
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	4	0	0	0	0	25	50	0	25	253	0	0	0	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	4	0	0	0	0	25	50	0	25	253	0	0	0	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	4	0	0	50	25	0	0	0	25	120	0	0	0	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	4	0	0	0	0	25	25	25	25	195	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ASHKHABAD																		
<b>TOTAL ASHKHABAD</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>31</b>	<b>6</b>	<b>25</b>	<b>205</b>	<b>31</b>	<b>84</b>	<b>84</b>	
ASTURIAS																		
	GATWICK	AIR 2000	C	A	2	0	0	0	50	0	50	0	0	47	50	34	2	
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	16	50	17	2	
<b>TOTAL ASTURIAS</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>6</b>	<b>6</b>	
ASWAN																		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	0	38	38	25	0	0	43	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	
<b>TOTAL ASWAN</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>43</b>	<b>33</b>	<b>33</b>	
ATHENS																		
	GATWICK	AIR 2000	C	A	24	0	2	42	17	21	13	8	0	42	25	44	8	
	GATWICK	AIR 2000	C	D	24	0	1	50	13	17	17	4	0	37	50	22	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	47	23	17	13	0	0	27	4	55	28	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	40	40	10	10	0	0	24	55	24	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	69	14	8	7	0	2	34	54	22	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	81	12	3	3	0	0	6	53	18	59	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	-4	38	145	8	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	0	25	50	0	0	59	40	93	10	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	50	38	80	8	
	GATWICK	MONARCH AIRLINES	C	A	20	0	5	20	20	30	25	5	0	51	27	51	22	
	GATWICK	MONARCH AIRLINES	C	D	23	0	6	43	17	17	17	4	0	41	55	41	22	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	1	0	0	100	0	0	0	33	100	-7	1	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	19	100	-4	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	1	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	25	0	0	0	29	0	0	0	
	HEATHROW	OLYMPIC AIRWAYS	S	A	67	0	0	51	22	18	3	4	1	30	42	25	65	
	HEATHROW	OLYMPIC AIRWAYS	S	D	66	0	0	61	15	17	3	3	2	29	56	21	66	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	13	10	7	3	0	13	71	6	28	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ATHENS	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	90	3	0	7	0	0	11	69	11	29
<b>TOTAL ATHENS</b>					<b>487</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>47</b>	<b>33</b>	<b>33</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	37	17	37	7	3	0	31	24	37	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	53	23	20	3	0	0	19	53	20	30
	GATWICK	DELTA AIRLINES	S	A	61	0	0	48	21	16	13	2	0	25	24	29	59
	GATWICK	DELTA AIRLINES	S	D	61	0	0	75	15	8	2	0	0	11	74	14	58
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	57	20	13	10	0	0	20	34	25	29
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	87	3	10	0	0	0	7	86	13	29
<b>TOTAL ATLANTA</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>23</b>	<b>23</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	22	0	0	45	9	27	9	9	0	42	30	65	23
	HEATHROW	AIR NEW ZEALAND LTD	S	D	22	0	0	41	45	9	5	0	0	19	57	29	23
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	33	50	0	0	0	17	94	50	50	4
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	14	0	57	29	0	0	50	67	14	3
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>22</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>41</b>	<b>47</b>	<b>43</b>	<b>43</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	0	0	62	24	5	10	0	0	13	53	32	34	
	HEATHROW	GULF AIR	S	D	12	0	0	83	0	8	8	0	0	21	53	21	30	
<b>TOTAL BAHRAIN</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>27</b>	<b>27</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	7	0	2	43	29	29	0	0	0	19	0	67	4	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	7	0	2	57	14	14	14	0	0	29	0	66	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	64	0	36	0	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	73	0	9	18	0	0	26	0	0	0	
<b>TOTAL BAKU</b>					<b>36</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>8</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>14</b>	<b>51</b>	<b>51</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	9	0	0	22	0	0	33	44	0	157	63	44	8	
	GATWICK	GARUDA INDONESIA	S	D	9	0	0	33	33	0	33	0	0	46	67	13	9	
<b>TOTAL BALI INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>102</b>	<b>65</b>	<b>27</b>	<b>27</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	2	46	25	14	11	4	0	32	33	36	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	2	82	4	4	11	0	0	16	80	14	30	
<b>TOTAL BALTIMORE</b>					<b>56</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>25</b>	<b>25</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	77	3	10	3	6	0	17	56	28	18	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	58	26	6	10	0	0	19	33	40	18	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>34</b>	<b>34</b>	
BANGKOK																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-43	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	9	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-18	100	-5	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	6	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	71	19	10	0	0	0	8	48	24	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	61	16	23	0	0	0	17	48	27	31	
<b>TOTAL BANGKOK</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>24</b>	<b>24</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BANGOR																		
BANJUL																		
	GATWICK	AIR 2000	C	A	4	0	0	0	75	25	0	0	0	30	0	31	4	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	18	25	20	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	29	50	31	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	9	50	12	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	46	0	0	0		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	38	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	0	0	50	50	0	64	0	68	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	1	0	75	25	0	0	31	0	39	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	41	0	77	3		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	20	25	29	4		
<b>TOTAL BANJUL</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>36</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>32</b>	<b>26</b>	<b>37</b>	<b>37</b>		
BARCELONA																		
	GATWICK	AIR 2000	C	A	2	0	0	50	0	50	0	0	34	0	142	1		
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	12	50	54	2		
	GATWICK	AIR EUROPA	S	A	27	0	0	41	37	15	4	4	24	20	26	25		
	GATWICK	AIR EUROPA	S	D	27	0	0	59	22	19	0	0	14	56	33	25		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	32	0	1	38	19	16	22	6	49	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	31	0	2	65	3	19	10	3	31	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	0	100	0	103	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	36	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	26	0	0	96	4	0	0	0	-10	92	-4	25		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	26	0	0	88	12	0	0	0	5	68	12	25		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	81	6	6	8	0	8	69	18	88		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	1	67	15	10	7	1	19	61	25	87		
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	31	1	0	74	10	0	10	6	19	0	0	0		
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	29	2	0	48	24	21	7	0	25	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	15	0	0	0		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BARCELONA																	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	19	0	0	0
	HEATHROW	IBERIA	S	A	91	0	0	82	8	5	2	2	0	5	67	12	88
	HEATHROW	IBERIA	S	D	91	0	0	85	7	3	3	2	0	8	72	14	88
	MANCHESTER	IBERIA	S	A	30	0	0	83	3	3	7	3	0	10	0	0	0
<b>TOTAL BARCELONA</b>					<b>636</b>	<b>3</b>	<b>5</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>21</b>	<b>21</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	21	2	5	57	0	38	5	0	0	3	83	3	24
	GLASGOW	LOGANAIR	S	D	21	5	1	81	5	0	14	0	0	-21	80	6	25
<b>TOTAL BARRA</b>					<b>42</b>	<b>7</b>	<b>6</b>	<b>69</b>	<b>2</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>82</b>	<b>5</b>	<b>5</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	45	23	15	15	2	0	30	37	34	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	62	25	8	6	0	0	18	63	21	48
	BIRMINGHAM	SWISS AIRLINES	S	A	23	0	1	70	17	9	4	0	0	12	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	D	24	0	0	25	33	29	13	0	0	31	0	0	0
	HEATHROW	SWISS AIRLINES	S	A	89	0	0	73	15	6	6	1	0	14	64	22	59
	HEATHROW	SWISS AIRLINES	S	D	89	0	0	67	18	6	8	1	0	16	59	26	59
	MANCHESTER	SWISS AIRLINES	S	A	24	0	0	83	13	4	0	0	0	8	49	26	43
	MANCHESTER	SWISS AIRLINES	S	D	21	0	3	29	29	33	10	0	0	32	71	16	42
<b>TOTAL BASLE MULHOUSE</b>					<b>378</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>24</b>	<b>24</b>
BEAUVAIS																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	22	0	0	0	13	33	105	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	8	80	24	5
<b>TOTAL BEAUVAIS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>68</b>	<b>68</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	9	0	0	44	0	22	22	11	0	55	67	164	9
	HEATHROW	AIR CHINA	S	D	9	0	0	44	0	11	33	11	0	87	25	37	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	4	100	-15	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	58	33	0	8	0	0	15	75	11	8
<b>TOTAL BEIJING</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>7</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>53</b>	<b>53</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BEIRUT	HEATHROW	MEA	S	A	18	0	0	61	17	11	11	0	0	18	61	76	18
	HEATHROW	MEA	S	D	18	0	0	72	11	6	11	0	0	16	11	74	18
<b>TOTAL BEIRUT</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>59</b>	<b>59</b>
BELFAST CITY	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	75	0	1	91	7	0	3	0	0	5	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	74	0	1	88	12	0	0	0	0	7	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	79	0	3	67	13	15	5	0	0	12	83	13	70
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	80	0	0	70	15	9	6	0	0	15	79	21	70
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	90	10	0	0	0	0	0	55	27	31
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	83	13	3	0	0	0	3	63	35	32
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	118	0	1	79	10	5	4	2	0	13	71	26	119
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	119	2	0	85	5	7	2	2	0	9	77	17	121
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	104	0	0	77	10	7	7	0	0	11	76	15	46
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	104	0	0	80	10	7	3	1	0	12	59	33	71
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	146	2	4	82	8	8	3	0	0	2	62	25	113
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	146	2	4	82	8	6	3	0	0	10	57	37	111
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	102	0	5	86	6	1	7	0	0	5	79	13	107
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	104	0	3	66	21	3	5	5	0	22	63	22	107
	NEWCASTLE	GILL AIRWAYS	S	A	99	3	1	60	14	9	15	2	0	25	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	98	2	2	64	10	13	11	1	0	22	0	0	0
<b>TOTAL BELFAST CITY</b>					<b>1508</b>	<b>11</b>	<b>25</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>23</b>	<b>23</b>
BELFAST INTERNATIONAL	HEATHROW	BMI BRITISH MIDLAND	S	A	249	0	8	79	11	3	5	2	0	18	60	22	243
	HEATHROW	BMI BRITISH MIDLAND	S	D	255	0	4	82	9	4	4	1	0	11	72	18	258
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	4	75	11	6	6	2	0	18	47	30	167
	HEATHROW	BRITISH AIRWAYS PLC	S	D	191	0	2	74	14	5	6	2	0	15	59	19	182
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	105	0	1	89	6	3	3	0	0	5	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	105	0	1	88	10	2	1	0	0	4	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	98	1	1	79	14	4	3	0	0	9	73	17	98

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					98	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BELFAST INTERNATIONAL																	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	98	1	0	88	7	4	1	0	0	8	74	19	98
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	80	10	3	3	3	0	13	72	11	47
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	28	0	2	75	18	4	0	4	0	11	77	15	47
	GLASGOW	LOGANAIR	S	A	89	0	0	84	4	7	4	0	0	11	66	30	140
	GLASGOW	LOGANAIR	S	D	89	1	0	80	8	11	1	0	0	10	63	29	143
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1519</b>	<b>4</b>	<b>24</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>19</b>	<b>19</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	12	0	0	50	0	33	8	8	0	50	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	12	0	0	67	17	8	8	0	0	19	0	0	0
	HEATHROW	JATAIRWAYS	S	A	22	0	0	64	5	9	14	5	5	53	57	22	21
	HEATHROW	JATAIRWAYS	S	D	22	0	0	64	9	0	18	0	9	62	41	112	22
<b>TOTAL BELGRADE</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>7</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>49</b>	<b>49</b>	<b>68</b>	<b>68</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	1	83	4	8	4	0	0	6	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	0	63	25	4	8	0	0	16	0	0	0
<b>TOTAL BENBECULA</b>					<b>48</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>31</b>	<b>31</b>
BERGAMO																	
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	50	0	0	45	100	4	2
	STANSTED	AZZURRA AIR	S	A	8	1	2	38	25	13	13	13	0	49	0	0	0
	STANSTED	AZZURRA AIR	S	D	7	1	3	43	14	0	29	14	0	55	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	0	33	0	91	0	44	2
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	75	-81	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	50	0	0	51	0	35	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	50	50	0	0	56	50	8	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	50	0	0	0	30	0	128	2

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BERGAMO																	
<b>TOTAL BERGAMO</b>					<b>42</b>	<b>2</b>	<b>10</b>	<b>33</b>	<b>24</b>	<b>19</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>54</b>	<b>28</b>	<b>28</b>
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	27	0	0	78	7	0	15	0	0	14	39	27	28
	HEATHROW	BMI BRITISH MIDLAND	S	D	27	0	0	70	26	0	4	0	0	10	50	16	28
	GATWICK	BRAATHENS ASA	S	A	28	0	0	86	7	7	0	0	0	8	90	8	29
	GATWICK	BRAATHENS ASA	S	D	30	0	0	53	33	7	7	0	0	19	72	11	29
	NEWCASTLE	BRAATHENS ASA	S	A	24	0	0	79	8	8	4	0	0	9	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	D	25	0	0	88	8	4	0	0	0	5	0	0	0
<b>TOTAL BERGEN</b>					<b>161</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>16</b>	<b>16</b>
BERLIN (SCHONEFELD)																	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	27	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	1	20	0	20	60	0	0	87	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>19</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERLIN (TEGEL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	3	82	10	3	4	1	0	9	72	19	105
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	1	77	9	10	4	0	0	11	65	19	104
	GATWICK	DEUTSCHE BA	S	A	66	0	1	71	15	9	5	0	0	11	0	0	0
	GATWICK	DEUTSCHE BA	S	D	66	0	1	80	8	8	5	0	0	10	0	0	0
	HEATHROW	LUFTHANSA	S	A	58	0	0	59	22	14	3	2	0	17	88	5	56
	HEATHROW	LUFTHANSA	S	D	58	0	0	86	7	3	3	0	0	3	93	1	56
<b>TOTAL BERLIN (TEGEL)</b>					<b>485</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>13</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	23	8	0	0	17	77	22	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	15	8	0	0	18	77	7	13
<b>TOTAL BERMUDA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>14</b>	<b>14</b>
BILBAO																	
	GATWICK	AIR 2000	C	A	4	0	0	25	0	25	50	0	0	53	0	45	2
	GATWICK	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	35	0	52	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	3	0	0	1	71	16	28

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BILBAO	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	40	7	0	0	0	14	61	23	28
	HEATHROW	IBERIA	S	A	30	0	0	80	13	7	0	0	0	1	70	7	30
	HEATHROW	IBERIA	S	D	30	0	0	67	3	10	20	0	0	25	80	9	30
<b>TOTAL BILBAO</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>16</b>	<b>16</b>
BILLUND	GATWICK	MAERSK AIR	S	A	78	0	0	60	29	9	1	0	0	15	58	20	55
	GATWICK	MAERSK AIR	S	D	78	0	0	72	18	6	4	0	0	14	67	27	57
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	0	0	75	13	13	0	0	0	8	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	0	38	13	25	25	0	0	31	0	0	0
	BIRMINGHAM	NEWAIR AIR SERVICE	S	A	42	0	1	83	5	10	2	0	0	4	85	6	40
	BIRMINGHAM	NEWAIR AIR SERVICE	S	D	42	0	1	79	7	10	5	0	0	11	85	13	39
	MANCHESTER	NEWAIR AIR SERVICE	S	A	40	0	3	68	18	10	5	0	0	13	87	14	30
	MANCHESTER	NEWAIR AIR SERVICE	S	D	41	0	2	78	10	7	5	0	0	3	90	4	30
<b>TOTAL BILLUND</b>					<b>337</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>16</b>	<b>16</b>
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS PLC	S	A	36	0	0	94	6	0	0	0	0	0	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	34	0	0	91	9	0	0	0	0	4	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	172	0	1	86	10	2	2	0	0	8	70	14	154
	GLASGOW	BRITISH AIRWAYS PLC	S	D	152	0	1	94	5	1	1	0	0	1	85	9	158
	NEWCASTLE	DUO AIRWAYS LTD	S	A	68	0	4	87	4	3	6	0	0	9	0	0	0
	NEWCASTLE	DUO AIRWAYS LTD	S	D	68	0	4	87	3	4	6	0	0	7	0	0	0
<b>TOTAL BIRMINGHAM</b>					<b>532</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>13</b>	<b>13</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	2	0	0	50	0	50	0	0	0	18	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</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>10</b>	<b>33</b>	<b>83</b>	<b>83</b>
BOGOTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	0	11	0	18	78	13	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BOGOTA	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	11	44	44	0	0	0	29	30	39	10
<b>TOTAL BOGOTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>27</b>	<b>27</b>
BOLOGNA	GATWICK	ALITALIA	S	A	31	0	0	48	10	39	3	0	0	25	37	25	30
	GATWICK	ALITALIA	S	D	31	0	0	90	6	0	3	0	0	9	66	15	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	0	73	13	3	10	0	0	14	33	39	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	7	7	0	0	14	47	20	30
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	33	33	33	0	0	0	23	0	177	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	67	33	0	0	0	0	14	0	32	1
<b>TOTAL BOLOGNA</b>					<b>129</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>28</b>	<b>28</b>
BORDEAUX	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	53	20	13	13	0	0	20	60	23	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	47	30	13	10	0	0	23	62	26	29
<b>TOTAL BORDEAUX</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>20</b>	<b>20</b>
BOSTON	HEATHROW	AMERICAN AIRLINES	S	A	61	0	0	62	23	11	3	0	0	16	19	52	58
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	0	90	5	5	0	0	0	4	83	7	58
	GLASGOW	BRITISH AIRWAYS PLC	S	A	17	0	1	35	35	24	6	0	0	25	47	32	17
	GLASGOW	BRITISH AIRWAYS PLC	S	D	17	0	1	71	18	6	6	0	0	17	63	43	19
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	2	80	12	2	7	0	0	5	53	31	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	1	67	18	8	5	2	0	20	67	20	60
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	48	17	10	14	7	3	61	46	53	26
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	72	10	0	14	3	0	32	68	21	28
<b>TOTAL BOSTON</b>					<b>333</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>30</b>	<b>30</b>
BREMEN	GATWICK	DEUTSCHE BA	S	A	89	0	1	90	6	3	1	0	0	4	70	15	74
	GATWICK	DEUTSCHE BA	S	D	89	0	1	88	10	2	0	0	0	5	76	15	74
	HEATHROW	LUFTHANSA	S	A	26	0	1	31	35	23	8	4	0	38	63	19	27

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BREMEN	HEATHROW	LUFTHANSA	S	D	25	0	2	60	24	8	8	0	0	19	70	14	27
<b>TOTAL BREMEN</b>					<b>229</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>15</b>
BREST	GATWICK	BRIT AIR	S	A	30	0	0	57	30	13	0	0	0	13	71	14	28
	GATWICK	BRIT AIR	S	D	30	0	0	73	23	0	3	0	0	10	68	12	28
<b>TOTAL BREST</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	<b>13</b>
BRIDGETOWN	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	17	17	33	33	0	0	59	60	40	5
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	1	100	0	0	0	0	0	-1	50	54	6
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	31	0	70	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	13	50	32	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	11	0	11	11	196	67	12	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	43	21	14	14	7	0	50	56	28	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	1	80	-7	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	15	38	15	8	0	51	64	31	11
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	33	44	11	0	11	0	56	29	59	7
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	33	33	17	0	0	48	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	17	50	17	17	0	0	35	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	0	0	17	17	17	131	0	56	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	0	20	20	148	60	59	5
<b>TOTAL BRIDGETOWN</b>					<b>103</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>18</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>61</b>	<b>47</b>	<b>41</b>	<b>41</b>
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	15	8	8	0	23	80	2	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	46	0	8	0	0	18	62	14	13
<b>TOTAL BRISBANE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>8</b>	<b>8</b>
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	96	0	6	75	8	8	7	1	0	17	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	97	0	4	67	14	6	11	1	0	22	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
BRISTOL																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	115	0	5	66	16	7	11	0	0	20	67	95	89	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	115	0	6	70	16	6	8	0	0	17	64	97	89	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	0	82	2	6	10	0	0	15	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	49	0	0	76	8	6	10	0	0	13	0	0	0	
<b>TOTAL BRISTOL</b>					<b>521</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>96</b>	<b>96</b>	
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	54	0	1	74	15	6	2	4	0	14	74	11	53	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	53	0	2	89	6	4	0	2	0	9	83	7	53	
	HEATHROW	BMI BRITISH MIDLAND	S	A	159	0	0	58	26	10	4	1	0	19	42	33	145	
	HEATHROW	BMI BRITISH MIDLAND	S	D	160	0	0	82	9	4	3	1	0	11	61	23	144	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	77	0	3	55	29	10	6	0	0	17	57	27	92	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	76	0	4	92	3	5	0	0	0	6	77	13	91	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	42	0	2	74	21	5	0	0	0	11	71	15	38	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	42	0	1	95	5	0	0	0	0	4	87	6	38	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	1	53	32	9	6	1	0	21	45	31	160	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	1	80	9	5	5	1	0	13	63	21	160	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	1	77	12	10	2	0	0	8	71	21	38	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	65	15	15	4	0	0	15	68	19	38	
	STANSTED	KLM UK LTD	S	A	84	0	4	70	13	11	5	1	0	10	59	21	73	
	STANSTED	KLM UK LTD	S	D	85	0	3	66	18	8	7	1	0	18	64	27	74	
	EDINBURGH	SABENA	S	A	55	0	0	82	11	5	2	0	0	7	0	0	0	
	EDINBURGH	SABENA	S	D	54	0	0	78	13	9	0	0	0	11	0	0	0	
	GLASGOW	SABENA	S	A	54	0	0	89	7	4	0	0	0	1	77	6	44	
	GLASGOW	SABENA	S	D	54	0	0	81	13	6	0	0	0	7	62	23	45	
	HEATHROW	SABENA	S	A	249	7	0	68	18	9	4	1	0	16	58	19	198	
	HEATHROW	SABENA	S	D	248	9	0	70	17	7	4	2	0	18	65	23	198	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)										
BRUSSELS																	
	MANCHESTER	SABENA	S	A	25	0	1	76	20	4	0	0	0	6	77	11	22
	MANCHESTER	SABENA	S	D	51	0	1	73	16	10	2	0	0	9	85	6	27
	NEWCASTLE	SABENA	S	A	98	0	0	87	9	3	1	0	0	5	0	0	0
	NEWCASTLE	SABENA	S	D	98	0	0	90	4	5	1	0	0	4	0	0	0
<b>TOTAL BRUSSELS</b>					<b>2200</b>	<b>16</b>	<b>25</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>21</b>	<b>21</b>
BUCHAREST (BANEASA)																	
	GATWICK	JARO INTERNATIONAL SA	C	A	3	0	4	100	0	0	0	0	0	2	0	0	0
	GATWICK	JARO INTERNATIONAL SA	C	D	3	0	4	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>6</b>	<b>0</b>	<b>8</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>
BUCHAREST (OTOPENI)																	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	32	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	1	32	36	23	9	0	0	28	25	55	16
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	48	9	43	0	0	0	24	44	26	16
	HEATHROW	TAROM	S	A	29	0	5	55	17	10	17	0	0	19	59	22	29
	HEATHROW	TAROM	S	D	29	0	5	66	14	14	7	0	0	14	50	27	30
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>106</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>18</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>25</b>	<b>25</b>
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	67	16	10	7	0	0	16	46	20	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	77	7	14	2	0	0	12	63	16	56
	STANSTED	EUROFLY SPA	C	A	2	0	0	0	0	50	50	0	0	96	0	0	0
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	59	0	0	42	29	19	8	0	2	33	46	27	59
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	47	23	25	5	0	0	20	60	24	60
<b>TOTAL BUDAPEST</b>					<b>248</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>18</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>22</b>	<b>22</b>
BUENOS AIRES																	
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	14	0	0	29	21	21	21	7	0	51	0	28	8
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	14	0	0	64	14	7	0	14	0	34	50	22	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	1	92	0	8	0	0	0	1	100	-8	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	2	77	6	13



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
BUENOS AIRES																	
<b>TOTAL BUENOS AIRES</b>					53	0	1	68	11	9	6	6	0	23	64	9	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	30	0	0	43	27	17	13	0	0	23	39	38	28	
	GATWICK	MERIDIANA AIR	S	D	29	0	1	55	17	17	7	3	0	28	59	36	29	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>63</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>22</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>40</b>	<b>40</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	26	13	3	0	0	15	71	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	35	3	3	0	0	13	68	26	31	
	HEATHROW	EGYPT AIR	S	A	31	0	4	13	16	45	26	0	0	51	29	55	34	
	HEATHROW	EGYPT AIR	S	D	32	0	2	3	16	28	53	0	0	69	6	80	34	
<b>TOTAL CAIRO</b>					<b>125</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>23</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>42</b>	<b>43</b>	<b>43</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	11	22	0	0	32	71	81	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	22	0	0	0	19	22	39	9	
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>57</b>	<b>57</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	7	0	1	71	0	0	29	0	0	16	33	25	12	
	HEATHROW	AIR CANADA	S	D	7	0	1	71	0	14	0	0	14	85	38	44	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	32	0	1	41	9	25	19	6	0	45	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	32	0	1	34	38	13	16	0	0	31	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	33	67	0	190	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	1	0	20	40	40	0	0	71	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	67	33	0	170	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	20	40	0	0	71	0	0	0	
<b>TOTAL CALGARY</b>					<b>97</b>	<b>0</b>	<b>5</b>	<b>35</b>	<b>21</b>	<b>16</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>52</b>	<b>36</b>	<b>34</b>	<b>34</b>	
CAMAGUEY																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	92	0	93	1	
<b>TOTAL CAMAGUEY</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>92</b>	<b>0</b>	<b>93</b>	<b>93</b>	
CAMBRIDGE																		
	LUTON	SCOT AIRWAYS	S	A	3	0	6	33	67	0	0	0	0	18	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CAMBRIDGE																	
<b>TOTAL CAMBRIDGE</b>					<b>3</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>8</b>	<b>8</b>
CAMPBELTOWN																	
	GLASGOW	LOGANAIR	S	A	17	0	0	65	6	29	0	0	0	14	81	25	16
	GLASGOW	LOGANAIR	S	D	24	0	0	92	4	4	0	0	0	5	67	14	18
<b>TOTAL CAMPBELTOWN</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>19</b>	<b>19</b>	
CANCUN																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	68	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	129	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	53	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	107	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	62	0	0	0
<b>TOTAL CANCUN</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>14</b>	<b>19</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAPE TOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	0	60	0	0	64	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	24	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	72	6	11	6	6	0	26	85	5	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	72	6	11	11	0	0	22	46	18	13
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	69	0	23	8	0	0	15	90	25	10
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	14	0	0	71	29	0	0	0	0	12	33	28	9
<b>TOTAL CAPE TOWN</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>18</b>	<b>18</b>
CARACAS																	
	HEATHROW	VIASA	S	A	9	0	0	22	0	33	22	22	0	87	56	34	9
	HEATHROW	VIASA	S	D	9	0	0	11	11	33	22	22	0	100	50	52	8
<b>TOTAL CARACAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>94</b>	<b>53</b>	<b>42</b>	<b>42</b>
CARDIFF WALES																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	3	69	15	10	6	0	0	12	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	53	0	2	83	11	6	0	0	0	9	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	50	0	3	70	14	6	8	2	0	21	76	19	50

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)										
CARDIFF WALES																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	50	0	3	76	10	2	8	4	0	22	73	22	49
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	2	29	54	11	7	0	0	30	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	1	86	0	0	10	3	0	16	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	33	0	2	64	15	15	3	3	0	20	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	35	0	0	74	14	11	0	0	0	8	0	0	0
<b>TOTAL CARDIFF WALES</b>					<b>331</b>	<b>2</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>18</b>	<b>18</b>
CASABLANCA MOHAMED V																	
	HEATHROW	GB AIRWAYS LTD	S	A	28	0	0	54	7	7	29	4	0	35	59	21	22
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	37	10	10	30	13	0	62	30	26	20
	HEATHROW	ROYAL AIR MAROC	S	A	27	0	0	48	41	4	4	4	0	27	58	14	26
	HEATHROW	ROYAL AIR MAROC	S	D	27	0	0	67	22	4	4	4	0	20	54	16	26
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>52</b>	<b>19</b>	<b>19</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	ALITALIA	S	A	31	0	0	77	16	3	3	0	0	11	60	14	30
	GATWICK	ALITALIA	S	D	31	0	0	55	29	16	0	0	0	15	57	20	30
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>55</b>	<b>29</b>	<b>29</b>
CHAMBERY																	
	MANCHESTER	AER LINGUS	C	A	2	0	2	50	50	0	0	0	0	16	0	64	3
	MANCHESTER	AER LINGUS	C	D	3	0	0	33	67	0	0	0	0	19	50	18	4
	GATWICK	KLM UK LTD	C	A	3	0	3	0	0	33	67	0	0	123	33	47	3
	GATWICK	KLM UK LTD	C	D	4	0	2	0	0	0	100	0	0	99	67	18	3
	STANSTED	KLM UK LTD	C	A	2	0	0	0	0	0	0	100	0	214	0	0	0
	STANSTED	KLM UK LTD	C	D	2	1	0	0	0	0	50	50	0	153	0	0	0
<b>TOTAL CHAMBERY</b>					<b>19</b>	<b>1</b>	<b>8</b>	<b>21</b>	<b>16</b>	<b>5</b>	<b>37</b>	<b>21</b>	<b>0</b>	<b>96</b>	<b>42</b>	<b>36</b>	<b>36</b>
CHARLOTTE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	60	13	23	0	0	3	25	73	11	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	60	27	7	3	0	3	32	57	22	30
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>65</b>	<b>16</b>	<b>16</b>
CHICAGO (O'HARE)																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
CHICAGO (O'HARE)																		
	BIRMINGHAM	AMERICAN AIRLINES	S	A	30	0	0	63	17	17	3	0	0	8	50	16	30	
	BIRMINGHAM	AMERICAN AIRLINES	S	D	30	0	0	97	3	0	0	0	0	3	80	18	30	
	HEATHROW	AMERICAN AIRLINES	S	A	61	0	0	43	16	23	18	0	0	30	14	55	59	
	HEATHROW	AMERICAN AIRLINES	S	D	70	0	0	81	13	4	1	0	0	8	74	16	61	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	27	27	23	23	0	0	36	25	47	28	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	80	0	3	17	0	0	19	55	33	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	10	17	13	0	0	20	30	41	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	17	13	0	0	28	50	35	30	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	68	13	13	0	6	0	24	32	33	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	81	13	3	3	0	0	12	74	6	31	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>373</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>31</b>	<b>31</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	30	0	0	27	33	27	10	0	3	41	27	43	30	
	GATWICK	DELTA AIRLINES	S	D	30	1	0	67	13	7	10	3	0	25	63	23	30	
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>23</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>45</b>	<b>33</b>	<b>33</b>	
CITY OF DERRY (EGLINTON)																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	36	0	0	86	3	3	8	0	0	5	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	35	0	1	86	3	6	6	0	0	10	0	0	0	
	GLASGOW	LOGANAIR	S	A	30	0	0	83	3	3	10	0	0	6	77	27	31	
	GLASGOW	LOGANAIR	S	D	30	0	0	83	0	3	13	0	0	15	59	40	32	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>131</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>35</b>	<b>35</b>	
COGNAC																		
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	56	29	5	7	2	0	24	55	28	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	81	7	7	4	0	0	10	57	20	53	
	GATWICK	CITY FLYER EXPRESS	S	A	73	0	0	81	12	5	1	0	0	8	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	72	1	1	90	8	1	0	0	0	2	0	0	0	
	HEATHROW	LUFTHANSA	S	A	37	0	0	81	8	3	3	5	0	18	81	5	36	
	HEATHROW	LUFTHANSA	S	D	37	0	2	92	5	0	0	3	0	6	78	10	37	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
COLOGNE (BONN)																		
<b>TOTAL COLOGNE (BONN)</b>					<b>328</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>17</b>	<b>17</b>	
COLOMBO																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	32	0	95	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	12	50	58	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	3	88	-1	8		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	-1	78	11	9		
	HEATHROW	SRILANKAN AIRLINES	S	A	19	0	0	95	0	0	5	0	-7	53	31	17		
	HEATHROW	SRILANKAN AIRLINES	S	D	19	0	0	32	32	32	5	0	27	18	46	17		
<b>TOTAL COLOMBO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>34</b>	<b>34</b>		
CONNAUGHT																		
	BIRMINGHAM	AER LINGUS	S	A	5	0	0	80	20	0	0	0	-8	0	0	0		
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	100	0	0	0	0	6	0	0	0		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	15	1	2	80	7	7	7	0	7	69	59	16		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	15	0	2	80	0	13	7	0	14	75	15	16		
	STANSTED	RYANAIR	S	A	35	3	7	71	9	0	11	9	32	76	13	34		
	STANSTED	RYANAIR	S	D	49	2	3	55	20	8	16	0	31	70	16	46		
<b>TOTAL CONNAUGHT</b>					<b>124</b>	<b>6</b>	<b>14</b>	<b>69</b>	<b>12</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>24</b>	<b>71</b>	<b>22</b>	<b>22</b>		
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	20	4	0	80	5	15	0	0	3	0	0	0		
	EDINBURGH	BMI BRITISH MIDLAND	S	D	25	0	0	76	20	0	4	0	12	0	0	0		
	GLASGOW	BMI BRITISH MIDLAND	S	A	45	0	0	73	18	7	2	0	6	49	28	43		
	GLASGOW	BMI BRITISH MIDLAND	S	D	45	0	0	93	4	0	2	0	1	84	9	44		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	2	50	30	14	4	2	22	39	27	54		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	2	63	21	7	9	0	18	59	24	54		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	3	71	17	9	2	1	11	60	24	106		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	107	0	3	74	13	7	6	0	13	61	19	106		
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	46	0	0	87	4	0	9	0	6	0	0	0		
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	46	0	0	46	28	11	15	0	30	0	0	0		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)										
COPENHAGEN	BIRMINGHAM	DUO AIRWAYS LTD	S	A	41	0	2	66	22	5	7	0	0	16	49	31	39
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	41	0	1	83	10	2	5	0	0	11	78	15	40
	STANSTED	KLM UK LTD	S	A	70	1	2	60	11	19	9	1	0	17	68	26	47
	STANSTED	KLM UK LTD	S	D	72	0	2	50	13	21	15	1	0	31	62	21	47
	GATWICK	MAERSK AIR	S	A	24	0	0	67	29	0	4	0	0	14	88	6	24
	GATWICK	MAERSK AIR	S	D	24	0	0	33	29	21	17	0	0	32	46	25	24
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	10	0	1	30	30	0	30	10	0	47	75	14	4
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	10	0	1	10	20	30	30	10	0	66	25	36	4
	HEATHROW	SAS	S	A	142	0	2	58	19	15	7	1	0	18	46	29	133
	HEATHROW	SAS	S	D	147	0	0	69	13	12	6	0	0	15	61	23	135
	MANCHESTER	SAS	S	A	76	0	0	67	22	9	1	0	0	7	64	14	70
	MANCHESTER	SAS	S	D	51	0	0	63	18	18	2	0	0	15	75	13	71
	NEWCASTLE	SAS	S	A	50	0	0	80	12	2	6	0	0	7	0	0	0
	NEWCASTLE	SAS	S	D	50	0	0	92	6	0	2	0	0	-2	0	0	0
	HEATHROW	VARIG	S	A	12	0	0	33	50	8	8	0	0	20	69	30	13
	HEATHROW	VARIG	S	D	12	0	0	33	8	42	17	0	0	39	8	46	13
<b>TOTAL COPENHAGEN</b>					<b>1385</b>	<b>6</b>	<b>21</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	<b>22</b>
CORFU																	
<b>TOTAL CORFU</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>33</b>	<b>33</b>
CORK																	
	BIRMINGHAM	AER LINGUS	S	A	45	0	0	89	4	0	7	0	0	7	67	19	24
	BIRMINGHAM	AER LINGUS	S	D	32	0	1	75	25	0	0	0	0	9	84	8	25
	HEATHROW	AER LINGUS	S	A	90	0	2	71	17	6	3	3	0	20	60	30	91
	HEATHROW	AER LINGUS	S	D	93	0	0	67	18	6	5	3	0	22	54	33	94
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	60	0	2	75	7	7	12	0	0	15	76	20	51
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	60	0	2	77	10	7	7	0	0	12	80	9	50
	GATWICK	CITY FLYER EXPRESS	S	A	69	1	2	68	16	10	4	1	0	12	50	22	38
	GATWICK	CITY FLYER EXPRESS	S	D	70	1	2	56	31	9	4	0	0	17	68	15	38
	STANSTED	RYANAIR	S	A	82	3	7	71	12	9	9	0	0	12	80	15	59

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						DEC 1995			
			MATCHED		UNMATCHED				Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)												
CORK	STANSTED	RYANAIR	S	D	100	1	2	64	19	10	6	1	0	20	62	24	73	
<b>TOTAL CORK</b>					<b>701</b>	<b>6</b>	<b>20</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>20</b>	<b>20</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	23	0	0	39	30	13	17	0	0	30	36	53	22	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	23	0	0	30	13	35	22	0	0	40	15	79	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	76	12	6	0	0	6	65	88	-2	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	39	39	17	0	0	6	83	38	24	16	
<b>TOTAL DACCA</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>43</b>	<b>41</b>	<b>41</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	39	0	0	56	15	13	13	3	0	25	19	51	53	
	GATWICK	AMERICAN AIRLINES	S	D	39	0	0	51	23	5	15	5	0	37	26	55	53	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	17	3	0	0	14	34	39	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	57	10	20	13	0	0	28	66	14	29	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>44</b>	<b>44</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	22	11	33	0	22	11	111	50	16	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	56	22	0	22	0	0	31	56	34	9	
	HEATHROW	SYRIANAIR	S	A	14	0	0	50	21	7	7	14	0	49	23	68	13	
	HEATHROW	SYRIANAIR	S	D	15	0	0	13	27	27	27	7	0	59	31	66	13	
<b>TOTAL DAMASCUS</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>21</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>61</b>	<b>41</b>	<b>44</b>	<b>44</b>	
DAR-ES-SALAAM																		
	HEATHROW	ALLIANCE	S	A	9	0	0	22	33	0	22	22	0	74	22	66	9	
	HEATHROW	ALLIANCE	S	D	9	0	0	33	22	44	0	0	0	28	44	124	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	71	29	0	0	0	0	9	0	0	0	
<b>TOTAL DAR-ES-SALAAM</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>51</b>	<b>72</b>	<b>72</b>	
DEAUVILLE																		
DELHI																		
	HEATHROW	AIR CANADA	S	A	17	0	2	47	18	6	18	6	6	109	89	-11	18	
	HEATHROW	AIR CANADA	S	D	18	1	1	0	17	6	56	17	6	140	11	91	18	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	9	0	0	56	11	22	0	11	0	30	0	0	0
	HEATHROW	AIR INDIA	S	D	8	0	0	13	25	13	50	0	0	65	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	57	0	0	29	14	0	61	71	24	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	0	43	43	14	0	0	41	0	36	7
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	43	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL DELHI</b>					<b>75</b>	<b>1</b>	<b>3</b>	<b>35</b>	<b>16</b>	<b>11</b>	<b>27</b>	<b>9</b>	<b>3</b>	<b>81</b>	<b>39</b>	<b>35</b>	<b>35</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	43	27	17	10	3	0	24	33	67	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	27	50	13	10	0	0	27	37	32	30
	GATWICK	NORTHWEST AIRLINES	S	A	35	0	0	37	11	29	17	3	3	52	24	58	37
	GATWICK	NORTHWEST AIRLINES	S	D	35	0	2	77	3	14	3	3	0	24	78	13	36
<b>TOTAL DETROIT</b>					<b>131</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>21</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>43</b>	<b>42</b>	<b>42</b>
DHAHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	96	0	0	4	0	0	-6	96	-8	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	72	16	4	8	0	0	15	67	12	24
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	44	0	56	0	0	0	25	63	19	8
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	22	56	22	0	0	0	24	25	22	8
<b>TOTAL DHAHRAN</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>7</b>	<b>7</b>
DIJON	STANSTED	PROTEUS AIR SYSTEM SA	S	A	21	0	4	52	29	14	5	0	0	19	36	34	14
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	20	0	5	75	20	5	0	0	0	9	60	15	15
<b>TOTAL DIJON</b>					<b>43</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>24</b>	<b>24</b>
DOHA	HEATHROW	GULF AIR	S	A	9	0	0	56	0	22	22	0	0	31	0	0	0
	HEATHROW	GULF AIR	S	D	4	0	0	75	25	0	0	0	0	10	75	7	4
	GATWICK	QATAR AIRWAYS	S	A	9	0	0	78	0	22	0	0	0	-3	13	197	8
	GATWICK	QATAR AIRWAYS	S	D	8	1	0	25	25	25	25	0	0	38	33	49	9
<b>TOTAL DOHA</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>98</b>	<b>98</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DONEGAL	GLASGOW	LOGANAIR	S	A	13	0	0	77	8	15	0	0	0	9	73	17	11
	GLASGOW	LOGANAIR	S	D	13	0	0	77	8	15	0	0	0	9	58	25	12
<b>TOTAL DONEGAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>21</b>	<b>21</b>
DOUALA	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	50	25	25	0	0	0	11	0	46	3
	GATWICK	CAMEROON AIRLINES	S	D	5	0	0	20	0	20	60	0	0	50	0	131	4
<b>TOTAL DOUALA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>95</b>	<b>95</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	34	0	1	59	26	12	3	0	0	17	51	22	39
	HEATHROW	LUFTHANSA	S	D	41	0	1	68	12	5	10	5	0	27	63	20	41
<b>TOTAL DRESDEN</b>					<b>75</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>21</b>	<b>21</b>
DUBAI	GATWICK	EMIRATES	S	A	27	0	0	59	26	15	0	0	0	13	79	7	24
	GATWICK	EMIRATES	S	D	26	0	0	23	38	23	15	0	0	36	21	64	24
	HEATHROW	EMIRATES	S	A	49	0	0	27	31	20	22	0	0	37	51	33	53
	HEATHROW	EMIRATES	S	D	53	0	0	47	21	17	15	0	0	29	67	14	52
	MANCHESTER	EMIRATES	S	A	22	0	0	59	18	18	5	0	0	16	45	27	22
	MANCHESTER	EMIRATES	S	D	22	0	0	50	23	27	0	0	0	19	61	25	23
<b>TOTAL DUBAI</b>					<b>199</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>26</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>27</b>	<b>27</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	136	0	0	87	7	3	4	0	0	4	82	7	125
	BIRMINGHAM	AER LINGUS	S	D	136	3	1	84	10	4	2	0	0	10	76	15	124
	EDINBURGH	AER LINGUS	S	A	90	4	1	88	8	2	2	0	0	2	0	0	0
	EDINBURGH	AER LINGUS	S	D	90	3	1	77	13	4	6	0	0	14	0	0	0
	GLASGOW	AER LINGUS	S	A	86	0	0	87	3	8	0	1	0	4	79	9	82
	GLASGOW	AER LINGUS	S	D	86	0	0	81	6	9	3	0	0	10	71	19	83
	HEATHROW	AER LINGUS	S	A	344	0	11	71	14	7	7	1	0	18	57	18	339
	HEATHROW	AER LINGUS	S	D	350	0	3	73	10	6	9	2	0	18	66	19	351
	MANCHESTER	AER LINGUS	S	A	140	1	0	88	5	5	2	0	0	4	90	4	152

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					139	1	2	77	12	6	3	2	0	14	78	9	152
DUBLIN	MANCHESTER	AER LINGUS	S	D	139	1	2	77	12	6	3	2	0	14	78	9	152
	NEWCASTLE	AER LINGUS	S	A	57	0	0	95	0	4	2	0	0	0	0	0	0
	NEWCASTLE	AER LINGUS	S	D	57	0	0	93	2	5	0	0	0	5	0	0	0
	STANSTED	AER LINGUS	S	A	110	0	1	76	2	5	4	14	0	31	0	0	0
	STANSTED	AER LINGUS	S	D	109	0	2	81	12	5	2	1	0	12	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	262	0	10	62	24	6	7	1	0	24	50	28	256
	HEATHROW	BMI BRITISH MIDLAND	S	D	268	0	6	79	11	4	6	1	0	14	62	22	267
	GATWICK	CITY FLYER EXPRESS	S	A	118	0	2	68	19	11	3	0	0	13	60	15	111
	GATWICK	CITY FLYER EXPRESS	S	D	120	0	1	64	17	14	5	0	0	17	64	19	113
	BIRMINGHAM	RYANAIR	S	A	139	4	7	91	7	2	0	0	0	1	80	9	117
	BIRMINGHAM	RYANAIR	S	D	142	3	7	84	11	6	0	0	0	8	66	16	120
	GATWICK	RYANAIR	S	A	125	1	2	75	12	10	3	0	0	12	73	7	110
	GATWICK	RYANAIR	S	D	127	1	3	70	16	11	3	0	0	14	68	13	120
	LUTON	RYANAIR	S	A	91	2	6	78	3	10	8	1	0	13	82	4	78
	LUTON	RYANAIR	S	D	109	0	6	82	5	10	3	1	0	10	73	13	78
	MANCHESTER	RYANAIR	S	A	138	0	11	82	7	7	4	0	0	8	77	14	132
	MANCHESTER	RYANAIR	S	D	140	0	11	78	12	5	5	0	0	10	73	16	135
	STANSTED	RYANAIR	S	A	292	3	40	78	7	7	7	0	0	12	82	9	272
	STANSTED	RYANAIR	S	D	317	7	40	69	10	11	9	1	0	22	68	19	302
<b>TOTAL DUBLIN</b>					<b>4319</b>	<b>33</b>	<b>176</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>15</b>	<b>15</b>
DUNDEE	EDINBURGH	BMI REGIONAL	S	A	19	0	1	84	11	5	0	0	0	8	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	36	0	24	33	56	11	0	0	0	19	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	39	0	3	38	44	13	5	0	0	21	57	17	37
	MANCHESTER	BMI REGIONAL	S	D	38	0	4	71	24	3	3	0	0	10	71	9	38
<b>TOTAL DUNDEE</b>					<b>132</b>	<b>0</b>	<b>32</b>	<b>53</b>	<b>36</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>13</b>	<b>13</b>
DURBAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	15	0	0	0	6	79	6	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	7	71	13	14

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DURBAN	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	8	8	62	23	0	0	50	7	57	14
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	46	46	8	0	0	0	18	31	21	13
<b>TOTAL DURBAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>24</b>	<b>24</b>
DUSSELDORF	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	91	0	1	91	5	2	1	0	0	90	-2	88	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	91	0	1	88	7	5	0	0	6	80	9	87	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	52	0	0	94	0	6	0	0	1	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	53	0	1	87	9	4	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	1	80	10	4	4	1	13	65	23	109	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	1	79	13	4	4	0	12	57	22	108	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	77	0	0	77	12	8	3	1	9	85	4	68	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	77	0	0	84	8	5	3	0	8	82	7	68	
	GATWICK	CITY FLYER EXPRESS	S	A	63	0	1	76	11	10	3	0	10	57	26	60	
	GATWICK	CITY FLYER EXPRESS	S	D	63	0	0	76	10	10	5	0	13	63	22	60	
	NEWCASTLE	GILL AIRWAYS	S	A	17	0	4	71	12	0	18	0	22	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	17	0	4	88	0	0	12	0	13	0	0	0	
	STANSTED	KLM UK LTD	S	A	89	0	10	69	8	13	10	0	13	84	0	69	
	STANSTED	KLM UK LTD	S	D	90	0	9	60	14	10	16	0	23	62	16	69	
	BIRMINGHAM	LUFTHANSA	S	A	22	0	0	82	14	0	5	0	9	0	32	1	
	BIRMINGHAM	LUFTHANSA	S	D	21	1	1	95	0	0	5	0	6	0	32	1	
	HEATHROW	LUFTHANSA	S	A	94	0	0	63	20	11	6	0	17	68	12	94	
	HEATHROW	LUFTHANSA	S	D	93	0	1	83	9	5	2	1	8	85	7	94	
	MANCHESTER	LUFTHANSA	S	A	46	0	2	87	0	7	7	0	4	87	4	46	
	MANCHESTER	LUFTHANSA	S	D	47	0	1	68	19	6	6	0	16	76	10	46	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	23	0	1	78	9	13	0	0	3	65	11	43	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	22	1	2	86	9	5	0	0	7	59	18	44	
<b>TOTAL DUSSELDORF</b>					<b>1372</b>	<b>2</b>	<b>41</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>12</b>	<b>12</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	78	0	3	87	8	3	3	0	0	7	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	77	0	4	79	17	3	1	0	0	11	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	77	0	1	91	0	4	5	0	0	8	79	10	70
	GLASGOW	BMI BRITISH MIDLAND	S	D	76	0	0	84	7	3	5	1	0	12	76	14	72
<b>TOTAL EAST MIDLANDS</b>					<b>309</b>	<b>2</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>16</b>
EDINBURGH																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	101	1	4	57	14	11	14	4	0	33	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	104	0	4	51	14	11	18	6	0	40	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	261	0	3	63	20	11	5	1	0	17	53	24	221
	HEATHROW	BMI BRITISH MIDLAND	S	D	259	0	4	77	12	8	3	0	0	11	67	17	224
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	150	0	5	74	7	15	5	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	150	0	6	68	12	11	9	0	0	17	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	162	0	1	94	4	1	0	0	0	1	90	3	153
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	158	0	1	91	4	6	0	0	0	5	84	11	153
	HEATHROW	BRITISH AIRWAYS PLC	S	A	278	0	3	70	15	9	4	1	0	16	57	22	272
	HEATHROW	BRITISH AIRWAYS PLC	S	D	283	0	3	80	9	7	3	1	0	11	70	16	274
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	92	0	6	88	4	3	4	0	0	7	81	12	80
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	92	0	5	88	8	3	1	0	0	2	83	11	80
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	35	0	0	74	14	11	0	0	0	11	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	35	0	0	63	17	11	6	3	0	21	0	0	0
	STANSTED	KLM UK LTD	S	A	128	0	4	80	6	9	4	0	0	4	86	4	105
	STANSTED	KLM UK LTD	S	D	130	0	1	55	13	18	12	1	1	37	77	12	98
<b>TOTAL EDINBURGH</b>					<b>2418</b>	<b>2</b>	<b>50</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>15</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	22	0	1	27	27	5	36	0	5	64	33	37	9
	HEATHROW	AIR CANADA	S	D	22	0	1	50	9	14	27	0	0	35	50	21	4
<b>TOTAL EDMONTON</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>18</b>	<b>9</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>38</b>	<b>32</b>	<b>32</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
EINDHOVEN																		
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	25	1	5	52	32	12	4	0	0	1	68	29	31	
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	26	0	4	54	27	19	0	0	0	1	61	28	31	
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	25	0	5	80	12	8	0	0	0	2	69	15	29	
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	25	0	5	84	8	0	8	0	0	9	72	15	29	
	HEATHROW	KLM	S	A	39	0	1	72	21	8	0	0	0	10	53	21	36	
	HEATHROW	KLM	S	D	39	0	1	90	5	3	3	0	0	3	77	8	35	
<b>TOTAL EINDHOVEN</b>					<b>179</b>	<b>1</b>	<b>21</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>19</b>	<b>19</b>	
ENONTEKIO																		
ENTEBBE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	58	25	0	17	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	25	0	0	0	0	8	0	0	0	
<b>TOTAL ENTEBBE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>19</b>	<b>19</b>	
ESBJERG																		
EXETER																		
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	14	0	1	93	0	0	7	0	0	11	0	0	0	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	15	0	0	73	7	13	7	0	0	14	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	15	0	0	73	13	7	7	0	0	17	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	15	0	0	80	0	20	0	0	0	9	0	0	0	
<b>TOTAL EXETER</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
FARO	GATWICK	AIR 2000	C	A	6	0	0	50	17	0	17	17	0	61	44	19	9
	GATWICK	AIR 2000	C	D	6	0	0	33	33	0	17	17	0	64	56	16	9
	GLASGOW	AIR 2000	C	A	2	0	1	50	0	0	50	0	0	67	0	0	0
	GLASGOW	AIR 2000	C	D	2	0	1	0	50	0	50	0	0	96	0	0	0
	MANCHESTER	AIR 2000	C	A	4	0	1	75	0	0	0	0	25	109	71	13	7
	MANCHESTER	AIR 2000	C	D	5	0	0	80	0	0	0	0	20	91	71	6	7
	HEATHROW	AIR PORTUGAL	S	A	17	0	0	76	12	0	6	6	0	22	44	38	18
	HEATHROW	AIR PORTUGAL	S	D	17	0	0	71	12	6	12	0	0	21	53	22	19
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	40	40	0	0	48	40	20	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	60	20	0	0	46	100	8	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-3	100	-10	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	80	1	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	43	0	0	67	14	7	12	0	0	17	82	5	44
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	43	0	0	60	14	19	7	0	0	20	70	14	44
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	0	60	0	0	72	0	165	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	53	0	180	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	2	0	50	50	0	0	0	32	50	38	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-9	0	45	2
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	13	100	1	1
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	63	50	22	2
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	50	0	0	0	41	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	1	80	0	20	0	0	0	2	0	68	1
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	1	60	20	0	20	0	0	15	0	278	2
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	0	0	50	0	50	0	152	50	27	6
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	69	8	23	0	0	0	17	29	43	17
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	77	15	8	0	0	0	11	59	28	17



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
FARO																	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	38	46	8	0	8	0	28	57	13	14
	MANCHESTER	MONARCH AIRLINES	C	D	13	1	0	85	8	0	8	0	0	21	79	3	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	18	100	-13	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	13	100	6	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	17	0	140	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	13	0	133	1
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	3	100	-1	1
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	50	0	0	0	26	100	-1	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	0	29	43	14	14	0	0	36	100	2	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	0	14	0	0	26	100	6	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-7	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	12	0	24	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	100	5	2
<b>TOTAL FARO</b>					<b>299</b>	<b>1</b>	<b>7</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>62</b>	<b>21</b>	<b>21</b>
FLORENCE																	
	GATWICK	ALITALIA	S	A	25	0	1	24	24	16	32	4	0	56	0	0	0
	GATWICK	ALITALIA	S	D	25	0	1	36	16	16	28	4	0	51	0	0	0
	STANSTED	KLM UK LTD	S	A	29	2	1	59	14	14	10	3	0	26	81	22	31
	STANSTED	KLM UK LTD	S	D	30	2	0	63	20	7	3	7	0	32	68	25	31
	GATWICK	MERIDIANA AIR	S	A	29	0	1	48	24	21	3	3	0	23	69	19	29
	GATWICK	MERIDIANA AIR	S	D	30	0	0	57	23	13	7	0	0	16	36	45	28
<b>TOTAL FLORENCE</b>					<b>168</b>	<b>4</b>	<b>4</b>	<b>49</b>	<b>20</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>64</b>	<b>28</b>	<b>28</b>
FORT DE FRANCE MARTINIQ																	
FORT LAUDERDALE																	
	GATWICK	LAKER AIRWAYS INC	S	A	9	0	1	67	11	11	0	11	0	33	0	0	0
	GATWICK	LAKER AIRWAYS INC	S	D	10	1	0	10	40	30	10	10	0	56	0	0	0
<b>TOTAL FORT LAUDERDALE</b>					<b>19</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>26</b>	<b>21</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>60</b>	<b>60</b>
FRANKFURT MAIN																	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
FRANKFURT MAIN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	113	0	1	60	19	12	6	2	1	24	51	25	114	
	HEATHROW	BMI BRITISH MIDLAND	S	D	114	0	0	68	15	12	4	1	0	16	68	20	114	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	0	0	74	11	11	4	1	0	15	79	15	80	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	85	0	0	89	8	2	0	0	0	5	80	10	80	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	69	0	0	80	9	6	4	1	0	12	65	17	63	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	69	0	0	91	4	0	4	0	0	8	73	14	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	3	62	19	9	8	1	0	21	60	23	135	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	2	72	15	6	7	0	0	15	58	20	135	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	80	0	2	69	13	9	9	1	0	15	77	14	56	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	82	0	1	67	17	12	4	0	0	15	87	4	55	
	STANSTED	KLM UK LTD	S	A	73	0	4	66	11	8	15	0	0	18	71	15	42	
	STANSTED	KLM UK LTD	S	D	79	0	2	58	14	13	15	0	0	26	78	14	45	
	BIRMINGHAM	LUFTHANSA	S	A	28	0	2	89	0	11	0	0	0	2	93	0	30	
	BIRMINGHAM	LUFTHANSA	S	D	27	0	3	81	7	11	0	0	0	8	93	6	30	
	GLASGOW	LUFTHANSA	S	A	6	0	1	50	50	0	0	0	0	13	60	29	10	
	GLASGOW	LUFTHANSA	S	D	6	0	1	50	33	17	0	0	0	19	50	43	8	
	HEATHROW	LUFTHANSA	S	A	148	0	3	57	22	14	6	1	0	20	35	26	151	
	HEATHROW	LUFTHANSA	S	D	147	0	3	82	12	3	2	1	0	7	78	9	152	
	MANCHESTER	LUFTHANSA	S	A	83	0	3	83	7	5	4	1	0	8	73	10	55	
	MANCHESTER	LUFTHANSA	S	D	84	0	4	83	8	2	5	1	0	10	64	15	55	
<b>TOTAL FRANKFURT MAIN</b>					<b>1667</b>	<b>0</b>	<b>35</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>17</b>	<b>17</b>	
FUERTEVENTURA																		
	GATWICK	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	18	0	103	5	
	GATWICK	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	12	17	52	6	
	MANCHESTER	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	0	75	25	4	
	MANCHESTER	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	1	100	7	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	6	33	31	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	25	39	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
FUERTEVENTURA	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	15	44	33	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	15	56	28	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-8	100	-14	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	60	20	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	0	50	17	0	33	0	0	22	50	12	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	50	17	0	33	0	0	33	50	10	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	1	67	0	0	0	33	0	118	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	1	33	33	0	0	33	0	119	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	0	0	33	0	66	25	64	4	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	0	0	33	0	70	75	45	4	
	LUTON	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-16	75	-2	4	
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	2	50	16	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	3	75	5	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	75	11	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	57	14	0	14	14	0	61	33	66	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	14	14	14	14	0	61	56	47	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	1	43	14	0	43	0	0	48	44	48	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	2	1	29	29	0	43	0	0	40	56	54	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-5	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	-4	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	33	33	0	33	0	105	0	183	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	33	67	0	0	0	35	25	172	4	
<b>TOTAL FUERTEVENTURA</b>					<b>130</b>	<b>2</b>	<b>4</b>	<b>65</b>	<b>11</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>46</b>	<b>45</b>	<b>45</b>	
FUNCHAL	GATWICK	AIR 2000	C	A	8	0	0	75	13	0	13	0	0	10	25	37	4	
	GATWICK	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	6	75	5	4	
	GLASGOW	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	30	0	0	0	
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	0	20	0	40	0	0	0	
	MANCHESTER	AIR 2000	C	A	8	0	0	50	0	13	38	0	0	51	100	6	4	
	MANCHESTER	AIR 2000	C	D	8	0	0	75	0	0	25	0	0	34	100	1	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
FUNCHAL	HEATHROW	AIR PORTUGAL	S	A	9	0	0	33	22	22	22	0	0	37	38	41	8
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	56	22	0	22	0	0	32	50	40	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	10	20	30	40	0	0	51	25	31	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	10	60	20	10	0	0	31	25	40	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	40	0	0	0	27	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	71	14	7	7	0	0	-7	100	-35	13
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	57	36	7	0	0	0	16	69	14	13
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	16	50	44	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	25	100	6	4
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	50	33	0	0	0	30	43	13	7
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	33	0	0	0	0	9	86	7	7
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	20	25	43	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-1	100	1	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	0	80	0	0	0	38	0	42	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	50	15	4
<b>TOTAL FUNCHAL</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>21</b>	<b>21</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GABORONE	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	44	33	11	11	0	0	15	89	4	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	0	11	0	0	15	44	12	9
<b>TOTAL GABORONE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>8</b>	<b>8</b>
GATWICK	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	17	50	17	2
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	100	0	0	0	50	0	61	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	57	43	0	0	0	0	14	60	21	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	19	0	0	37	21	21	16	5	0	36	56	28	9
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	150	0	6	71	9	12	8	0	0	13	0	0	0
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	150	0	5	61	18	13	7	0	0	20	0	0	0
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	143	0	2	63	16	15	6	0	0	15	70	15	140
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	142	0	4	66	18	11	5	0	0	15	75	12	142
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	14	0	0	64	21	0	14	0	0	25	63	20	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	62	8	8	23	0	0	31	0	222	8
	NEWCASTLE	CITY FLYER EXPRESS	S	A	118	0	2	70	17	10	3	0	0	10	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	D	119	0	2	76	14	9	0	0	0	8	0	0	0
	GLASGOW	KLM UK LTD	S	A	141	0	1	73	7	13	6	1	0	14	54	23	136
	GLASGOW	KLM UK LTD	S	D	141	0	1	70	15	10	5	1	0	15	63	20	136
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	71	0	29	0	0	0	24	50	13	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	13	13	38	38	0	0	55	38	54	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	40	40	0	170	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	0	20	40	0	138	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	31	0	15	8	0	38	20	46	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	0	45	0	18	18	18	0	62	20	66	5
<b>TOTAL GATWICK</b>					<b>1220</b>	<b>2</b>	<b>23</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>22</b>	<b>22</b>
GEILO (DAGALI)	GATWICK	KLM UK LTD	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GEILO (DAGALI)	MANCHESTER	TITAN AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	42	0	0	0
<b>TOTAL GEILO (DAGALI)</b>					<b>6</b>	<b>3</b>	<b>2</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>50</b>	<b>29</b>	<b>29</b>
GENEVA	BIRMINGHAM	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	5	100	6	2
	GATWICK	AIR 2000	C	A	4	0	2	25	25	0	25	25	0	79	0	20	3
	GATWICK	AIR 2000	C	D	6	0	0	33	33	17	17	0	0	47	60	23	5
	GLASGOW	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	3	100	5	2
	MANCHESTER	AIR 2000	C	A	2	0	1	0	0	0	100	0	0	77	0	21	1
	MANCHESTER	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	14	0	46	2
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	100	8	2
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	0	0	50	50	0	0	95	0	84	6
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	60	0	0	0	32	14	47	7
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	74	0	113	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	50	38	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	36	0	43	2
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	84	0	5	65	20	12	2	0	0	14	55	31	80
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	5	74	13	8	5	0	0	14	65	19	80
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	1	67	17	12	2	2	0	17	41	36	138
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	1	72	15	7	5	1	0	17	53	25	137
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	7	100	-1	2
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	22	0	0	73	5	14	9	0	0	18	57	22	30
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	-1	100	-2	2
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	22	0	0	73	9	14	5	0	0	18	67	20	30
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	2	0	20	20	60	0	0	89	17	66	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	2	33	17	17	33	0	0	51	25	55	12
	STANSTED	FLIGHTLINE LTD	C	A	16	0	2	56	6	25	6	6	0	31	0	0	0
	STANSTED	FLIGHTLINE LTD	C	D	15	0	3	33	20	40	7	0	0	30	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	2	0	0	0	100	0	0	67	25	23	4

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
GENEVA																	
	GATWICK	MONARCH AIRLINES	C	D	2	0	2	50	0	50	0	0	0	24	50	23	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	100	0	0	0	38	0	52	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	50	50	0	0	59	0	19	2
	HEATHROW	SWISSAIR	S	A	115	0	5	75	13	9	3	1	10	50	26	113	
	HEATHROW	SWISSAIR	S	D	116	0	4	66	17	15	2	0	18	50	30	114	
<b>TOTAL GENEVA</b>					<b>839</b>	<b>1</b>	<b>44</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>31</b>	<b>31</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	52	0	2	54	23	15	6	2	0	21	79	16	52
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	54	0	1	59	22	9	9	0	0	19	54	25	52
<b>TOTAL GENOA</b>					<b>106</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>21</b>	<b>21</b>
GEORGETOWN (GUYANA)																	
GERONA																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	67	0	0	0	33	67	18	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	0	18	67	14	3
<b>TOTAL GERONA</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>37</b>	<b>60</b>	<b>16</b>	<b>16</b>
GIBRALTAR																	
	GATWICK	GB AIRWAYS LTD	S	A	22	1	5	59	0	5	36	0	0	37	48	56	21
	GATWICK	GB AIRWAYS LTD	S	D	23	0	4	35	39	9	17	0	0	31	50	21	22
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	-3	38	18	8
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	50	0	0	50	0	0	66	50	39	10
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	1	50	0	0	50	0	0	63	57	23	7
	MANCHESTER	GB AIRWAYS LTD	S	D	5	0	0	20	20	0	60	0	0	71	57	179	7
<b>TOTAL GIBRALTAR</b>					<b>62</b>	<b>1</b>	<b>10</b>	<b>48</b>	<b>16</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>49</b>	<b>48</b>	<b>48</b>
GLASGOW																	
	BIRMINGHAM	AIR 2000	C	A	2	0	0	50	0	0	50	0	0	33	0	0	0
	MANCHESTER	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	AIR 2000	C	D	2	0	0	0	50	0	50	0	0	45	0	96	1

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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
						ARR/ DEP	Plan (8)										
GLASGOW	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	101	0	12	63	14	13	8	0	2	27	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	102	0	8	51	20	15	15	0	0	30	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	A	25	0	0	92	4	0	4	0	0	8	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	19	5	0	74	21	5	0	0	1	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	248	0	2	62	25	7	6	0	0	18	55	27	223
	HEATHROW	BMI BRITISH MIDLAND	S	D	249	0	5	76	16	4	4	0	0	11	66	20	225
	MANCHESTER	BMI REGIONAL	S	A	58	0	5	72	19	3	3	2	0	15	63	15	56
	MANCHESTER	BMI REGIONAL	S	D	55	0	3	85	11	2	2	0	0	5	84	1	38
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	190	0	1	91	7	1	1	0	0	2	78	14	172
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	193	0	0	93	4	2	1	0	0	4	83	10	170
	HEATHROW	BRITISH AIRWAYS PLC	S	A	285	1	2	70	15	9	6	0	0	15	51	25	283
	HEATHROW	BRITISH AIRWAYS PLC	S	D	286	1	3	79	11	7	3	0	0	10	65	18	283
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	100	0	7	75	19	4	2	0	0	9	76	12	111
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	99	0	6	82	9	6	3	0	0	6	87	7	114
	GATWICK	KLM UK LTD	S	A	141	0	0	72	11	11	6	1	0	12	60	20	131
	GATWICK	KLM UK LTD	S	D	141	0	0	71	11	11	6	1	0	16	61	24	109
	STANSTED	KLM UK LTD	S	A	101	0	8	74	8	11	7	0	0	9	74	18	77
	STANSTED	KLM UK LTD	S	D	104	0	6	60	14	15	11	0	0	21	69	22	81
<b>TOTAL GLASGOW</b>					<b>2508</b>	<b>9</b>	<b>68</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>18</b>	<b>18</b>
GOA	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	67	0	0	0	27	40	74	5
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	13	60	42	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	73	25	41	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	11	60	40	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	2	20	80	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	38	50	13	0	0	0	20	56	47	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	0	60	0	0	68	50	46	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	24	0	72	5



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
GOA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	4	40	48	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	27	60	35	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-4	20	95	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	12	50	42	4	
<b>TOTAL GOA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>27</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>61</b>	<b>61</b>	
GOTEBORG																		
	STANSTED	BRITANNIA AB	C	A	9	0	0	67	33	0	0	0	0	9	0	0	0	
	STANSTED	BRITANNIA AB	C	D	9	0	0	33	33	22	11	0	0	27	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	28	0	1	57	32	11	0	0	0	11	79	0	28	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	1	2	70	11	7	7	4	0	23	61	32	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	51	18	19	11	2	0	26	52	24	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	79	9	5	7	0	0	11	80	9	56	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	6	0	1	100	0	0	0	0	0	-6	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	6	0	1	50	33	17	0	0	0	16	0	0	0	
	HEATHROW	SAS	S	A	62	0	1	66	21	11	0	2	0	12	64	21	74	
	HEATHROW	SAS	S	D	62	0	1	77	10	10	2	2	0	11	75	18	75	
<b>TOTAL GOTEBORG</b>					<b>323</b>	<b>1</b>	<b>7</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>20</b>	<b>20</b>	
GRAND CAYMAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	4	47	22	15	
<b>TOTAL GRAND CAYMAN</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>46</b>	<b>24</b>	<b>24</b>	
GRAZ																		
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	1	75	175	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	25	25	50	0	0	0	29	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	0	100	0	0	0	0	24	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	12	0	28	4	
<b>TOTAL GRENADA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>111</b>	<b>111</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
GRENOBLE																		
	GATWICK	AIR 2000	C	A	3	0	2	33	0	0	67	0	0	109	0	60	3	
	GATWICK	AIR 2000	C	D	5	0	0	20	40	0	40	0	0	65	25	35	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	0	0	100	0	272	0	0	0	
<b>TOTAL GRENOBLE</b>					<b>13</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>125</b>	<b>27</b>	<b>32</b>	<b>32</b>	
GUERNSEY																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	3	67	4	7	22	0	0	27	84	57	31	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	28	0	1	75	0	18	7	0	0	18	90	14	31	
	GATWICK	CITY FLYER EXPRESS	S	A	66	0	0	74	12	9	3	2	0	12	60	25	58	
	GATWICK	CITY FLYER EXPRESS	C	A	3	0	4	67	0	33	0	0	0	13	100	-13	3	
	GATWICK	CITY FLYER EXPRESS	S	D	65	0	0	75	15	6	2	2	0	14	61	21	59	
	GATWICK	CITY FLYER EXPRESS	C	D	6	0	5	50	0	50	0	0	0	24	60	25	5	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	26	1	2	69	8	8	15	0	0	20	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	56	1	3	64	9	13	14	0	0	24	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	102	2	9	84	8	4	3	0	1	8	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	99	2	8	83	7	4	3	2	1	16	0	0	0	
	HEATHROW	KLM UK LTD	S	A	101	0	9	77	7	6	10	0	0	13	83	6	101	
	HEATHROW	KLM UK LTD	S	D	102	0	8	76	5	4	12	3	0	20	84	13	102	
	STANSTED	KLM UK LTD	S	A	4	0	0	100	0	0	0	0	0	2	67	23	3	
	STANSTED	KLM UK LTD	S	D	4	0	0	75	0	25	0	0	0	15	0	74	3	
<b>TOTAL GUERNSEY</b>					<b>689</b>	<b>6</b>	<b>52</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>18</b>	<b>18</b>	
GURYEV																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	18	0	0	39	28	22	11	0	0	32	10	72	20	
	HEATHROW	AIR CANADA	S	D	21	0	1	90	10	0	0	0	0	8	67	16	21	
<b>TOTAL HALIFAX INT</b>					<b>39</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>44</b>	<b>44</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	20	0	0	85	10	5	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	75	11	9	5	0	0	11	63	24	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	1	83	10	5	2	0	0	8	61	18	85	
	GATWICK	DEUTSCHE BA	S	A	66	0	1	95	3	2	0	0	0	-9	0	0	0	
	GATWICK	DEUTSCHE BA	S	D	66	0	1	77	18	5	0	0	0	7	0	0	0	
	STANSTED	KLM UK LTD	S	A	52	0	1	75	10	4	12	0	0	13	84	4	43	
	STANSTED	KLM UK LTD	S	D	52	0	1	73	8	8	12	0	0	18	79	19	47	
	HEATHROW	LUFTHANSA	S	A	103	0	6	82	7	11	1	0	0	7	71	14	113	
	HEATHROW	LUFTHANSA	S	D	103	0	6	90	7	2	0	1	0	1	84	6	112	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	22	0	0	77	14	9	0	0	0	5	77	9	22	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	22	0	0	50	41	9	0	0	0	14	73	15	22	
<b>TOTAL HAMBURG</b>					<b>681</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>15</b>	
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	20	0	0	90	5	5	0	0	0	-4	72	9	18	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	3	3	10	0	0	11	80	10	30	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	7	3	3	0	0	7	66	21	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	85	12	3	0	0	0	4	82	12	33	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	78	16	3	3	0	0	12	77	9	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	85	8	0	8	0	0	1	70	16	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	81	4	8	8	0	0	12	63	23	30	
	HEATHROW	LUFTHANSA	S	A	55	0	1	64	24	5	7	0	0	15	78	9	58	
	HEATHROW	LUFTHANSA	S	D	55	0	1	80	9	4	7	0	0	11	88	6	58	
<b>TOTAL HANOVER</b>					<b>309</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	23	0	0	61	13	17	4	0	4	35	47	17	17	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	23	0	0	78	17	0	0	0	4	36	76	14	17	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	25	0	0	37	0	0	0	
<b>TOTAL HARARE</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>64</b>	<b>14</b>	<b>14</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	2	1	1	100	0	0	0	0	0	-7	0	0	0	
	GATWICK	AIR ALGERIE	C	D	3	0	0	67	33	0	0	0	0	2	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	15	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	18	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>10</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>20</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>	
HAVANA																		
	GATWICK	CUBANA	S	A	8	0	0	75	25	0	0	0	0	-4	0	0	0	
	GATWICK	CUBANA	S	D	8	0	0	13	25	38	25	0	0	44	0	0	0	
<b>TOTAL HAVANA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>140</b>	<b>140</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	259	0	3	70	18	8	3	0	0	13	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	260	1	5	67	20	8	5	0	0	17	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	249	0	3	63	22	10	4	0	0	18	50	26	224	
	GLASGOW	BMI BRITISH MIDLAND	S	D	249	0	0	75	15	4	5	0	0	13	73	19	222	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	283	0	8	72	16	7	4	1	0	14	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	280	0	4	70	14	10	4	1	0	18	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	284	3	4	66	23	7	4	0	0	16	55	23	281	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	284	3	5	77	12	6	5	0	0	13	70	20	283	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	276	3	5	76	11	9	5	0	0	13	55	19	261	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	278	5	0	79	8	7	5	0	0	11	78	11	261	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	145	2	1	74	16	6	4	0	0	15	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	146	0	1	86	5	5	2	1	0	8	0	0	0	
<b>TOTAL HEATHROW</b>					<b>2995</b>	<b>17</b>	<b>42</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>20</b>	<b>20</b>	
HELSINKI																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)											
HELSINKI	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	24	0	1	63	25	4	8	0	0	18	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	48	20	16	16	0	0	29	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	1	60	23	11	4	2	0	20	53	16	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	1	81	8	8	4	0	0	11	52	24	48	
	GATWICK	FINNAIR	S	A	32	0	0	75	16	9	0	0	0	6	82	4	50	
	GATWICK	FINNAIR	S	D	30	0	0	47	20	17	17	0	0	28	67	14	54	
	HEATHROW	FINNAIR	S	A	86	0	0	56	22	16	6	0	0	19	55	15	87	
	HEATHROW	FINNAIR	C	A	4	0	0	75	25	0	0	0	0	7	0	88	2	
	HEATHROW	FINNAIR	S	D	86	0	0	66	17	10	6	0	0	17	51	18	87	
	HEATHROW	FINNAIR	C	D	3	0	0	67	33	0	0	0	0	10	100	-22	1	
	MANCHESTER	FINNAIR	S	A	28	0	0	82	18	0	0	0	0	2	74	6	31	
	MANCHESTER	FINNAIR	S	D	28	0	0	86	7	7	0	0	0	6	42	25	31	
	STANSTED	FINNAIR	C	A	9	0	0	100	0	0	0	0	0	-3	0	0	0	
	STANSTED	FINNAIR	C	D	9	0	0	22	56	22	0	0	0	22	0	0	0	
	MANCHESTER	SAS	S	A	22	0	1	77	14	9	0	0	0	7	0	0	0	
	MANCHESTER	SAS	S	D	25	0	0	96	4	0	0	0	0	1	0	0	0	
<b>TOTAL HELSINKI</b>					<b>520</b>	<b>1</b>	<b>4</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>16</b>	<b>16</b>	
HERAKLION																		
HOF																		
<b>TOTAL HOF</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>59</b>	<b>59</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	20	0	0	0	16	42	24	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	13	7	0	0	0	5	74	12	31	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	42	1	0	83	7	7	0	0	2	21	68	5	38	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	43	0	0	84	12	0	5	0	0	9	87	8	38	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	90	3	3	0	3	0	-5	66	8	29	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	55	32	10	3	0	0	15	86	11	29	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	84	3	3	10	0	0	5	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	42	23	16	19	0	0	34	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	68	13	16	0	3	0	12	48	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	10	6	3	0	0	11	61	12	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>331</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>12</b>	<b>12</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	37	13	23	23	3	0	39	33	30	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	30	23	17	30	0	0	41	63	13	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	51	0	0	65	20	8	6	2	0	14	21	47	29	
	GATWICK	CONTINENTAL AIRLINES	S	D	50	0	0	68	18	8	6	0	0	16	60	44	30	
<b>TOTAL HOUSTON</b>					<b>161</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>34</b>	<b>34</b>	
HURGHADA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
<b>TOTAL HURGHADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>47</b>	<b>47</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
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					Actual (7)	Plan (8)												
IBIZA																		
INNSBRUCK																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	25	25	25	25	0	0	37	0	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	1	50	0	33	17	0	0	43	0	0	0	0
	STANSTED	KLM UK LTD	C	D	2	0	0	0	0	0	100	0	0	108	0	0	0	0
	GATWICK	LAUDA-AIR	C	D	2	0	0	0	50	50	0	0	0	28	50	27	2	2
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	60	0	141	2	2
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	71	100	-1	2	2
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	1	0	0	67	33	0	0	86	29	76	7	7
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	20	40	20	20	0	79	30	130	10	10
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	0	0	0	0	100	0	222	33	83	3	3
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	0	67	0	0	33	0	90	33	176	6	6
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	64	50	13	2	2
<b>TOTAL INNSBRUCK</b>					<b>42</b>	<b>3</b>	<b>10</b>	<b>26</b>	<b>12</b>	<b>24</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>69</b>	<b>40</b>	<b>86</b>	<b>86</b>	<b>86</b>
INVERNESS																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	30	1	1	63	13	13	10	0	0	18	0	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	30	1	1	70	13	10	7	0	0	12	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	64	24	3	8	3	0	21	47	32	79	79
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	76	13	8	3	1	0	10	69	17	78	78
	STANSTED	KLM UK LTD	S	A	21	0	4	90	5	5	0	0	0	-2	0	0	0	0
	STANSTED	KLM UK LTD	S	D	26	0	0	62	15	15	8	0	0	18	0	0	0	0
	GLASGOW	LOGANAIR	S	A	22	0	0	95	5	0	0	0	0	-2	0	40	1	1
	GLASGOW	LOGANAIR	S	D	23	0	0	70	13	13	4	0	0	15	0	28	1	1
<b>TOTAL INVERNESS</b>					<b>311</b>	<b>3</b>	<b>6</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>26</b>	<b>26</b>	<b>26</b>
ISLAMABAD																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	8	23	0	0	31	11	194	9	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	21	7	14	0	0	25	63	23	8	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	8	23	0	0	32	0	77	8	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	14	0	0	43	14	7	29	7	0	54	0	71	8	8

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ISLAMABAD	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	56	0	11	22	11	0	53	22	75	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	1	11	11	67	11	0	0	51	0	68	10
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	33	11	33	0	0	39	0	45	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	11	11	11	0	11	121	11	43	9
<b>TOTAL ISLAMABAD</b>					<b>90</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>14</b>	<b>14</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>48</b>	<b>13</b>	<b>75</b>	<b>75</b>
ISLAY	GLASGOW	LOGANAIR	S	A	26	0	0	81	8	8	4	0	0	8	74	10	23
	GLASGOW	LOGANAIR	S	D	19	0	0	63	26	11	0	0	0	14	73	21	22
<b>TOTAL ISLAY</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>15</b>	<b>15</b>
ISLE OF MAN	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	51	0	0	92	4	4	0	0	0	2	85	20	47
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	51	0	0	90	6	4	0	0	0	5	78	24	46
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	94	0	0	6	0	0	-1	88	11	24
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	81	10	0	10	0	0	13	83	8	23
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	77	0	2	75	13	8	4	0	0	10	55	29	74
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	77	0	2	77	9	8	5	0	1	22	64	29	74
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	17	0	0	88	6	0	6	0	0	5	56	59	16
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	17	0	0	76	18	0	6	0	0	10	47	45	15
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	84	0	0	86	6	7	1	0	0	8	85	18	81
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	84	0	0	83	8	7	1	0	0	2	89	13	81
<b>TOTAL ISLE OF MAN</b>					<b>522</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>23</b>	<b>23</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	2	63	20	12	5	0	0	14	62	23	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	2	76	15	7	0	2	0	12	64	17	61
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	4	0	0	25	25	50	0	0	0	25	25	30	4
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	4	0	0	25	25	50	0	0	0	29	20	35	5
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	9	0	0	22	33	33	11	0	0	32	11	177	9
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	9	0	0	44	0	44	11	0	0	32	11	195	9
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	4	0	0	0	25	50	25	0	0	48	50	16	2



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
ISTANBUL																		
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	4	0	0	25	25	25	25	0	0	47	50	8	2	
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	5	0	0	20	40	20	20	0	0	44	50	12	2	
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	0	80	20	0	0	54	50	6	2	
	GATWICK	ONUR AIR	C	A	9	0	0	11	33	56	0	0	0	33	33	35	12	
	GATWICK	ONUR AIR	C	D	9	0	0	11	0	56	33	0	0	49	25	44	12	
	MANCHESTER	ONUR AIR	C	A	9	0	0	67	33	0	0	0	0	9	0	0	0	
	MANCHESTER	ONUR AIR	C	D	9	0	0	33	22	44	0	0	0	24	0	0	0	
	GATWICK	SUNWAYS	C	A	18	0	0	61	22	6	6	6	0	29	0	0	0	
	GATWICK	SUNWAYS	C	D	18	0	0	72	6	11	6	6	0	33	0	0	0	
	MANCHESTER	SUNWAYS	C	A	9	0	0	67	11	11	0	11	0	27	0	0	0	
	MANCHESTER	SUNWAYS	C	D	9	0	0	33	33	22	0	11	0	51	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	62	0	0	45	21	19	15	0	0	27	39	26	56	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	61	0	0	56	23	10	11	0	0	22	68	20	56	
<b>TOTAL ISTANBUL</b>					<b>375</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>34</b>	<b>34</b>	
IVALO																		
	GATWICK	MONARCH AIRLINES	C	A	3	1	0	33	0	33	33	0	0	54	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	64	0	0	0	
<b>TOTAL IVALO</b>					<b>13</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>46</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>40</b>	<b>15</b>	<b>15</b>	
IZMIR (ADNAM MENDERES)																		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	67	22	0	11	0	0	18	33	25	9	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	11	11	67	11	0	0	48	33	49	9	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>37</b>	<b>35</b>	<b>35</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JAKARTA (SOEKARNO-HATT)	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	68	18	5	9	0	0	15	33	30	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	64	32	0	5	0	0	15	61	19	18
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>24</b>	<b>24</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	81	13	0	6	0	0	6	82	9	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	63	19	13	6	0	0	17	61	25	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	22	0	0	59	23	9	9	0	0	15	83	5	24
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	22	0	0	45	32	18	5	0	0	20	43	24	23
<b>TOTAL JEDDAH</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>16</b>	<b>16</b>
JEREZ	GATWICK	GB AIRWAYS LTD	S	A	9	4	0	89	0	11	0	0	0	8	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	9	3	0	56	44	0	0	0	0	15	0	0	0
<b>TOTAL JEREZ</b>					<b>18</b>	<b>7</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	GLASGOW	BMI BRITISH MIDLAND	S	A	6	1	0	67	17	0	17	0	0	22	40	63	5
	GLASGOW	BMI BRITISH MIDLAND	S	D	5	2	0	60	20	20	0	0	0	22	40	22	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	4	60	20	9	6	2	2	37	60	22	104
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	5	77	8	6	6	1	1	22	69	16	104
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	54	0	1	61	19	6	9	6	0	27	55	25	38
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	55	0	1	75	2	13	9	2	0	18	76	13	37
	GATWICK	CITY FLYER EXPRESS	S	A	93	1	8	59	19	13	9	0	0	20	69	15	85
	GATWICK	CITY FLYER EXPRESS	S	D	95	1	6	73	18	6	3	0	0	11	71	10	85
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	40	1	1	68	5	13	15	0	0	18	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	10	1	0	70	0	10	20	0	0	33	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	103	1	11	68	13	11	7	1	1	20	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	112	0	8	72	10	6	9	3	0	19	0	0	0
	STANSTED	KLM UK LTD	S	A	22	0	1	59	9	14	18	0	0	20	71	27	24
	STANSTED	KLM UK LTD	S	D	21	1	2	43	24	5	29	0	0	30	63	26	24
<b>TOTAL JERSEY</b>					<b>813</b>	<b>10</b>	<b>48</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>16</b>	<b>16</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
JOENSUU																		
<b>TOTAL JOENSUU</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>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	
JOHANNESBURG																		
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	71	29	0	0	0	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	74	9	6	9	3	0	22	79	7	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	1	66	19	13	3	0	0	13	67	14	24	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	32	0	0	34	16	34	9	0	6	80	16	85	32	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	39	39	19	0	3	0	26	47	58	34	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	31	46	8	8	8	0	40	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	93	0	7	0	0	0	5	0	0	0	
<b>TOTAL JOHANNESBURG</b>					<b>170</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>46</b>	<b>47</b>	<b>47</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)										
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	1	33	44	22	0	0	0	18	32	100	19
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	11	1	0	55	9	36	0	0	0	21	25	113	20
<b>TOTAL KARACHI</b>					<b>20</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>25</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>28</b>	<b>106</b>	<b>106</b>
KATHMANDU	GATWICK	ROYAL NEPAL AIRLINES	S	A	9	0	0	0	22	33	44	0	0	60	10	75	10
	GATWICK	ROYAL NEPAL AIRLINES	S	D	9	0	0	33	22	22	22	0	0	39	20	51	10
<b>TOTAL KATHMANDU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>28</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>63</b>	<b>63</b>
KEFLAVIK	GLASGOW	ICELANDAIR	S	A	26	0	1	69	15	15	0	0	0	8	78	10	9
	GLASGOW	ICELANDAIR	S	D	26	0	1	92	4	0	4	0	0	-1	44	23	9
	HEATHROW	ICELANDAIR	S	A	38	0	0	82	13	3	3	0	0	-2	62	13	29
	HEATHROW	ICELANDAIR	S	D	38	0	0	71	13	13	3	0	0	10	48	19	29
<b>TOTAL KEFLAVIK</b>					<b>130</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>16</b>	<b>16</b>
KERRY COUNTY	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	15	0	0	100	0	0	0	0	0	1	69	25	13
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	15	0	0	73	13	13	0	0	0	11	47	34	15
<b>TOTAL KERRY COUNTY</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>30</b>	<b>30</b>
KHARTOUM																	
KIEV (BORISPOL)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	23	31	38	8	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	46	38	8	8	0	0	23	0	0	0
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	16	0	0	63	19	19	0	0	0	15	50	17	16
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	16	0	0	63	19	13	6	0	0	19	50	34	16
<b>TOTAL KIEV (BORISPOL)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>25</b>	<b>25</b>
KINGSTON	HEATHROW	AIR JAMAICA	S	A	15	0	0	0	27	47	20	7	0	60	0	0	0

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
KINGSTON	HEATHROW	AIR JAMAICA	S	D	15	0	0	13	20	47	13	7	0	53	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0	31	31	31	8	0	78	7	141	14	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	-8	0	0	0	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	0	0	100	0	0	0	46	0	0	0	
<b>TOTAL KINGSTON</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>43</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>120</b>	<b>120</b>	
KINLOSS																		
KIRKWALL	EDINBURGH	LOGANAIR	S	A	24	0	0	79	13	8	0	0	0	9	0	0	0	
	EDINBURGH	LOGANAIR	S	D	25	0	0	52	32	12	4	0	0	18	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>17</b>	<b>17</b>	
KITTLA	GATWICK	AIR 2000	C	A	2	0	0	0	0	50	50	0	0	85	0	0	0	
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	50	0	0	66	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	0	0	29	71	0	0	99	20	40	5	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	43	14	29	14	0	0	27	40	17	5	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	0	0	67	33	0	0	74	0	40	5	
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	67	0	33	0	0	0	21	80	11	5	
<b>TOTAL KITTLA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>39</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>46</b>	<b>20</b>	<b>20</b>	
KLAGENFURT																		
KORTRIJK/WEVELGEM																		
<b>TOTAL KORTRIJK/WEVELGEM</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRAKOW																		
KRISTIANSAND (KJEVIK)	GATWICK	MAERSK AIR	S	A	24	0	0	54	21	25	0	0	0	18	54	19	24	
	GATWICK	MAERSK AIR	S	D	24	0	0	54	38	4	4	0	0	15	70	15	23	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>17</b>	<b>17</b>	
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	73	10	8	5	3	2	23	53	28	62	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	63	13	15	6	0	3	43	55	22	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>54</b>	<b>25</b>	<b>25</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	77	12	8	4	0	0	8	90	5	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	52	28	12	8	0	0	21	65	28	20
	HEATHROW	KUWAIT AIRWAYS	S	A	32	0	0	59	25	3	6	6	0	26	52	63	33
	HEATHROW	KUWAIT AIRWAYS	S	D	32	0	0	53	16	16	13	3	0	36	42	56	31
<b>TOTAL KUWAIT</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>43</b>	<b>43</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	14	0	0	93	0	7	0	0	0	-5	0	0	0
	GATWICK	AVIACO	S	D	14	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LA CORUNA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>100</b>	<b>10</b>	<b>10</b>
LAGOS	GATWICK	BRITISH AIRWAYS PLC	S	A	28	1	2	82	4	4	11	0	0	3	79	6	34
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	1	1	11	21	36	29	0	4	64	15	35	34
	HEATHROW	NIGERIA AIRWAYS	S	A	11	0	8	9	18	0	64	9	0	88	11	145	9
	HEATHROW	NIGERIA AIRWAYS	S	D	10	0	9	20	0	60	20	0	0	42	64	13	11
<b>TOTAL LAGOS</b>					<b>78</b>	<b>2</b>	<b>24</b>	<b>37</b>	<b>12</b>	<b>22</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>45</b>	<b>32</b>	<b>32</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	0	2	25	25	50	0	0	0	31	0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	0	0	38	13	50	0	0	0	31	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	25	0	25	50	0	0	51	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	0	0	50	25	25	0	0	44	0	0	0
<b>TOTAL LAHORE</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>21</b>	<b>42</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAKSELV/BANAK																	
LARNACA	GATWICK	AIR 2000	S	A	9	0	0	22	33	33	11	0	0	38	50	19	4
	GATWICK	AIR 2000	S	D	9	0	0	33	33	22	11	0	0	35	50	15	4
	MANCHESTER	AIR 2000	S	A	4	0	1	75	0	25	0	0	0	17	25	37	4
	MANCHESTER	AIR 2000	S	D	4	0	1	75	0	25	0	0	0	11	75	1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	73	12	4	12	0	0	8	71	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	70	15	7	7	0	0	16	32	30	31
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	5	0	0	40	60	0	0	0	0	14	63	47	8
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	5	0	0	40	40	20	0	0	0	20	0	122	5
	GATWICK	CYPRUS AIRWAYS	S	A	7	0	0	29	57	0	14	0	0	31	44	43	9
	GATWICK	CYPRUS AIRWAYS	S	D	7	0	0	29	29	29	14	0	0	41	0	164	9
	HEATHROW	CYPRUS AIRWAYS	S	A	46	0	1	46	30	17	4	2	0	28	29	29	38
	HEATHROW	CYPRUS AIRWAYS	S	D	42	0	0	36	31	26	7	0	0	26	58	23	38

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LARNACA																		
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	78	11	0	11	0	0	7	67	9	9	
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	67	0	22	11	0	0	21	44	20	9	
	LUTON	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	35	100	10	1	
	LUTON	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	100	4	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	13	0	24	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	2	50	12	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	100	0	0	0	44	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	100	0	0	0	0	25	0	49	1	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	13	38	25	13	0	54	43	51	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	0	57	15	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	9	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-6	0	0	0	
<b>TOTAL LARNACA</b>					<b>249</b>	<b>6</b>	<b>4</b>	<b>51</b>	<b>23</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>45</b>	<b>35</b>	<b>35</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	2	100	-5	3	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	5	100	6	4	
	GATWICK	AIR 2000	C	A	10	1	0	40	40	10	10	0	0	24	50	24	12	
	GATWICK	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	14	75	16	12	
	GLASGOW	AIR 2000	C	A	6	0	0	83	0	17	0	0	0	-7	100	-5	4	
	GLASGOW	AIR 2000	C	D	6	0	0	67	33	0	0	0	0	7	75	12	4	
	MANCHESTER	AIR 2000	C	A	8	0	1	50	25	25	0	0	0	19	58	14	12	
	MANCHESTER	AIR 2000	C	D	9	0	0	89	11	0	0	0	0	-1	83	5	12	
	GLASGOW	AIR EUROPA	C	A	6	0	0	17	0	17	50	17	0	86	40	47	5	
	GLASGOW	AIR EUROPA	C	D	6	0	0	17	0	17	50	17	0	88	40	48	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	24	33	19	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	67	14	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	33	0	0	0	22	29	31	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	10	71	14	7	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	2	100	-4	3	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
LAS PALMAS	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	100	4	3
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	67	0	33	0	0	0	28	50	26	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	75	22	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	11	0	0	82	18	0	0	0	0	9	43	9	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	0	64	27	9	0	0	0	12	43	20	7
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	19	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	71	0	0	29	0	0	20	100	-11	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	67	17	0	17	0	0	19	40	40	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	14	60	66	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	1	0	100	0	0	0	0	0	7	60	81	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	48	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	30	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	3	0	1	33	0	0	67	0	0	62	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	3	0	1	33	0	0	67	0	0	71	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	17	0	50	33	0	0	49	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	33	17	33	17	0	0	32	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	0	100	0	0	0	0	23	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	40	0	0	0	0	14	0	67	1
	GATWICK	MONARCH AIRLINES	C	A	6	0	1	0	0	17	67	17	0	117	0	90	3
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	14	14	43	29	0	0	45	33	41	3
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	50	70	2
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	50	60	2
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	14	43	43	0	0	0	32	33	27	9
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	50	33	17	0	0	0	17	78	10	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	20	53	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	19	50	49	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	13	13	0	0	16	25	46	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	25	0	0	21	33	42	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	25	0	0	0	28	40	298	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	3	20	139	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	6	31	31	23	15	0	0	27	27	33	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	5	85	8	0	8	0	0	13	50	24	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	10	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-5	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	62	20	44	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	12	40	15	5
<b>TOTAL LAS PALMAS</b>					<b>310</b>	<b>5</b>	<b>15</b>	<b>56</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>35</b>	<b>35</b>
LAS VEGAS	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	-11	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	31	0	0	0
<b>TOTAL LAS VEGAS</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
LE HAVRE	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	15	0	0	87	0	0	13	0	0	10	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	13	0	2	77	15	0	8	0	0	7	0	0	0
<b>TOTAL LE HAVRE</b>					<b>28</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	GLASGOW	BMI BRITISH MIDLAND	S	A	51	0	0	71	10	6	12	2	0	26	83	9	36
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	0	0	79	8	8	6	0	0	12	89	5	36
	HEATHROW	BMI BRITISH MIDLAND	S	A	116	0	6	53	24	12	9	1	0	24	51	29	115
	HEATHROW	BMI BRITISH MIDLAND	S	D	116	0	2	66	17	11	6	0	0	15	63	17	115
	GATWICK	CITY FLYER EXPRESS	S	A	49	0	0	84	12	0	4	0	0	6	45	30	51
	GATWICK	CITY FLYER EXPRESS	S	D	55	0	0	64	24	7	5	0	0	15	64	19	50
	EDINBURGH	GILL AIRWAYS	S	A	49	0	7	82	2	10	6	0	0	16	0	0	0
	EDINBURGH	GILL AIRWAYS	S	D	51	0	5	75	8	10	8	0	0	14	0	0	0
<b>TOTAL LEEDS BRADFORD</b>					<b>539</b>	<b>2</b>	<b>20</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>20</b>	<b>20</b>
LEIPZIG	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	20	7	0	3	0	15	66	12	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	10	0	0	0	6	90	5	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
LEIPZIG																		
	HEATHROW	LUFTHANSA	S	A	39	0	1	49	36	8	8	0	0	22	53	20	43	
	HEATHROW	LUFTHANSA	S	D	24	0	0	96	0	4	0	0	0	4	85	6	26	
<b>TOTAL LEIPZIG</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>12</b>	
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	6	0	0	17	17	17	33	17	0	95	0	0	0	
	GATWICK	AIR GABON	S	D	4	0	0	50	25	25	0	0	0	14	0	0	0	
<b>TOTAL LIBREVILLE</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LILLE																		
LILONGWE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	60	0	20	0	0	20	154	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	0	0	25	300	0	0	0	
<b>TOTAL LILONGWE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>219</b>	<b>56</b>	<b>15</b>	<b>15</b>	
LISBON																		
	HEATHROW	AIR PORTUGAL	S	A	76	0	0	66	18	5	11	0	0	18	55	19	77	
	HEATHROW	AIR PORTUGAL	S	D	77	0	0	71	16	5	6	1	0	18	53	34	77	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	81	7	6	6	0	1	13	72	13	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	67	17	7	9	0	0	20	49	26	87	
	GATWICK	SATA	C	A	9	0	0	44	22	0	22	11	0	50	25	49	8	
	GATWICK	SATA	C	D	9	0	0	44	11	22	11	11	0	49	25	64	8	
<b>TOTAL LISBON</b>					<b>352</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>25</b>	<b>25</b>	
LIVERPOOL																		
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	21	0	1	62	19	5	14	0	0	25	52	20	29	
	HEATHROW	ADRIA AIRWAYS	S	D	21	0	1	62	19	10	10	0	0	23	45	23	29	
<b>TOTAL LJUBLJANA</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>19</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>21</b>	<b>21</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	62	0	2	94	3	2	2	0	0	-3	0	0	0	
	EDINBURGH	KLM UK LTD	S	D	63	0	1	92	5	2	2	0	0	5	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LONDON CITY																	
<b>TOTAL LONDON CITY</b>					<b>125</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	60	27	13	0	0	0	10	17	50	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	70	27	0	3	0	0	12	63	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	55	15	13	15	2	0	27	46	25	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	63	20	12	3	2	0	18	59	22	61
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	52	19	19	10	0	0	24	19	47	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	84	6	6	3	0	0	7	58	18	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53	7	30	10	0	0	22	50	35	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	33	30	23	13	0	0	34	30	53	30
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>301</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>31</b>	<b>31</b>
LUSAKA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	13	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	12	0	0	0
<b>TOTAL LUSAKA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>31</b>	<b>31</b>
LUTON																	
	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	A	106	0	3	53	16	8	17	5	1	41	0	0	0
	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	D	107	0	1	44	21	14	17	4	1	45	0	0	0
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	A	104	0	7	55	17	12	13	3	0	34	0	0	0
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	D	102	1	9	61	18	11	9	1	1	28	0	0	0
<b>TOTAL LUTON</b>					<b>419</b>	<b>1</b>	<b>20</b>	<b>53</b>	<b>18</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>80</b>	<b>10</b>	<b>10</b>
LUXEMBOURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	1	76	14	0	10	0	0	13	53	35	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	1	81	14	5	0	0	0	7	68	13	19
	HEATHROW	LUXAIR	S	A	56	0	2	54	30	14	2	0	0	17	37	31	54
	HEATHROW	LUXAIR	S	D	56	0	2	79	14	4	4	0	0	7	70	18	54

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LUXEMBOURG																	
	MANCHESTER	LUXAIR	S	A	9	0	3	89	0	0	11	0	0	13	63	9	19
	MANCHESTER	LUXAIR	S	D	9	0	3	89	0	0	11	0	0	10	84	2	19
	STANSTED	LUXAIR	S	A	23	0	1	74	13	4	9	0	0	17	68	7	22
	STANSTED	LUXAIR	S	D	23	0	1	83	9	4	4	0	0	7	86	6	22
<b>TOTAL LUXEMBOURG</b>					<b>218</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>18</b>	<b>18</b>
LUXOR																	
	GATWICK	AIR 2000	C	D	5	0	0	40	60	0	0	0	0	13	67	12	6
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	33	22	11	0	0	32	20	62	10
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	7	50	32	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	0	61	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	11	0	51	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	1	0	67	8	8	17	0	0	13	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	52	0	0	0
	HEATHROW	EGYPT AIR	S	A	5	0	1	20	0	40	40	0	0	57	75	-3	4
	HEATHROW	EGYPT AIR	S	D	6	0	1	0	0	50	33	17	0	82	75	20	4
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	0	17	50	33	0	0	58	0	42	4
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	10	20	10	0	0	22	100	5	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	107	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	44	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	138	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	25	0	99	0	0	0
<b>TOTAL LUXOR</b>					<b>90</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>16</b>	<b>22</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>34</b>	<b>38</b>	<b>38</b>
LYON																	
	GATWICK	AIR 2000	C	A	5	0	5	60	20	20	0	0	0	16	0	36	1
	GATWICK	AIR 2000	C	D	9	0	4	67	22	0	11	0	0	13	100	12	1
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	3	0	34	1
	HEATHROW	AIR FRANCE	S	A	77	0	3	66	17	9	6	1	0	19	42	27	69
	HEATHROW	AIR FRANCE	S	D	78	0	3	76	13	4	6	1	0	13	58	31	69
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	81	0	3	70	22	5	2	0	0	11	63	24	27

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LYON	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	81	0	3	83	11	2	4	0	0	9	56	28	27
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	50	29	2
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	2	17	17	17	50	0	0	56	21	107	14
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	0	11	44	0	0	52	21	44	14
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	50	50	0	0	75	0	105	1
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	0	100	0	0	93	0	38	1
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	0	33	67	0	0	0	32	25	19	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	61	19	12	5	2	0	17	57	30	76
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	79	9	7	5	0	0	10	68	23	75
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	1	50	0	50	0	0	0	21	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	3	0	0	33	33	0	33	0	0	56	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	0	40	0	20	118	0	193	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	33	0	126	3
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	28	0	1	86	7	7	0	0	0	1	75	32	28
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	29	0	0	90	0	10	0	0	0	8	82	29	28
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	50	50	0	0	65	100	15	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	50	0	0	0	22	100	-3	1
	GATWICK	MONARCH AIRLINES	C	A	10	0	2	0	0	30	70	0	0	83	0	61	8
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	25	25	25	25	0	0	41	30	30	10
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	0	100	0	0	86	0	49	2
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	0	100	0	0	0	50	100	14	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	43	0	231	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	43	0	210	2
<b>TOTAL LYON</b>					<b>594</b>	<b>4</b>	<b>34</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>36</b>	<b>36</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MAASTRICHT																		
	GATWICK	B A S E BUSINESS AIRLINES	S	A	31	0	5	16	52	19	13	0	0	34	33	30	39	
	GATWICK	B A S E BUSINESS AIRLINES	S	D	34	0	2	38	38	9	15	0	0	29	58	34	38	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	14	0	125	2		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	0	0	11	67	0	89	2	
	STANSTED	KLM EXEL	S	A	67	0	3	69	15	6	10	0	0	20	67	14	61	
	STANSTED	KLM EXEL	S	D	65	0	5	82	6	5	8	0	0	12	87	6	60	
<b>TOTAL MAASTRICHT</b>					<b>215</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>20</b>	<b>20</b>	
MADRAS/CHENNAI																		
MADRID																		
	GATWICK	AIR 2000	C	A	3	0	0	0	33	67	0	0	0	33	0	66	4	
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	13	0	41	2		
	GATWICK	AIR EUROPA	S	A	27	0	0	37	30	30	4	0	23	32	33	25		
	GATWICK	AIR EUROPA	S	D	27	0	0	74	19	0	4	4	13	42	43	26		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	86	0	2	37	26	19	19	0	0	32	58	22	80	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	1	62	16	14	8	0	0	21	61	28	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	3	43	25	16	14	3	0	34	48	25	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	3	54	24	12	9	1	0	24	40	31	85	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	36	0	1	42	17	17	17	8	0	42	84	12	25	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	36	0	1	67	17	3	14	0	0	22	88	6	25	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	53	1	0	34	9	15	26	11	4	82	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	51	4	0	63	14	12	10	2	0	28	0	0	0	
	GATWICK	IBERIA	S	A	23	0	1	39	22	22	17	0	0	33	31	31	42	
	GATWICK	IBERIA	S	D	23	0	1	17	39	22	22	0	0	42	62	28	42	
	HEATHROW	IBERIA	S	A	136	0	8	54	17	12	15	2	0	30	64	20	141	
	HEATHROW	IBERIA	S	D	136	0	8	59	15	7	17	2	0	30	70	20	142	
	MANCHESTER	IBERIA	S	D	29	0	0	48	31	10	7	3	0	28	67	16	30	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	34	0	106	2	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	30	0	203	3	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
MADRID	GATWICK	SPANAIR	S	A	9	0	0	11	44	33	11	0	0	30	0	0	0
	GATWICK	SPANAIR	S	D	9	0	0	22	33	22	22	0	0	36	0	0	0
<b>TOTAL MADRID</b>					<b>1013</b>	<b>6</b>	<b>29</b>	<b>50</b>	<b>20</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>57</b>	<b>25</b>	<b>25</b>
MAHON	LUTON	MONARCH AIRLINES	S	A	9	0	0	78	11	0	11	0	0	7	25	30	4
	LUTON	MONARCH AIRLINES	S	D	9	0	0	56	11	22	11	0	0	21	80	15	5
<b>TOTAL MAHON</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>22</b>	<b>22</b>
MALAGA	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	27	100	-21	5
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-2	80	82	5
	GATWICK	AIR 2000	C	A	9	0	0	11	44	22	11	11	0	61	30	87	10
	GATWICK	AIR 2000	C	D	9	0	0	44	22	11	22	0	0	44	70	27	10
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	20	0	0	20	104	0	0	0
	GLASGOW	AIR 2000	C	D	5	0	0	40	20	20	0	0	20	104	0	0	0
	MANCHESTER	AIR 2000	C	A	10	0	0	50	30	0	10	10	0	39	53	30	15
	MANCHESTER	AIR 2000	C	D	10	0	0	70	20	0	0	10	0	26	73	26	15
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	20	0	0	0	20	97	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	0	0	0	20	82	0	0	0
	GATWICK	AIR ATLANTA ICELANDIC	C	A	6	0	0	0	0	67	33	0	0	69	0	0	0
	GATWICK	AIR ATLANTA ICELANDIC	C	D	5	2	0	20	0	40	20	20	0	89	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	4	0	1	25	0	0	50	25	0	140	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	1	0	25	25	25	25	0	144	0	0	0
	MANCHESTER	AIR EUROPA	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0
	MANCHESTER	AIR EUROPA	C	D	2	0	0	50	0	50	0	0	0	26	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	18	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	7	67	20	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	78	11	9
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	30	20	50	0	0	0	28	18	41	11
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	70	30	0	0	0	0	10	45	19	11



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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																		
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	12	67	33	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	89	28	9	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	22	56	66	9	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	63	16	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	67	28	6	0	0	0	8	56	23	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	94	6	0	0	0	0	2	63	19	19	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	0	11	0	27	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	-3	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	25	57	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	75	17	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	67	13	12	5	2	2	35	45	42	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	55	23	15	7	0	0	19	48	41	60	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	0	100	-11	10	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	9	90	4	10	
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	29	29	14	29	0	0	39	50	33	2	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	1	0	33	67	0	0	0	0	17	50	19	2	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	33	17	17	33	0	0	50	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	50	0	33	17	0	0	26	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	50	7	21	7	7	7	57	0	42	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	64	7	7	14	0	7	56	75	24	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	0	33	33	0	124	9	42	11	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	0	33	0	33	33	0	134	42	49	12	
	HEATHROW	IBERIA	S	A	30	0	0	50	30	7	13	0	0	25	62	19	29	
	HEATHROW	IBERIA	S	D	30	0	0	60	7	10	20	3	0	33	76	16	29	
	GLASGOW	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	50	0	50	0	130	0	0	0	
	GLASGOW	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	0	127	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	2	40	0	20	20	20	0	81	100	13	1	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	40	0	0	40	20	0	90	0	17	1	
	STANSTED	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	0	50	0	120	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
MALAGA	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	0	50	0	106	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	0	33	60	24	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	33	0	33	0	33	0	128	80	10	5	
	GATWICK	MONARCH AIRLINES	C	A	26	0	0	12	23	35	31	0	0	47	11	45	18	
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	65	12	15	8	0	0	21	50	29	18	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	38	0	0	0	0	-8	64	13	14	
	LUTON	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	10	100	-23	2	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	77	23	0	0	0	0	9	64	15	14	
	LUTON	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	17	100	0	1	
	MANCHESTER	MONARCH AIRLINES	C	A	17	0	0	29	41	18	12	0	0	32	61	21	18	
	MANCHESTER	MONARCH AIRLINES	C	D	17	0	0	71	12	12	6	0	0	16	84	7	19	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	13	0	86	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	7	50	79	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	0	67	17	0	0	50	29	36	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	33	0	17	0	0	14	86	3	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	30	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	0	0	18	9	36	36	0	0	46	27	43	11	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	0	55	18	27	0	0	0	22	64	16	11	
	GATWICK	TRANSAER	C	A	3	0	1	0	0	33	33	0	33	350	0	0	0	
	GATWICK	TRANSAER	C	D	4	0	0	0	25	0	0	0	75	582	0	0	0	
	GATWICK	VIVA	C	A	6	0	0	33	67	0	0	0	0	19	0	0	0	
	GATWICK	VIVA	C	D	6	0	0	50	50	0	0	0	0	15	0	0	0	
<b>TOTAL MALAGA</b>					<b>683</b>	<b>3</b>	<b>9</b>	<b>56</b>	<b>18</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>54</b>	<b>31</b>	<b>31</b>	
MALE INTERNATIONAL	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	32	0	148	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	38	20	104	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	23	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	48	0	0	0	
<b>TOTAL MALE INTERNATIONAL</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>79</b>	<b>79</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	MALMO AVIATION	C	A	3	0	0	100	0	0	0	0	0	-8	0	0	0
	STANSTED	MALMO AVIATION	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MALMO</b>					<b>6</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>
MALTA	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	40	0	20	0	0	17	25	25	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	3	100	6	4
	GATWICK	AIR 2000	C	A	5	0	0	40	40	0	20	0	0	27	50	36	4
	GATWICK	AIR 2000	C	D	5	0	0	20	60	0	20	0	0	26	75	26	4
	MANCHESTER	AIR 2000	C	A	7	0	0	57	14	14	14	0	0	22	78	26	9
	MANCHESTER	AIR 2000	C	D	7	0	0	71	0	29	0	0	0	12	78	20	9
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	75	25	0	0	0	0	-15	0	31	4
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	75	25	0	0	0	0	-1	25	39	4
	GATWICK	AIR MALTA	S	A	30	0	0	67	13	17	3	0	0	7	77	9	30
	GATWICK	AIR MALTA	C	A	4	0	4	100	0	0	0	0	0	-5	54	36	13
	GATWICK	AIR MALTA	S	D	30	0	0	47	23	17	13	0	0	27	47	19	30
	GATWICK	AIR MALTA	C	D	4	0	4	75	0	0	25	0	0	38	64	43	11
	GLASGOW	AIR MALTA	S	A	4	0	0	100	0	0	0	0	0	-8	100	-8	4
	GLASGOW	AIR MALTA	S	D	4	0	0	100	0	0	0	0	0	13	75	26	4
	HEATHROW	AIR MALTA	S	A	53	0	0	72	11	8	9	0	0	8	48	20	56
	HEATHROW	AIR MALTA	S	D	53	0	0	49	21	15	15	0	0	28	39	36	56
	MANCHESTER	AIR MALTA	C	A	10	0	0	80	20	0	0	0	0	-11	55	5	11
	MANCHESTER	AIR MALTA	S	A	5	0	0	80	0	20	0	0	0	-13	80	-5	5
	MANCHESTER	AIR MALTA	S	D	5	0	0	80	0	20	0	0	0	10	60	16	5
	MANCHESTER	AIR MALTA	C	D	10	0	0	60	20	20	0	0	0	11	64	20	11
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	11	60	28	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	80	12	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	56	0	0	0	0	19	33	23	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	100	3	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	22	0	0	0	21	67	15	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	11	67	11	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MALTA																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	0	50	50	0	178	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	0	50	50	0	198	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	65	18	6	6	6	0	21	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	65	18	6	6	6	0	33	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	0	0	50	0	114	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	0	0	50	0	106	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	9	100	11	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	33	0	0	0	0	12	33	89	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	3	33	81	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	0	57	14	14	14	0	0	31	33	81	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	14	0	0	0	5	17	93	6
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-60	0	55	1
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	9	0	46	1
<b>TOTAL MALTA</b>					<b>385</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>30</b>	<b>30</b>
MANCHESTER																	
	GATWICK	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	27	55	33	11
	EDINBURGH	BMI REGIONAL	S	A	62	0	3	47	29	19	5	0	0	20	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	62	0	3	45	31	19	5	0	0	21	0	0	0
	GLASGOW	BMI REGIONAL	S	A	54	0	7	61	28	9	2	0	0	15	55	20	55
	GLASGOW	BMI REGIONAL	S	D	58	0	3	81	10	5	2	2	0	11	79	9	58
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	40	10	20	20	10	0	59	36	50	11
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	40	40	0	0	67	40	51	10
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	142	0	0	51	24	18	6	0	0	21	67	18	140

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					144	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)										
MANCHESTER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	144	1	0	69	15	11	5	0	0	15	81	13	140
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	92	0	0	83	10	4	3	0	0	6	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	93	0	0	87	4	5	3	0	0	10	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	69	0	2	67	22	7	4	0	0	14	81	15	84
	GLASGOW	BRITISH AIRWAYS PLC	S	D	70	0	2	81	14	4	0	0	0	5	86	6	83
	HEATHROW	BRITISH AIRWAYS PLC	S	A	282	1	0	69	15	9	7	0	0	17	62	17	261
	HEATHROW	BRITISH AIRWAYS PLC	S	D	280	0	1	81	8	7	4	0	0	9	70	13	261
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	53	1	3	74	8	8	9	2	0	21	86	7	49
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	56	0	0	70	4	11	14	2	0	27	78	15	49
	GLASGOW	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	50	50	0	142	0	0	0
	GLASGOW	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	50	0	50	0	120	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	-32	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	0	20	60	20	0	0	52	50	26	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	25	0	0	75	0	0	84	0	111	3
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	40	0	0	0
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	54	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	29	29	29	0	14	0	55	25	19	4
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	0	0	17	83	0	0	97	50	2	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	37	25	56	4
<b>TOTAL MANCHESTER</b>					<b>1580</b>	<b>6</b>	<b>26</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>18</b>	<b>18</b>
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	17	0	6	0	0	8	50	25	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	56	11	22	11	0	0	28	39	27	18
	HEATHROW	PHILIPPINE AIRLINES	S	A	13	0	0	0	0	15	62	15	8	149	0	0	0
	HEATHROW	PHILIPPINE AIRLINES	S	D	13	0	0	23	23	38	8	0	8	82	0	0	0
<b>TOTAL MANILA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>33</b>	<b>57</b>	<b>57</b>
MARRAKESH	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	67	22	11	0	0	0	3	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	0	11	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MARRAKESH																	
<b>TOTAL MARRAKESH</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>29</b>	<b>29</b>	
MARSEILLE																	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	60	0	0	77	15	7	2	0	10	76	10	59	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	60	0	0	72	17	7	5	0	14	66	17	59	
<b>TOTAL MARSEILLE</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>16</b>	
MAURITIUS																	
	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	22	11	44	22	0	47	40	23	10	
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	0	11	33	44	0	0	72	20	33	10	
	MANCHESTER	AIR MAURITIUS LTD	S	A	4	0	1	25	25	50	0	0	28	0	0	0	
	MANCHESTER	AIR MAURITIUS LTD	S	D	4	0	1	100	0	0	0	0	-2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	1	0	75	0	13	0	0	79	78	23	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	3	78	30	9	
<b>TOTAL MAURITIUS</b>					<b>43</b>	<b>1</b>	<b>2</b>	<b>53</b>	<b>12</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>53</b>	<b>27</b>	<b>27</b>	
MELBOURNE																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	107	25	66	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	67	25	44	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	0	50	370	100	-6	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	0	6	0	0	-1	56	12	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	89	6	6	0	0	7	56	15	18	
	HEATHROW	QANTAS	S	A	14	0	0	43	21	29	7	0	24	39	26	31	
	HEATHROW	QANTAS	S	D	40	0	0	73	18	8	3	0	11	29	23	31	
<b>TOTAL MELBOURNE</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>42</b>	<b>23</b>	<b>23</b>	
METZ																	
<b>TOTAL METZ</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MEXICO CITY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	-1	64	6	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	15	69	19	13	

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Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MEXICO CITY																	
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>12</b>	<b>12</b>
MIAMI INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	32	35	19	13	0	0	28	29	38	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	32	42	19	6	0	0	25	39	27	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	53	7	23	13	3	0	33	57	38	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0	27	40	30	3	0	59	27	51	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	16	10	0	0	4	58	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	10	16	6	0	0	18	52	21	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	29	24	33	14	0	0	35	45	42	22
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	20	0	0	55	15	20	10	0	0	27	68	18	22
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>225</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>22</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>46</b>	<b>30</b>	<b>30</b>
MILAN (LINATE)																	
	HEATHROW	ALITALIA	S	A	182	0	4	48	26	16	8	1	0	27	51	27	170
	HEATHROW	ALITALIA	S	D	181	0	5	54	23	15	7	2	0	22	53	29	171
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	2	57	19	17	7	0	0	19	61	25	28
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	2	57	22	16	5	0	0	19	75	16	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	2	51	22	13	12	3	0	32	42	41	108
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	0	56	23	12	8	1	0	25	56	25	108
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	45	0	3	58	22	16	4	0	0	15	78	10	46
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	45	0	3	64	18	13	4	0	0	15	76	14	46
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	60	0	3	72	18	2	8	0	0	11	54	24	41
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	60	0	3	67	17	13	3	0	0	17	67	17	42
	STANSTED	KLM UK LTD	S	A	68	0	6	46	10	24	19	1	0	37	57	21	49
	STANSTED	KLM UK LTD	S	D	67	0	3	27	34	16	21	1	0	41	65	18	49
<b>TOTAL MILAN (LINATE)</b>					<b>1058</b>	<b>0</b>	<b>36</b>	<b>53</b>	<b>22</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>26</b>	<b>26</b>
MILAN (MALPENSA)																	
	STANSTED	EUROFLY SPA	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	50	0	50	0	0	91	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (MALPENSA)																		
	GATWICK	EUROPEAN AIR CHARTER	C	A	8	0	0	0	38	25	38	0	0	51	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	8	0	0	25	25	50	0	0	30	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	50	25	0	25	0	84	50	75	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	71	33	102	3	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	60	20	0	0	47	0	64	6	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	20	0	0	16	50	38	6		
<b>TOTAL MILAN (MALPENSA)</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>30</b>	<b>26</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>55</b>	<b>55</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	1	33	30	20	17	0	0	35	24	44	29	
	GATWICK	NORTHWEST AIRLINES	S	D	30	1	1	67	17	3	13	0	0	21	70	28	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>1</b>	<b>2</b>	<b>50</b>	<b>23</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>36</b>	<b>36</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	8	0	0	75	25	0	0	0	0	5	88	-3	8	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	8	0	0	75	25	0	0	0	0	6	86	7	7	
<b>TOTAL MINSK</b>					<b>16</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>87</b>	<b>2</b>	<b>2</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	0	80	0	0	93	50	26	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	43	40	31	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	40	40	0	0	67	50	69	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	40	80	5	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	40	60	0	0	67	0	180	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	33	163	9	
	HEATHROW	KENYA AIRWAYS	S	D	4	0	0	50	50	0	0	0	0	14	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	85	50	164	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	60	40	0	0	0	34	40	63	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	79	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0	
<b>TOTAL MOMBASA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>24</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>102</b>	<b>102</b>	



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

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MONASTIR	MANCHESTER	AIR 2000	C	A	5	0	0	40	40	0	20	0	0	23	67	7	3
	MANCHESTER	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	10	60	27	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	33	0	0	50	25	64	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	6	100	6	3
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	1	25	0	63	0	0	13	90	22	59	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	0	11	0	41	33	42	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	24	40	19	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	20	80	6	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	71	14	14	0	0	0	7	50	20	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	3	56	25	9
	GATWICK	MONARCH AIRLINES	C	A	6	0	2	33	17	50	0	0	0	28	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	10	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	50	0	0	104	0	20	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	50	50	0	0	94	100	-1	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	1	50	0	33	17	0	0	39	17	49	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	33	50	0	17	0	0	41	50	36	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	1	0	64	9	9	18	0	0	24	67	21	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	2	1	60	10	10	20	0	0	34	44	22	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-2	100	-23	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	13	100	6	2
	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	0	25	25	0	50	0	0	40	0	41	3
	GATWICK	NOUVELAIR TUNISIE	C	D	4	0	0	25	25	0	50	0	0	47	0	51	4
	MANCHESTER	NOUVELAIR TUNISIE	C	A	4	0	2	75	0	0	25	0	0	13	0	50	1
	MANCHESTER	NOUVELAIR TUNISIE	C	D	4	0	2	50	0	0	50	0	0	40	0	41	1
<b>TOTAL MONASTIR</b>					<b>126</b>	<b>4</b>	<b>9</b>	<b>57</b>	<b>13</b>	<b>13</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>45</b>	<b>33</b>	<b>33</b>
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	33	0	0	62	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	12	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	29	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-5	0	0	0

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					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MONTEGO BAY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	8	15	23	38	15	0	77	46	136	13	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	10	0	0	0	10	40	50	0	0	79	0	40	3	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	11	0	0	9	45	18	27	0	0	47	33	26	3	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	40	0	0	60	0	0	68	33	25	3	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	0	20	60	20	0	0	52	25	16	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	60	20	0	105	0	150	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	33	20	51	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	60	20	0	115	0	52	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	20	60	20	0	106	60	43	5	
<b>TOTAL MONTEGO BAY</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>25</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>66</b>	<b>30</b>	<b>77</b>	<b>77</b>	
MONTPELLIER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	57	20	17	7	0	0	15	62	34	29	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	70	7	13	10	0	0	17	69	18	29	
<b>TOTAL MONTPELLIER</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>26</b>	<b>26</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	48	0	0	60	19	6	15	0	0	21	24	66	45	
	HEATHROW	AEROFLOT	S	D	49	0	0	57	22	6	14	0	0	27	26	56	42	
	MANCHESTER	AEROFLOT	S	A	3	0	2	67	0	33	0	0	0	2	50	49	4	
	MANCHESTER	AEROFLOT	S	D	3	0	2	67	0	0	33	0	0	34	50	28	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	24	1	0	33	33	25	8	0	0	29	48	26	25	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	68	8	24	0	0	0	15	76	10	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	13	23	3	0	0	13	33	36	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	3	0	0	0	7	83	6	30	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>212</b>	<b>1</b>	<b>4</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>40</b>	<b>40</b>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	46	2	0	67	11	15	4	2	0	14	18	58	51	
	HEATHROW	AIR INDIA	S	D	46	0	0	35	13	20	28	0	4	74	8	91	50	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	AIR INDIA	S	A	9	0	0	11	33	22	11	22	0	90	44	38	9	
	MANCHESTER	AIR INDIA	S	D	9	0	0	56	11	0	33	0	0	51	44	30	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	19	16	3	6	0	25	90	-2	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	16	58	10	10	6	0	40	68	14	22	
<b>TOTAL MUMBAI</b>					<b>172</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>43</b>	<b>34</b>	<b>52</b>	<b>52</b>	
MUNICH																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	0	3	0	1	87	-3	30	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	90	10	0	0	0	0	6	80	13	30	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	24	0	1	92	4	4	0	0	0	2	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	23	0	0	65	35	0	0	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	133	0	2	72	11	7	5	5	1	27	63	17	131	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	133	0	2	78	13	5	4	0	0	11	63	19	131	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	24	0	0	33	21	33	13	0	0	33	59	19	29	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	24	0	0	58	38	4	0	0	0	11	69	11	29	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	40	2	0	63	15	10	13	0	0	24	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	46	0	0	61	9	15	15	0	0	28	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	A	24	0	1	25	25	25	17	8	0	56	0	0	0	
	GATWICK	DEUTSCHE BA	S	A	74	0	1	57	30	8	4	1	0	20	61	16	62	
	GATWICK	DEUTSCHE BA	S	D	74	0	1	80	12	7	1	0	0	8	70	18	63	
	STANSTED	KLM UK LTD	S	A	53	0	1	58	11	6	21	4	0	39	60	18	48	
	STANSTED	KLM UK LTD	S	D	54	0	0	50	20	9	19	2	0	36	71	17	49	
	HEATHROW	LUFTHANSA	S	A	146	0	5	72	13	10	3	1	0	14	65	14	128	
	HEATHROW	LUFTHANSA	S	D	139	1	4	81	14	5	1	0	0	6	76	9	123	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	49	0	1	82	6	4	6	2	0	14	58	25	50	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	50	0	1	88	8	4	0	0	0	6	94	4	51	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	72	1	10	86	11	3	0	0	0	3	59	28	44	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	73	0	9	88	10	3	0	0	0	5	68	13	44	
	NEWCASTLE	LUFTHANSA CITY LINE	S	A	5	0	0	100	0	0	0	0	0	6	0	0	0	
	NEWCASTLE	LUFTHANSA CITY LINE	S	D	6	0	0	83	0	0	17	0	0	23	0	0	0	
<b>TOTAL MUNICH</b>					<b>1326</b>	<b>5</b>	<b>39</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>15</b>	<b>15</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MUNSTER-OSNABRUCK																		
MURCIA SAN JAVIER																		
	GATWICK	GB AIRWAYS LTD		S A	4	0	0	100	0	0	0	0	0	-3	78	6	9	
	GATWICK	GB AIRWAYS LTD		S D	9	0	0	44	33	22	0	0	0	18	56	17	9	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>14</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>10</b>	<b>10</b>		
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	57	17	20	3	3	0	30	63	19	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	0	0	48	24	14	10	0	3	35	63	14	30	
	HEATHROW	GULF AIR		S A	30	0	0	77	7	10	7	0	5	59	25	41		
	HEATHROW	GULF AIR		S D	44	0	0	77	9	9	5	0	11	60	25	42		
<b>TOTAL MUSCAT</b>					<b>133</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>60</b>	<b>21</b>	<b>21</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAGOYA (AFB)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	-15	67	15	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	63	13	13	13	0	0	22	56	24	9	
<b>TOTAL NAGOYA (AFB)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>19</b>	<b>19</b>	
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	6	0	0	17	17	17	50	0	0	67	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	0	20	0	0	24	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	36	0	0	33	25	11	17	8	6	82	39	64	36	
	HEATHROW	KENYA AIRWAYS	S	D	31	1	1	58	13	19	6	3	0	31	47	57	36	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	0	33	67	0	0	87	56	7	9	
	GATWICK	MONARCH AIRLINES	C	D	7	0	1	29	14	43	14	0	0	37	33	97	9	
<b>TOTAL NAIROBI</b>					<b>88</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>56</b>	<b>42</b>	<b>53</b>	<b>53</b>	
NANTES																		
	GATWICK	BRIT AIR	S	A	78	0	1	68	23	4	5	0	0	17	54	23	70	
	GATWICK	BRIT AIR	S	D	78	0	1	83	6	4	5	1	0	13	72	19	69	
<b>TOTAL NANTES</b>					<b>156</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>21</b>	<b>21</b>	
NAPLES																		
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	20	20	20	40	0	0	44	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	20	0	0	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	42	25	27	2	2	2	31	56	24	59	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	0	69	15	10	2	2	2	23	55	22	58	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	0	33	33	0	33	0	122	0	175	1	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	33	0	33	0	33	0	110	0	173	1	
<b>TOTAL NAPLES</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>51</b>	<b>30</b>	<b>30</b>	
NASSAU																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	0	25	25	50	0	0	57	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	11	11	0	0	24	0	0	0	
<b>TOTAL NASSAU</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>38</b>	<b>38</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
NEW YORK (JF KENNEDY)	HEATHROW	AIR INDIA	S	A	32	0	0	19	19	41	19	3	0	45	10	76	30	
	HEATHROW	AIR INDIA	S	D	32	0	0	59	22	0	16	3	0	32	7	68	30	
	HEATHROW	AMERICAN AIRLINES	S	A	181	0	2	42	25	21	11	1	0	26	24	53	177	
	HEATHROW	AMERICAN AIRLINES	S	D	172	0	1	80	13	4	3	0	0	9	71	19	178	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	3	0	0	33	33	33	0	0	0	30	48	22	29	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	2	1	0	50	50	0	0	0	0	13	69	23	29	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	62	21	14	3	0	0	14	43	58	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	2	57	18	11	11	4	0	31	61	32	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	163	0	0	60	24	12	4	1	0	15	44	45	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	68	18	8	5	1	0	17	67	26	165	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	0	3	0	0	-4	53	22	32	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	80	17	0	3	0	0	10	55	31	29	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	38	23	15	15	8	0	44	15	45	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	69	0	8	8	8	8	59	46	48	13	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	37	35	16	11	0	0	26	32	41	92	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	79	15	5	0	2	0	11	74	10	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	53	0	3	38	21	25	15	2	0	36	30	61	54	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	51	0	4	33	39	16	10	2	0	32	50	28	54	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1124</b>	<b>1</b>	<b>15</b>	<b>59</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>36</b>	<b>36</b>	
NEW YORK (NEWARK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	43	23	17	10	7	0	40	47	35	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	33	13	3	3	0	28	67	19	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	53	1	0	55	21	21	4	0	0	17	34	50	29	
	GATWICK	CONTINENTAL AIRLINES	S	D	53	0	1	57	19	15	6	2	2	29	63	26	30	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	1	0	48	13	19	16	3	0	31	33	42	30	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	61	10	19	6	3	0	25	84	20	31	
	STANSTED	EL AL	S	A	5	0	2	100	0	0	0	0	0	-10	17	43	12	
	STANSTED	EL AL	S	D	2	1	3	50	50	0	0	0	0	16	36	25	11	
	GATWICK	NORTH AMERICAN AIRLINES	C	A	10	0	0	10	20	50	10	10	0	60	0	0	0	
	GATWICK	NORTH AMERICAN AIRLINES	C	D	7	0	1	0	0	14	71	14	0	130	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
NEW YORK (NEWARK)																		
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	39	26	16	13	3	3	45	27	35	30	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	87	3	3	6	0	0	11	67	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53	23	20	3	0	0	17	40	41	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	10	10	10	0	0	17	50	23	30	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>374</b>	<b>3</b>	<b>7</b>	<b>54</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>48</b>	<b>33</b>	<b>33</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	1	78	11	6	3	2	0	12	75	14	142	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	1	84	8	5	4	0	0	8	72	13	142	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	23	0	2	96	0	0	0	4	0	5	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	23	0	3	30	22	26	22	0	0	44	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	119	0	2	72	16	12	0	0	0	10	52	22	107	
	GATWICK	CITY FLYER EXPRESS	S	D	117	0	1	77	15	7	2	0	0	10	75	15	107	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	68	0	4	88	3	3	6	0	0	5	89	6	62	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	68	0	4	85	6	4	4	0	0	8	87	9	62	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	29	0	1	59	21	10	10	0	0	24	0	0	0	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	29	0	1	90	3	3	3	0	0	0	0	0	0	
	STANSTED	KLM UK LTD	S	A	60	0	3	95	3	2	0	0	0	-3	89	4	53	
	STANSTED	KLM UK LTD	S	D	60	0	3	80	15	5	0	0	0	6	75	19	53	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	5	0	4	100	0	0	0	0	0	-2	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	5	0	4	100	0	0	0	0	0	12	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>899</b>	<b>2</b>	<b>34</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>13</b>	
NEWQUAY																		
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	69	0	2	68	10	16	6	0	0	14	54	24	56	
<b>TOTAL NEWQUAY</b>					<b>69</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>24</b>	<b>24</b>	
NICE																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	31	0	0	26	39	19	16	0	0	33	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	31	0	1	42	32	10	16	0	0	29	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
NICE	HEATHROW	BMI BRITISH MIDLAND	S	A	51	0	0	65	18	10	8	0	0	17	38	46	50
	HEATHROW	BMI BRITISH MIDLAND	S	D	51	0	0	84	14	0	2	0	0	7	56	24	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	73	11	10	6	0	0	12	62	25	82
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	72	17	6	5	1	0	14	60	25	82
<b>TOTAL NICE</b>					<b>340</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>19</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>28</b>	<b>28</b>
NORWICH	EDINBURGH	KLM UK LTD	S	A	41	0	4	66	22	10	2	0	0	12	0	0	0
	EDINBURGH	KLM UK LTD	S	D	42	0	2	55	24	14	7	0	0	23	0	0	0
	LUTON	SCOT AIRWAYS	S	A	29	0	1	34	38	17	7	3	0	34	0	0	0
	LUTON	SCOT AIRWAYS	S	D	27	0	0	89	4	4	4	0	0	1	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	A	26	1	4	88	8	0	4	0	0	12	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	D	28	0	2	86	4	4	7	0	0	1	0	0	0
<b>TOTAL NORWICH</b>					<b>193</b>	<b>1</b>	<b>13</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
NUREMBERG	HEATHROW	LUFTHANSA	S	A	28	0	1	71	14	11	4	0	0	12	77	9	57
	HEATHROW	LUFTHANSA	S	D	28	0	0	93	0	0	0	7	0	9	75	11	57
<b>TOTAL NUREMBERG</b>					<b>56</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>10</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
Oporto (Portugal)																		
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	70	13	7	7	3	0	20	63	17	30	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	70	7	13	7	3	0	23	53	27	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	28	0	0	75	14	7	4	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	28	0	0	61	25	11	4	0	0	15	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>23</b>	<b>23</b>	
ORAN ES SENIA																		
ORLANDO																		
	GATWICK	AMERICAN TRANS AIR	C	D	4	0	0	25	25	25	25	0	0	46	33	212	6	
	MANCHESTER	AMERICAN TRANS AIR	C	D	2	0	0	0	0	50	0	0	50	217	0	213	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	0	50	0	149	40	24	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	0	0	25	25	177	70	12	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	32	14	27	18	9	0	64	29	52	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	32	23	5	27	14	0	75	53	38	19	
	MANCHESTER	LAKER AIRWAYS INC	S	A	4	0	0	75	0	0	0	25	0	40	0	0	0	
	MANCHESTER	LAKER AIRWAYS INC	S	D	4	0	0	25	25	25	25	0	0	56	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	55	19	19	3	3	0	18	40	62	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	10	10	3	0	0	13	67	37	30	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	93	0	0	4	4	0	-11	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	81	0	4	12	0	4	29	0	0	0	
<b>TOTAL ORLANDO</b>					<b>183</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>42</b>	<b>46</b>	<b>46</b>	<b>46</b>	
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	-9	44	19	9	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	9	0	0	78	11	11	0	0	0	9	56	15	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	91	9	0	0	0	0	-10	85	-5	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	70	22	9	0	0	0	12	62	20	13	
	HEATHROW	JAPAN AIRLINES	S	A	23	0	0	87	9	0	4	0	0	3	50	28	22	
	HEATHROW	JAPAN AIRLINES	S	D	23	0	0	65	22	4	9	0	0	17	77	59	22	
<b>TOTAL OSAKA (KANSAI)</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>27</b>	<b>27</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
OSLO (FORNEBU)																		
	GATWICK	BRAATHENS ASA	S	A	39	0	0	72	18	10	0	0	0	11	82	5	34	
	GATWICK	BRAATHENS ASA	S	D	37	0	0	70	22	8	0	0	0	12	82	12	34	
	NEWCASTLE	BRAATHENS ASA	S	A	25	0	0	96	0	4	0	0	0	2	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	24	0	0	83	4	8	4	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	54	0	0	76	11	7	4	2	0	11	83	9	24	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	55	0	0	71	18	5	5	0	0	16	71	17	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	57	23	13	5	2	0	22	57	28	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	72	17	6	3	2	0	16	60	25	81	
	HEATHROW	SAS	S	A	112	0	1	65	16	13	6	0	0	13	58	20	100	
	HEATHROW	SAS	S	D	109	0	0	70	17	7	4	2	0	15	64	21	97	
	MANCHESTER	SAS	S	D	23	0	1	61	30	9	0	0	0	12	80	10	20	
<b>TOTAL OSLO (FORNEBU)</b>					<b>654</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>19</b>	<b>19</b>	
OSLO (GARDERMOEN)																		
	STANSTED	BRITANNIA AB	C	A	9	0	0	67	11	22	0	0	0	10	0	0	0	
	STANSTED	BRITANNIA AB	C	D	9	0	0	44	22	22	11	0	0	28	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	5	0	2	100	0	0	0	0	0	4	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	5	0	2	20	60	20	0	0	0	21	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>28</b>	<b>1</b>	<b>4</b>	<b>57</b>	<b>21</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>28</b>	<b>28</b>	
OSTEND																		
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	31	0	0	32	16	13	39	0	0	49	19	57	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	58	23	6	10	0	3	31	52	25	31	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>10</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>35</b>	<b>41</b>	<b>41</b>	
OULU																		
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	100	0	0	0	0	23	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL OULU</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>23</b>	<b>23</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
OVDA																		
	GATWICK	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	11	13	48	8	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	44	65	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	20	20	0	0	39	25	23	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	20	50	15	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	0	0	20	102	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	69	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	12	50	12	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	75	9	4	
	HEATHROW	EL AL	S	A	9	0	0	78	11	11	0	0	0	-2	88	0	8	
	HEATHROW	EL AL	S	D	9	0	0	78	0	22	0	0	0	3	75	0	8	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	20	75	35	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	8	75	42	4	
<b>TOTAL OVDA</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>56</b>	<b>26</b>	<b>26</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	29	0	0	79	17	3	0	0	0	4	70	11	30	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	29	0	0	83	14	0	3	0	0	5	79	9	29	
<b>TOTAL PADERBORN</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>10</b>	<b>10</b>	
PALERMO																		
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	1	20	0	20	60	0	0	69	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	6	0	0	33	17	0	50	0	0	49	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	33	50	140	2	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	50	131	2	
<b>TOTAL PALERMO</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>19</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>132</b>	<b>132</b>	
PALMA DE MALLORCA																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	0	20	0	20	0	42	75	7	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	0	20	0	45	75	14	4	
	GATWICK	AIR 2000	C	A	6	0	0	50	17	0	33	0	0	48	80	9	5	
	GATWICK	AIR 2000	C	D	6	0	0	67	0	0	17	17	0	59	50	12	4	
	GLASGOW	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	-4	75	24	4	
	GLASGOW	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-3	75	10	4	
	MANCHESTER	AIR 2000	C	A	6	0	0	50	17	17	17	0	0	21	50	30	4	
	MANCHESTER	AIR 2000	C	D	6	0	0	67	0	17	17	0	0	21	100	1	4	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	67	13	13	7	0	0	21	60	23	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	80	17	3	0	0	0	7	80	8	30	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	33	33	17	17	0	0	27	44	31	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	75	9	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	50	30	10	10	0	0	22	60	21	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	5	88	14	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	33	11	0	0	26	50	16	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	0	11	0	0	18	88	8	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	24	67	11	3	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	-2	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	11	0	0	73	18	9	0	0	0	9	85	17	13	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)											
PALMA DE MALLORCA	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	90	10	0	0	0	0	5	92	6	12
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	4	67	8	3
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	12	100	3	3
	HEATHROW	IBERIA	S	A	27	0	2	96	4	0	0	0	0	-3	0	0	0
	HEATHROW	IBERIA	S	D	30	0	0	87	3	10	0	0	0	2	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	4	0	70	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	0	48	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	25	100	9	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	6	100	4	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	3	17	67	17	0	0	0	25	14	107	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	0	7	33	53	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	20	100	15	1
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	100	1	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	44	11	11	0	0	21	44	17	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	3	67	11	11	11	0	0	22	56	22	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	100	0	0	0	0	24	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-8	0	0	0
	GATWICK	TRANSAER	C	D	2	0	0	0	0	0	100	0	0	116	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>302</b>	<b>2</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>22</b>	<b>22</b>
PAPHOS	BIRMINGHAM	AIR 2000	S	A	3	0	0	100	0	0	0	0	0	-3	75	-2	4
	BIRMINGHAM	AIR 2000	S	D	3	0	0	100	0	0	0	0	0	4	75	6	4
	GATWICK	AIR 2000	S	A	11	0	0	64	9	9	9	9	0	40	52	25	21
	GATWICK	AIR 2000	S	D	10	0	0	60	30	0	0	10	0	39	75	12	20
	GLASGOW	AIR 2000	C	A	3	0	0	33	67	0	0	0	0	17	0	109	4
	GLASGOW	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	6	75	72	4
	LUTON	AIR 2000	C	A	3	0	0	67	33	0	0	0	0	10	50	17	4
	LUTON	AIR 2000	C	D	3	0	0	33	67	0	0	0	0	18	50	24	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
PAPHOS																		
	MANCHESTER	AIR 2000	S	A	3	0	0	100	0	0	0	0	0	12	71	7	7	
	MANCHESTER	AIR 2000	S	D	3	0	0	100	0	0	0	0	0	1	88	-2	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	5	75	33	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	2	67	9	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	40	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	26	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	1	75	0	25	0	0	0	9	44	34	9	
	LUTON	BRITANNIA AIRWAYS	C	D	3	1	0	100	0	0	0	0	0	5	44	39	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	0	25	0	0	20	70	4	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	0	14	0	0	14	50	28	10	
	HEATHROW	CYPRUS AIRWAYS	S	D	5	0	0	20	40	40	0	0	0	27	0	53	4	
<b>TOTAL PAPHOS</b>					<b>86</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>25</b>	<b>25</b>	
PARIS (CHARLES DE GAULLE)																		
	BIRMINGHAM	AIR FRANCE	S	A	113	0	0	72	20	4	4	0	0	10	65	19	62	
	BIRMINGHAM	AIR FRANCE	S	D	113	0	0	87	7	5	1	0	0	5	74	18	62	
	EDINBURGH	AIR FRANCE	S	A	30	0	1	60	17	13	10	0	0	20	0	0	0	
	EDINBURGH	AIR FRANCE	S	D	30	0	1	30	30	23	17	0	0	35	0	0	0	
	HEATHROW	AIR FRANCE	S	A	317	0	38	58	20	15	7	0	0	20	58	22	251	
	HEATHROW	AIR FRANCE	S	D	317	0	38	67	16	11	6	1	0	17	69	19	251	
	MANCHESTER	AIR FRANCE	S	A	118	0	1	64	20	10	6	0	0	15	77	14	83	
	MANCHESTER	AIR FRANCE	S	D	118	0	1	69	18	9	3	0	0	12	81	13	84	
	GATWICK	AIR GABON	S	A	4	0	0	50	50	0	0	0	0	17	0	0	0	
	GATWICK	AIR GABON	S	D	6	0	0	0	33	17	17	33	0	108	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	240	0	1	57	16	13	12	2	0	26	59	25	229	
	HEATHROW	BMI BRITISH MIDLAND	S	D	240	0	0	59	23	9	8	2	0	22	67	20	229	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	123	0	1	46	29	15	11	0	0	26	69	20	133	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	122	0	1	61	16	16	7	0	0	18	80	15	134	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	68	18	0	14	0	0	22	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	1	77	14	9	0	0	0	11	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	69	13	13	4	0	0	13	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	53	0	0	81	8	9	2	0	0	9	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	131	0	0	79	11	6	3	0	0	8	76	18	112
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	131	0	0	87	8	4	2	0	0	8	77	16	111
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	46	0	0	85	7	9	0	0	0	3	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	52	0	0	96	2	2	0	0	0	7	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	29	0	0	0	0	8	80	11	15
	GLASGOW	BRITISH AIRWAYS PLC	S	D	38	0	0	89	8	0	3	0	0	6	69	17	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	230	0	0	65	17	10	7	0	0	17	59	27	203
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	0	76	13	9	3	0	0	12	72	18	203
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	107	0	3	73	7	10	8	1	0	15	80	15	100
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	109	0	1	67	14	13	6	0	0	15	76	16	102
	GATWICK	CAMEROON AIRLINES	S	A	5	0	0	20	40	40	0	0	0	27	0	66	3
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	100	0	0	0	0	0	-17	50	58	2
	STANSTED	KLM UK LTD	S	A	101	0	5	62	10	14	12	0	2	25	69	21	89
	STANSTED	KLM UK LTD	S	D	104	1	2	62	8	20	7	3	1	30	67	22	91
	LUTON	SCOT AIRWAYS	S	A	58	0	6	52	22	21	5	0	0	19	86	5	42
	LUTON	SCOT AIRWAYS	S	D	59	1	5	59	19	17	5	0	0	16	86	5	44
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3476</b>	<b>3</b>	<b>109</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>19</b>	<b>19</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)																	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	9	0	6	67	11	22	0	0	0	13	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	9	0	6	67	22	11	0	0	0	11	0	0	0
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	88	0	3	58	25	10	7	0	0	19	62	27	89

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 LIBERTE/ TAT EUROPEAN ALNS	S	D	86	0	5	63	16	14	7	0	0	18	71	26	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	2	77	10	8	4	0	0	11	52	26	42	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	1	57	31	6	6	0	0	16	68	18	41	
<b>TOTAL PARIS (ORLY)</b>					<b>291</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>25</b>	<b>25</b>	
PERTH (AUSTRALIA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-1	0	103	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	17	33	27	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	9	0	95	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	16	13	0	0	0	6	65	17	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	23	16	6	0	0	21	52	25	31	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>27</b>	<b>27</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	18	18	0	0	0	9	53	26	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	62	20	10	8	0	0	19	57	22	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>24</b>	<b>24</b>	
PHUKET																		
PISA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	3	3	10	0	0	15	57	21	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	3	7	0	0	13	57	20	30	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	50	50	0	0	0	0	15	0	20	1	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	0	50	50	0	0	0	36	100	-1	1	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	8	33	50	0	8	0	47	0	56	7	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	64	18	9	0	9	0	25	43	41	7	
<b>TOTAL PISA</b>					<b>100</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>25</b>	<b>25</b>	
PITTSBURGH																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	40	33	20	7	0	0	22	37	39	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	40	37	17	7	0	0	22	70	16	30	
<b>TOTAL PITTSBURGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>35</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>28</b>	<b>28</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PLOVDIV																	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	25	0	196	1
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	19	0	109	2
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	10	0	141	1
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	31	0	137	1
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	16	0	154	1
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	37	0	90	2
<b>TOTAL PLOVDIV</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>74</b>	<b>74</b>
PLYMOUTH																	
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	105	0	3	61	12	16	10	0	0	19	32	34	94
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	36	0	0	67	6	11	17	0	0	17	55	30	38
<b>TOTAL PLYMOUTH</b>					<b>141</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>11</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>32</b>	<b>32</b>
POITIERS																	
PONTOISE																	
PORI																	
PORLAMAR																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	16	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	19	0	0	0
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>45</b>	<b>45</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	31	0	0	26	23	26	23	0	3	77	28	63	29
	HEATHROW	BWIA	S	D	31	0	0	19	29	35	16	0	0	35	21	62	29
<b>TOTAL PORT OF SPAIN</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>27</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>24</b>	<b>64</b>	<b>64</b>
PRAGUE																	
	MANCHESTER	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	25	0	16	1
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	2	100	-6	1

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	0	68	8	13	11	0	0	18	73	13	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	38	0	0	84	8	5	3	0	0	9	57	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	64	12	7	15	0	2	25	73	15	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	69	21	2	9	0	0	15	75	13	55
	HEATHROW	CSA	S	A	60	0	0	53	22	10	13	2	0	28	45	31	58
	HEATHROW	CSA	S	D	61	0	0	85	7	2	7	0	0	8	78	9	59
	MANCHESTER	CSA	S	A	15	0	0	73	13	0	13	0	0	19	63	21	8
	MANCHESTER	CSA	S	D	15	0	0	67	20	0	13	0	0	18	63	34	8
	STANSTED	CSA	S	A	17	0	0	82	6	6	6	0	0	8	0	0	0
	STANSTED	CSA	S	D	17	0	0	71	6	6	18	0	0	22	0	0	0
<b>TOTAL PRAGUE</b>					<b>394</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>18</b>	<b>18</b>
PRESTWICK	NEWCASTLE	GILL AIRWAYS	S	A	13	1	0	92	0	8	0	0	0	4	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	13	0	0	85	8	8	0	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	102	0	10	64	17	12	6	2	0	21	72	22	102
	STANSTED	RYANAIR	S	D	107	0	10	64	19	7	8	2	0	23	71	18	102
<b>TOTAL PRESTWICK</b>					<b>235</b>	<b>1</b>	<b>20</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>20</b>	<b>20</b>
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	9	50	21	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	14	50	17	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	71	0	14	14	0	0	17	50	28	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	13	13	0	0	23	50	40	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	20	0	40	20	20	0	81	0	42	2
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	20	0	40	20	20	0	91	50	19	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	20	0	40	40	0	0	64	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	20	20	0	60	0	0	77	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	0	40	20	237	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	0	25	25	238	0	0	0
<b>TOTAL PUERTO PLATA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>17</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>84</b>	<b>56</b>	<b>23</b>	<b>23</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	Average Delay (mins)	No matched records		
					MATCHED	Actual (7)											Plan (8)	
PUERTO VALLARTA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	72	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	69	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	0	0	33	33	33	0	105	0	0	0	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	4	0	34	2	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	24	0	58	2	
<b>TOTAL PUERTO VALLARTA</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>15</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>46</b>	<b>46</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	40	27	27	7	0	0	21	20	33	30
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	60	17	10	13	0	0	21	93	8	30
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>20</b>	<b>20</b>
RENNES	GATWICK	BRIT AIR	S	A	48	0	0	50	25	13	10	2	0	27	70	23	43
	GATWICK	BRIT AIR	S	D	48	0	0	79	10	8	2	0	0	12	67	21	43
<b>TOTAL RENNES</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>22</b>	<b>22</b>
RHODES	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	25	0	0	0
<b>TOTAL RHODES</b>					<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>75</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>
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	13	0	0	54	15	31	0	0	0	18	0	0	0
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	13	0	0	85	15	0	0	0	0	4	0	0	0
	GATWICK	RIGA AIRLINES EXPRESS	S	A	23	0	0	39	22	26	9	4	0	41	41	25	29
	GATWICK	RIGA AIRLINES EXPRESS	S	D	23	0	0	57	26	4	9	4	0	34	59	18	29
<b>TOTAL RIGA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>21</b>	<b>21</b>
RIMINI																	
RIO DE JANEIRO (GALEAO)	GATWICK	TRANSBRASIL	S	A	8	1	1	50	25	0	25	0	0	19	0	0	0
	HEATHROW	VARIG	S	A	12	0	0	58	8	8	17	8	0	38	22	41	9
	HEATHROW	VARIG	S	D	13	0	0	54	23	8	15	0	0	22	44	39	9
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>33</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>6</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>40</b>	<b>40</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-27	92	-6	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	25	8	0	0	0	12	42	20	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	75	25	0	0	0	0	11	40	22	5
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	0	75	25	0	0	0	29	40	261	5
<b>TOTAL RIYADH</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>-1</b>	<b>59</b>	<b>47</b>	<b>47</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	AIR 2000	C	A	7	0	0	29	43	14	14	0	0	25	0	53	2	
	GATWICK	AIR 2000	C	D	8	0	0	63	25	13	0	0	0	14	100	7	3	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	28	0	2	61	11	7	14	4	4	30	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	28	0	0	61	14	11	7	4	4	38	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	D	24	0	1	88	4	0	4	4	0	17	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	17	50	17	17	0	0	31	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	33	50	17	0	0	0	21	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	0	50	0	0	75	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	14	43	14	29	0	0	38	24	37	17	
	GATWICK	MONARCH AIRLINES	C	D	8	0	1	75	0	25	0	0	0	17	59	25	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	10	10	60	20	0	0	45	56	30	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	10	20	10	0	0	16	70	15	10	
<b>TOTAL ROME (CIAMPINO)</b>					<b>157</b>	<b>1</b>	<b>4</b>	<b>56</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>44</b>	<b>65</b>	<b>65</b>	
ROME (FIUMICINO)																		
	GATWICK	ALITALIA	S	A	30	0	0	43	23	27	7	0	0	24	61	18	28	
	GATWICK	ALITALIA	S	D	30	0	0	77	10	10	3	0	0	14	75	13	28	
	HEATHROW	ALITALIA	S	A	148	0	7	43	19	13	25	1	0	34	51	22	147	
	HEATHROW	ALITALIA	S	D	148	0	7	51	15	14	19	1	1	35	42	34	147	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	1	41	17	24	17	0	0	34	56	36	25	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	63	17	7	13	0	0	24	58	37	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	1	50	19	20	10	1	0	23	60	27	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	77	14	4	5	0	0	13	50	26	117	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	12	78	10	23	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	0	12	57	16	23	
	MANCHESTER	SABENA	S	A	77	0	1	75	18	5	1	0	0	4	63	11	63	
	MANCHESTER	SABENA	S	D	51	0	1	80	8	10	0	0	2	18	58	19	38	
<b>TOTAL ROME (FIUMICINO)</b>					<b>865</b>	<b>1</b>	<b>18</b>	<b>59</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>26</b>	<b>26</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ROROS	NEWCASTLE	BRAATHENS ASA	C	A	3	0	0	0	33	33	33	0	0	41	0	0	0
	NEWCASTLE	BRAATHENS ASA	C	D	3	0	0	100	0	0	0	0	0	13	0	0	0
<b>TOTAL ROROS</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROTTERDAM	GATWICK	CITY FLYER EXPRESS	S	A	91	0	0	75	16	9	0	0	9	73	14	91	
	GATWICK	CITY FLYER EXPRESS	S	D	91	0	0	82	13	1	3	0	8	76	12	92	
	HEATHROW	KLM	S	A	113	0	4	65	21	8	5	0	14	48	25	101	
	HEATHROW	KLM	S	D	112	0	5	78	13	6	4	0	8	59	19	102	
	STANSTED	SCOT AIRWAYS	S	A	47	1	13	36	23	34	4	2	28	0	0	0	
	STANSTED	SCOT AIRWAYS	S	D	49	0	11	80	14	2	4	0	9	0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>503</b>	<b>1</b>	<b>33</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>18</b>	<b>18</b>	
ROVANIEMI	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	39	0	78	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	-1	100	2	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	30	20	50	0	0	29	38	36	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	11	50	16	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	38	0	38	25	0	38	0	39	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	43	29	29	0	0	18	50	18	6	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	50	0	0	50	532	0	16	1
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	21	0	32	1	
	GATWICK	FINNAIR	C	A	2	0	0	50	0	50	0	0	26	0	0	0	
	HEATHROW	FINNAIR	C	A	2	0	0	50	50	0	0	0	-8	0	0	0	
	HEATHROW	FINNAIR	C	D	2	0	0	0	0	100	0	0	34	0	50	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	5	100	-1	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	2	0	18	1	
<b>TOTAL ROVANIEMI</b>					<b>76</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>38</b>	<b>32</b>	<b>32</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SALONIKA																		
	GATWICK	AIR 2000	C	D	2	0	0	0	50	50	0	0	0	30	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	3	3	10	7	0	25	45	48	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	3	0	0	9	66	25	29		
	GATWICK	MONARCH AIRLINES	C	A	9	1	1	44	22	11	11	0	11	79	30	53	10	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	55	0	18	18	0	9	84	60	19	10	
	LUTON	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	38	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	13	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	1	0	50	0	50	0	0	61	0	0	0	
<b>TOTAL SALONIKA</b>					<b>94</b>	<b>2</b>	<b>10</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>54</b>	<b>37</b>	<b>37</b>	
SALZBURG																		
	BIRMINGHAM	AIR 2000	C	D	2	0	0	50	0	0	50	0	0	50	0	66	2	
	GATWICK	AIR 2000	C	A	2	0	0	0	50	0	50	0	0	53	0	80	1	
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	50	0	0	51	0	64	2	
	MANCHESTER	AIR 2000	C	D	2	0	0	50	0	50	0	0	0	32	100	7	2	
	NEWCASTLE	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-10	100	7	1	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-2	50	17	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	0	33	0	94	67	7	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	0	25	0	77	75	9	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	100	0	0	0	43	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	6	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-2	0	80	3	
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	100	0	0	0	48	50	63	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	1	67	33	0	0	0	0	15	67	11	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	75	9	4	
	GATWICK	LAUDA-AIR	S	A	47	0	1	72	15	4	4	2	2	24	64	23	50	
	GATWICK	LAUDA-AIR	S	D	47	0	1	77	9	6	4	2	2	22	67	26	51	
	GATWICK	MONARCH AIRLINES	C	A	8	0	1	13	13	25	50	0	0	64	20	66	5	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	11	22	11	56	0	0	58	50	33	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	2	0	0	67	33	0	0	51	0	52	3	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	33	75	46	4	
<b>TOTAL SALZBURG</b>					<b>160</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>13</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>57</b>	<b>31</b>	<b>31</b>	
SAN DIEGO	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	1	75	6	13	6	0	0	-5	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	35	29	18	12	0	6	54	0	0	0	
<b>TOTAL SAN DIEGO</b>					<b>33</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN FRANCISCO	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	6	0	0	2	55	52	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	23	16	6	0	0	21	42	37	31	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	55	8	26	10	2	0	25	29	30	31	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	79	11	6	2	2	0	11	52	19	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	1	40	12	32	12	4	0	39	32	54	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	16	44	20	12	8	0	54	35	58	26	
<b>TOTAL SAN FRANCISCO</b>					<b>236</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>41</b>	<b>41</b>	<b>41</b>	
SAN JOSE COST RICA																		
SAN JUAN (PUERTO RICO)	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	83	33	48	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	46	67	6	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	44	40	106	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	25	40	32	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	20	0	80	0	0	0	36	0	40	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	20	0	80	0	0	0	30	40	29	5	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>43</b>	<b>40</b>	<b>40</b>	
SANAA	GATWICK	YEMENIA	S	A	4	0	2	25	0	0	75	0	0	104	56	22	9	
	GATWICK	YEMENIA	S	D	4	1	1	0	0	0	75	25	0	146	44	35	9	
<b>TOTAL SANAA</b>					<b>8</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>125</b>	<b>50</b>	<b>29</b>	<b>29</b>	
SANFORD																		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANFORD																	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	1	0	44	22	33	0	0	0	21	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	8	1	0	88	13	0	0	0	11	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	11	11	0	11	101	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	25	38	25	0	13	0	46	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	8	0	0	13	13	63	0	13	0	61	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	8	0	0	50	25	25	0	0	20	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	14	0	0	43	14	21	21	0	0	32	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	13	0	1	46	8	15	31	0	0	43	0	0	0
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	35	0	0	0
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	52	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	20	20	20	0	84	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	78	0	0	0
	LUTON	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	11	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	22	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	20	20	0	88	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	92	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	0	0	33	22	11	165	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	1	0	11	33	11	33	11	177	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	50	0	176	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	50	50	0	206	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	20	0	20	40	20	0	105	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	64	0	0	0
<b>TOTAL SANFORD</b>					<b>142</b>	<b>3</b>	<b>2</b>	<b>35</b>	<b>15</b>	<b>20</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANTIAGO DE CHILE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	8	15	23	0	0	31	50	39	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	3	56	19	9
<b>TOTAL SANTIAGO DE CHILE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>28</b>	<b>28</b>
SANTIAGO DE COMPOSTELA																	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	0	50	0	0	56	0	160	2

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANTIAGO DE COMPOSTELA																	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>51</b>	<b>50</b>	<b>50</b>
SANTO DOMINGO																	
	GATWICK	BRITANNIA AIRWAYS	C	A	6	1	0	17	0	33	33	17	0	107	0	98	2
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	29	0	29	29	14	0	88	0	93	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	1	1	25	0	25	25	25	0	101	0	95	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	43	0	29	14	14	0	62	50	36	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	38	50	28	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	20	50	27	2
<b>TOTAL SANTO DOMINGO</b>					<b>29</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>3</b>	<b>28</b>	<b>24</b>	<b>14</b>	<b>0</b>	<b>77</b>	<b>25</b>	<b>63</b>	<b>63</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-15	75	3	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	0	2	38	17	8
	GATWICK	TRANSBRASIL	S	D	5	0	0	60	0	0	40	0	0	44	0	0	0
	HEATHROW	VARIG	S	A	9	0	0	11	33	56	0	0	0	34	20	53	5
	HEATHROW	VARIG	S	D	8	0	0	88	13	0	0	0	0	5	75	13	4
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>19</b>	<b>19</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	3	10	0	0	10	54	28	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	20	23	3	0	0	20	60	32	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>30</b>	<b>30</b>
SEOUL (KIMPO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	1	42	17	25	17	0	0	35	78	-1	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	1	50	25	17	8	0	0	21	78	7	9
	HEATHROW	KOREAN AIR	S	A	17	0	0	35	29	35	0	0	0	24	62	11	13
	HEATHROW	KOREAN AIR	S	D	17	0	0	88	12	0	0	0	0	6	46	21	13
<b>TOTAL SEOUL (KIMPO)</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>11</b>	<b>11</b>
SEVILLE																	
	HEATHROW	IBERIA	S	A	30	0	0	67	10	7	10	7	0	31	76	6	29
	HEATHROW	IBERIA	S	D	30	0	0	70	7	10	7	7	0	28	83	5	29

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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SEVILLE																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	38	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL SEVILLE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>76</b>	<b>8</b>	<b>8</b>	
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	12	0	0	67	8	25	0	0	0	-6	57	17	14	
	GATWICK	AIR SEYCHELLES	S	D	12	0	0	17	0	33	50	0	0	67	71	22	14	
	MANCHESTER	AIR SEYCHELLES	S	A	4	0	0	50	25	25	0	0	0	23	0	0	0	
	MANCHESTER	AIR SEYCHELLES	S	D	4	0	0	75	0	0	25	0	0	10	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	0	0	0	75	25	0	141	0	0	0	
<b>TOTAL SEYCHELLES</b>					<b>37</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>5</b>	<b>22</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>64</b>	<b>19</b>	<b>19</b>	
SHANNON																		
	GATWICK	AB AIRLINES	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0	
	GATWICK	AB AIRLINES	S	A	73	0	0	84	10	4	3	0	0	7	76	12	45	
	GATWICK	AB AIRLINES	S	D	74	1	0	85	9	1	4	0	0	9	72	15	46	
	HEATHROW	AER LINGUS	S	A	96	0	0	59	25	4	9	2	0	26	54	25	93	
	HEATHROW	AER LINGUS	S	D	96	0	0	67	17	5	7	4	0	27	48	32	97	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	51	0	3	90	2	2	6	0	0	3	76	5	25	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	53	1	1	87	9	0	4	0	0	6	76	8	25	
<b>TOTAL SHANNON</b>					<b>446</b>	<b>2</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>21</b>	<b>21</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR 2000	C	A	5	0	0	0	0	80	20	0	0	49	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	45	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	11	50	10	2	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>14</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>29</b>	<b>35</b>	<b>35</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	12	0	0	0	0	-6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	24	0	0	0	0	8	0	0	0	
	HEATHROW	SINGAPORE AIRLINES	S	A	62	0	0	79	13	8	0	0	0	2	63	11	62	

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	D	62	0	0	60	24	11	5	0	0	14	58	20	62	
	MANCHESTER	SINGAPORE AIRLINES	S	A	14	0	0	79	7	0	14	0	0	10	64	-3	14	
	MANCHESTER	SINGAPORE AIRLINES	S	D	14	0	0	7	43	29	21	0	0	52	50	23	14	
<b>TOTAL SINGAPORE</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>15</b>	<b>15</b>	
SOFIA																		
	GATWICK	AIR 2000	C	D	3	0	0	33	33	0	33	0	0	40	0	0	0	
	GATWICK	BALKAN BULGARIAN AIRLINES	C	D	2	0	0	0	50	50	0	0	0	35	0	0	0	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	50	27	9	9	5	0	32	23	96	22	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	59	18	14	9	0	0	24	48	63	21	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	132	0	101	1	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	0	50	25	0	104	0	115	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	6	0	56	2	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	48	19	5	24	0	5	54	61	39	18	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	33	19	24	19	5	0	46	33	26	18	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	50	18	2	
<b>TOTAL SOFIA</b>					<b>109</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>20</b>	<b>13</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>44</b>	<b>34</b>	<b>66</b>	<b>66</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	63	0	1	100	0	0	0	0	0	-7	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	0	98	2	0	0	0	0	3	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	62	1	1	97	2	2	0	0	0	-7	80	5	54	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	0	98	2	0	0	0	0	-2	83	7	54	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	53	0	2	85	4	4	8	0	0	9	91	4	33	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	1	91	0	2	7	0	0	5	94	4	34	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	15	0	0	87	7	7	0	0	0	0	0	0	0	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	14	0	1	71	7	7	14	0	0	26	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	28	0	2	82	7	4	4	4	0	14	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	29	0	16	72	7	3	14	3	0	26	0	0	0	
<b>TOTAL SOUTHAMPTON</b>					<b>444</b>	<b>1</b>	<b>24</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>5</b>	<b>5</b>	

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						Actual (7)	Plan (8)											
SPLIT																		
ST KITTS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	0	33	0	33	0	116	0	0	0	
<b>TOTAL ST KITTS</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	30	0	0	13	23	30	33	0	0	50	26	65	31	
	GATWICK	TRANS WORLD AIRLINES	S	D	30	0	0	30	27	20	23	0	0	42	61	42	31	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>25</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>44</b>	<b>53</b>	<b>53</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	1	0	0	50	50	0	0	0	36	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	72	6	11	11	0	0	10	36	15	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	15	0	54	31	0	0	48	9	41	23	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	19	0	43	2	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>40</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>8</b>	<b>30</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>48</b>	<b>48</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0	
	GATWICK	AEROFLOT	S	D	9	0	0	78	22	0	0	0	0	9	0	0	0	
	HEATHROW	AEROFLOT	S	A	5	0	0	100	0	0	0	0	0	-5	80	10	5	
	HEATHROW	AEROFLOT	S	D	5	0	0	20	60	0	20	0	0	25	40	27	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	1	76	10	10	5	0	0	1	81	8	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	71	10	10	10	0	0	15	71	14	21	
<b>TOTAL ST PETERSBURG</b>					<b>71</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>9</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	54	0	2	69	4	11	15	2	0	25	84	10	49	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	2	78	2	7	9	4	0	21	88	4	49	
	EDINBURGH	KLM UK LTD	S	A	130	0	5	62	14	13	10	1	0	18	0	0	0	
	EDINBURGH	KLM UK LTD	S	D	128	0	3	70	14	12	5	0	0	16	0	0	0	
	GLASGOW	KLM UK LTD	S	A	105	0	5	65	10	15	10	0	0	17	72	17	81	
	GLASGOW	KLM UK LTD	S	D	102	0	8	71	11	11	8	0	0	16	67	27	84	
	NEWCASTLE	KLM UK LTD	S	A	62	1	1	79	13	5	2	2	0	8	0	0	0	

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						Actual (7)	Plan (8)											
STANSTED																		
	NEWCASTLE	KLM UK LTD		S D	62	0	1	90	6	2	2	0	0	3	0	0	0	
<b>TOTAL STANSTED</b>					<b>698</b>	<b>3</b>	<b>27</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>16</b>	<b>16</b>	
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	22	0	2	59	23	14	5	0	0	16	67	23	24	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	23	0	2	70	17	9	4	0	0	13	63	27	24	
	HEATHROW	SAS		S A	54	0	0	72	11	9	6	2	0	16	71	13	52	
	HEATHROW	SAS		S D	54	0	0	78	6	13	2	2	0	12	83	15	52	
<b>TOTAL STAVANGER</b>					<b>153</b>	<b>2</b>	<b>4</b>	<b>72</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>18</b>	<b>18</b>	
STOCKHOLM (ARLANDA)																		
	GATWICK	AIR 2000		C A	5	0	0	20	60	20	0	0	0	25	0	0	0	
	GATWICK	AIR 2000		C D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	STANSTED	BRITANNIA AB		C A	14	0	0	43	21	14	21	0	0	26	89	-1	9	
	STANSTED	BRITANNIA AB		C D	14	0	0	14	29	36	21	0	0	41	56	17	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	29	1	0	52	38	3	7	0	0	18	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	28	0	0	86	7	0	7	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	117	0	1	69	12	14	4	1	0	15	61	19	115	
	HEATHROW	BRITISH AIRWAYS PLC		S D	116	0	1	72	18	5	3	1	0	14	65	16	115	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)		C A	16	0	0	19	38	44	0	0	0	26	57	40	14	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)		C D	16	0	0	0	13	69	19	0	0	48	14	59	14	
	HEATHROW	SAS		S A	138	0	1	62	17	13	7	1	0	17	62	20	133	
	HEATHROW	SAS		S D	139	0	1	74	11	9	5	1	0	13	75	16	132	
	MANCHESTER	SAS		S A	21	0	0	76	10	10	5	0	0	10	60	9	20	
	MANCHESTER	SAS		S D	21	0	0	86	10	0	5	0	0	10	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>679</b>	<b>2</b>	<b>4</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>20</b>	<b>20</b>	
STORNOWAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD		S A	48	0	0	54	23	19	4	0	0	21	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD		S D	49	0	1	88	8	0	4	0	0	10	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
STORNOWAY																	
<b>TOTAL STORNOWAY</b>					<b>99</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>30</b>	<b>30</b>
STRASBOURG																	
	HEATHROW	AIR INTER EUROPE	S	A	51	0	3	51	25	14	10	0	0	23	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	50	0	3	70	10	14	6	0	0	12	0	0	0
<b>TOTAL STRASBOURG</b>					<b>101</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>29</b>	<b>29</b>
STUTTGART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	59	10	14	14	3	0	33	41	29	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	7	7	4	0	0	13	81	11	26
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	41	0	1	78	10	7	0	5	0	16	59	18	37
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	41	0	1	83	10	7	0	0	0	8	78	18	37
	HEATHROW	LUFTHANSA	S	A	37	0	1	73	11	11	3	3	0	15	65	18	60
	HEATHROW	LUFTHANSA	S	D	51	0	3	84	8	4	2	2	0	8	70	19	79
<b>TOTAL STUTTGART</b>					<b>229</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>19</b>	<b>19</b>
SUMBURGH																	
	EDINBURGH	BMI REGIONAL	S	A	9	0	2	22	33	44	0	0	0	29	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	18	0	1	44	28	22	6	0	0	24	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	25	75	0	0	0	0	18	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	LOGANAIR	S	A	25	0	0	88	8	4	0	0	0	-1	0	0	0
	EDINBURGH	LOGANAIR	S	D	25	0	0	36	56	8	0	0	0	19	0	0	0
	GLASGOW	LOGANAIR	S	A	20	0	0	85	10	5	0	0	0	5	87	9	23
	GLASGOW	LOGANAIR	S	D	20	0	0	90	10	0	0	0	0	8	74	24	23
<b>TOTAL SUMBURGH</b>					<b>125</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>25</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>18</b>	<b>18</b>
SYDNEY																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	64	0	139	4
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	10	67	55	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	49	80	-7	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	80	75	15	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	0	25	166	100	-28	4

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995				
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					Actual (7)	Plan (8)											
SYDNEY	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	0	40	20	224	50	22	4
	HEATHROW	QANTAS	S	A	48	0	0	60	23	10	6	0	0	20	42	54	31
	HEATHROW	QANTAS	S	D	22	0	0	36	41	23	0	0	0	21	55	21	31
<b>TOTAL SYDNEY</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>52</b>	<b>35</b>	<b>35</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	100	0	0	0	0	0	3	38	28	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	38	8	0	0	18	54	28	13	
	HEATHROW	EVA AIR	S	A	13	0	0	69	15	8	8	0	7	31	41	13	
	HEATHROW	EVA AIR	S	D	13	0	0	100	0	0	0	0	1	54	30	13	
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>32</b>	<b>32</b>	
TALLIN	GATWICK	ESTONIAN AIR	S	A	24	0	0	79	13	4	0	4	13	60	33	15	
	GATWICK	ESTONIAN AIR	S	D	24	0	0	96	0	0	0	4	9	87	17	15	
<b>TOTAL TALLIN</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>73</b>	<b>25</b>	<b>25</b>	
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	7	7	29	50	7	79	0	47	10	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	15	23	23	8	49	44	23	9	
<b>TOTAL TAMPA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>26</b>	<b>37</b>	<b>7</b>	<b>64</b>	<b>21</b>	<b>36</b>	<b>36</b>	
TANGIERS (IBN BATUTA)	HEATHROW	GB AIRWAYS LTD	S	A	2	0	0	50	0	0	50	0	46	80	-2	5	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>46</b>	<b>70</b>	<b>6</b>	<b>6</b>	
TARBES-LOURDES INTERNA	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	5	100	13	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>43</b>	<b>43</b>	
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	89	0	0	6	0	55	39	101	18	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	83	0	6	6	0	63	6	142	18	
	MANCHESTER	UZBEKISTAN AIRLINES	S	A	4	0	0	75	0	25	0	0	2	38	222	8	
	MANCHESTER	UZBEKISTAN AIRLINES	S	D	4	0	0	0	25	25	50	0	65	78	11	9	
<b>TOTAL TASHKENT</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>34</b>	<b>118</b>	
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	116	0	3	79	9	5	5	1	11	72	17	113	
	HEATHROW	BMI BRITISH MIDLAND	S	D	119	0	2	85	4	8	3	0	7	70	16	113	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TEESSIDE																	
<b>TOTAL TEESSIDE</b>					<b>235</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>18</b>	<b>18</b>
TEHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	1	0	55	9	9	9	9	9	86	89	-7	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	1	0	75	0	17	0	8	0	31	67	11	9
	HEATHROW	IRAN AIR	S	A	14	0	0	36	7	43	14	0	0	33	33	70	12
	HEATHROW	IRAN AIR	S	D	14	0	0	64	7	21	7	0	0	19	58	39	12
<b>TOTAL TEHRAN</b>					<b>51</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>6</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>40</b>	<b>60</b>	<b>32</b>	<b>32</b>
TEL AVIV																	
	GATWICK	AIR 2000	C	A	10	0	1	50	10	10	20	10	0	48	36	33	14
	GATWICK	AIR 2000	C	D	10	0	0	30	30	20	10	10	0	45	71	17	14
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	1	0	67	17	10	7	0	0	15	71	63	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	48	35	10	3	3	0	25	68	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	64	19	11	3	0	3	29	68	14	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	80	14	6	0	0	0	7	68	14	31
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	52	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	1	60	0	40	0	0	0	21	0	0	0
	GATWICK	EL AL	C	A	5	0	0	60	40	0	0	0	0	6	100	-1	3
	GATWICK	EL AL	C	D	5	0	0	20	80	0	0	0	0	21	67	15	3
	HEATHROW	EL AL	S	A	43	0	4	63	12	12	12	2	0	18	64	48	36
	HEATHROW	EL AL	S	D	44	0	5	59	9	14	16	2	0	30	54	51	37
	MANCHESTER	EL AL	S	A	8	1	1	63	25	0	13	0	0	24	71	7	7
	MANCHESTER	EL AL	S	D	9	0	0	78	11	0	11	0	0	16	86	5	7
	STANSTED	EL AL	S	A	14	2	3	86	0	7	0	7	0	11	79	2	14
	STANSTED	EL AL	S	D	16	1	2	50	13	6	31	0	0	33	57	30	14
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	6	19	44	25	6	0	64	7	54	15
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	63	13	13	13	0	0	33	69	16	16
<b>TOTAL TEL AVIV</b>					<b>337</b>	<b>5</b>	<b>17</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>30</b>	<b>30</b>
TENERIFE (SURREINA SOFIA)																	
	BIRMINGHAM	AIR 2000	C	A	8	0	0	75	13	13	0	0	0	9	44	38	9

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	AIR 2000	C	D	9	0	0	67	22	0	11	0	0	14	33	27	9
	GATWICK	AIR 2000	C	A	18	0	0	28	33	11	28	0	0	38	35	34	23
	GATWICK	AIR 2000	C	D	20	1	0	55	10	20	15	0	0	26	61	24	23
	GLASGOW	AIR 2000	C	A	9	0	0	56	0	22	0	22	0	70	44	42	9
	GLASGOW	AIR 2000	C	D	9	0	0	67	11	11	0	0	11	52	50	39	10
	LUTON	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	12	60	37	5
	LUTON	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	12	100	5	5
	MANCHESTER	AIR 2000	C	A	19	0	2	16	26	26	32	0	0	45	36	30	25
	MANCHESTER	AIR 2000	C	D	21	0	0	48	14	5	24	10	0	47	67	26	24
	NEWCASTLE	AIR 2000	C	A	8	0	0	13	63	25	0	0	0	26	0	0	0
	NEWCASTLE	AIR 2000	C	D	8	0	0	63	38	0	0	0	0	12	0	0	0
	GATWICK	AIR ATLANTA ICELANDIC	C	A	2	0	0	0	0	0	100	0	0	116	0	54	1
	GATWICK	AIR ATLANTA ICELANDIC	C	D	2	0	1	0	0	50	50	0	0	63	0	60	1
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	4	0	0	0	25	75	0	0	0	33	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	6	0	0	0	50	17	17	17	0	82	0	34	1
	GLASGOW	AIR EUROPA	C	A	5	0	0	0	0	40	40	20	0	116	100	-6	4
	GLASGOW	AIR EUROPA	C	D	5	0	0	0	0	40	40	20	0	116	60	33	5
	MANCHESTER	AIR EUROPA	C	A	4	0	0	0	0	50	50	0	0	83	45	31	11
	MANCHESTER	AIR EUROPA	C	D	4	0	0	0	25	25	50	0	0	75	25	89	12
	NEWCASTLE	BCM AIRLINES	C	A	2	0	0	0	50	0	50	0	0	50	0	0	0
	NEWCASTLE	BCM AIRLINES	C	D	2	0	0	50	0	0	50	0	0	61	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	1	38	50	13	0	0	0	18	38	30	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	7	56	20	9
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	25	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	16	0	0	25	19	13	38	6	0	55	25	55	20
	GATWICK	BRITANNIA AIRWAYS	C	D	16	0	0	56	31	6	6	0	0	18	65	39	20
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	0	0	43	14	29	14	0	0	34	11	36	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	7	0	0	71	14	14	0	0	0	9	44	28	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	1	0	25	25	25	25	0	0	38	40	50	5

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					Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-48	60	36	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	28	0	0	29	29	14	29	0	0	37	36	33	25
	MANCHESTER	BRITANNIA AIRWAYS	C	D	29	1	0	72	0	14	14	0	0	19	56	28	25
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	7	0	0	14	14	57	14	0	0	48	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	14	0	0	0	5	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	17	75	12	4
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	8	75	14	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	1	9	9	36	27	18	0	97	22	147	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	25	33	0	8	25	8	127	33	124	9
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	0	25	25	0	81	0	139	5
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	31	33	85	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	0	36	7	21	36	0	0	42	10	57	10
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	4	43	14	29	14	0	0	32	18	71	11
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	1	2	20	20	40	20	0	0	60	0	257	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	50	13	13	13	0	13	78	0	108	4
	LUTON	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	50	0	50	314	0	0	0
	LUTON	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	0	50	0	50	319	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	0	50	25	25	0	0	59	0	61	1
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	25	50	0	25	0	0	53	0	35	1
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	50	0	0	50	0	0	52	33	51	6
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	0	25	50	0	0	72	33	67	6
	MANCHESTER	FUTURA AIRLINES	C	A	7	0	0	29	0	14	43	14	0	101	50	18	10
	MANCHESTER	FUTURA AIRLINES	C	D	7	0	0	29	0	14	43	14	0	98	55	24	11
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	25	0	50	25	0	0	56	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	25	0	50	25	0	0	56	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	12	0	0	0	0	67	17	8	8	107	55	74	11
	GATWICK	LEISURE INTERNATIONAL	C	D	12	0	0	50	17	0	8	17	8	89	45	72	11
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	15	23	23	31	8	0	69	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	13	0	0	38	46	15	0	0	0	19	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	0	50	25	0	101	0	79	5

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
TENERIFE (SURREINA SOFIA)	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	25	25	0	0	57	40	58	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	0	23	38	38	0	0	53	0	87	12	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	69	0	15	15	0	0	21	50	31	12	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	0	6	38	56	0	0	72	7	117	14	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	56	13	31	0	0	0	21	14	73	14	
	LUTON	MONARCH AIRLINES	C	A	6	0	0	0	17	50	33	0	0	51	50	26	6	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	33	11	44	11	0	0	34	44	26	9	
	LUTON	MONARCH AIRLINES	C	D	6	0	0	33	50	17	0	0	0	23	29	32	7	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	11	0	11	0	0	15	56	25	9	
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	1	6	6	44	39	6	0	73	6	58	18	
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	42	26	16	16	0	0	26	56	19	18	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	1	13	38	25	13	13	0	60	22	38	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	33	11	0	0	0	15	67	26	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	1	0	14	43	29	7	7	129	13	57	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	15	0	0	40	7	20	33	0	0	37	63	23	16	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	5	22	33	11	33	0	0	43	29	61	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	1	5	100	0	0	0	0	0	4	33	59	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	1	2	11	11	37	32	11	0	77	48	37	27	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	2	25	10	35	30	0	0	50	33	59	27	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	1	0	20	40	40	0	0	55	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	1	75	25	0	0	0	0	9	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	0	25	50	25	0	112	0	196	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	0	0	50	0	0	55	0	160	4	
	GLASGOW	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	22	0	0	0	
	GLASGOW	SPANAIR	C	D	4	0	0	25	25	50	0	0	0	26	0	0	0	
	GATWICK	TRANSAER	C	A	7	0	0	0	0	14	71	14	0	118	0	0	0	
	GATWICK	TRANSAER	C	D	7	0	0	14	0	29	57	0	0	59	0	0	0	
	BIRMINGHAM	VIVA	C	A	2	0	0	50	50	0	0	0	0	7	0	0	0	
	BIRMINGHAM	VIVA	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
	MANCHESTER	VIVA	C	A	6	0	0	67	0	17	17	0	0	17	0	0	0	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	VIVA	C	D	7	0	0	57	0	29	14	0	0	27	0	49	1
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>802</b>	<b>10</b>	<b>32</b>	<b>36</b>	<b>17</b>	<b>21</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>49</b>	<b>37</b>	<b>52</b>	<b>52</b>
TIREE	GLASGOW	LOGANAIR	S	A	19	2	0	47	0	0	42	11	0	77	70	18	20
	GLASGOW	LOGANAIR	S	D	17	2	0	59	0	0	29	12	0	65	67	33	21
<b>TOTAL TIREE</b>					<b>36</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>11</b>	<b>0</b>	<b>72</b>	<b>68</b>	<b>26</b>	<b>26</b>
TOBAGO	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	43	14	29	14	0	0	31	0	124	4
<b>TOTAL TOBAGO</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>124</b>	<b>124</b>
TOKYO (NARITA)	HEATHROW	AEROFLOT	S	A	9	0	0	22	0	22	56	0	0	62	0	94	8
	HEATHROW	AEROFLOT	S	D	8	0	1	63	13	0	25	0	0	31	70	29	10
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	90	6	0	3	0	0	1	66	4	32
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	84	10	0	6	0	0	11	69	14	32
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	96	0	0	4	0	0	-14	77	22	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	61	12	19	5	2	0	23	56	21	57
	HEATHROW	JAPAN AIRLINES	S	A	41	0	0	78	10	10	2	0	0	-1	68	28	38
	HEATHROW	JAPAN AIRLINES	S	D	37	0	4	59	32	5	3	0	0	13	66	16	35
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	78	7	4	11	0	0	4	69	13	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	44	33	7	15	0	0	36	65	18	26
<b>TOTAL TOKYO (NARITA)</b>					<b>325</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>20</b>	<b>20</b>
TOLEDO																	
TORONTO	GLASGOW	AIR CANADA	S	A	14	0	0	50	14	7	29	0	0	38	13	81	23
	GLASGOW	AIR CANADA	S	D	14	0	0	57	7	14	21	0	0	29	22	57	23
	HEATHROW	AIR CANADA	S	A	66	0	3	41	26	17	17	0	0	27	18	84	55
	HEATHROW	AIR CANADA	S	D	60	1	3	58	17	15	8	2	0	25	40	37	52
	MANCHESTER	AIR CANADA	S	A	13	0	0	38	38	15	8	0	0	18	17	87	23
	MANCHESTER	AIR CANADA	S	D	13	0	0	31	31	31	8	0	0	29	4	71	23

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1995			
							MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
TORONTO	HEATHROW	AIR INDIA	S	A	13	0	0	0	15	23	54	8	0	80	0	84	10	
	HEATHROW	AIR INDIA	S	D	14	0	0	29	29	21	14	7	0	56	9	73	11	
	GATWICK	AIR TRANSAT	C	A	4	0	0	75	25	0	0	0	0	15	0	44	3	
	GATWICK	AIR TRANSAT	C	D	4	0	0	0	50	25	25	0	0	39	67	27	3	
	GLASGOW	AIR TRANSAT	C	A	3	0	0	67	33	0	0	0	0	-12	25	50	4	
	GLASGOW	AIR TRANSAT	C	D	3	0	0	100	0	0	0	0	0	7	50	39	4	
	MANCHESTER	AIR TRANSAT	C	A	4	0	0	75	0	0	25	0	0	22	67	30	3	
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	50	25	0	25	0	0	34	33	58	3	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	24	0	3	46	25	21	8	0	0	22	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	25	0	3	60	16	16	8	0	0	19	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	16	16	19	0	3	79	26	59	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	29	13	3	0	3	34	58	29	31	
	GATWICK	CANADA 3000 AIRLINES	C	A	4	0	0	50	0	25	25	0	0	30	0	0	0	
	GATWICK	CANADA 3000 AIRLINES	C	D	4	0	0	50	25	0	25	0	0	32	0	0	0	
	GLASGOW	CANADA 3000 AIRLINES	C	A	4	0	0	25	25	0	50	0	0	59	0	0	0	
	GLASGOW	CANADA 3000 AIRLINES	C	D	4	0	0	50	0	0	50	0	0	59	0	0	0	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	0	75	0	0	25	0	0	12	0	0	0	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	0	50	0	0	50	0	0	53	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	59	0	0	73	14	7	7	0	0	12	10	64	31	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	59	0	0	68	12	12	8	0	0	17	47	46	30	
<b>TOTAL TORONTO</b>					<b>482</b>	<b>1</b>	<b>12</b>	<b>53</b>	<b>19</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>26</b>	<b>62</b>	<b>62</b>	
TOULOUSE (BLAGNAC)	BIRMINGHAM	AIR 2000	C	A	2	0	1	0	0	50	50	0	0	63	100	14	1	
	BIRMINGHAM	AIR 2000	C	D	3	0	0	0	67	0	33	0	0	36	50	10	2	
	GATWICK	AIR 2000	C	A	3	0	3	0	67	33	0	0	0	31	0	29	1	
	GATWICK	AIR 2000	C	D	6	0	0	50	33	0	17	0	0	33	100	0	2	
	GLASGOW	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	9	50	27	2	
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	7	100	-6	2	
	HEATHROW	AIR FRANCE	S	A	81	0	0	57	28	10	4	1	0	20	63	15	56	
	HEATHROW	AIR FRANCE	S	D	81	0	0	84	6	5	4	1	0	7	80	15	56	

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TOULOUSE (BLAGNAC)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	1	0	0	100	0	0	0	35	0	158	1	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	3	0	69	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	12	100	9	2		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	1	79	16	4	2	0	8	73	17	56		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	1	86	7	5	2	0	7	81	10	57		
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	49	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	67	0	33	0	0	21	33	21	3		
	GATWICK	MONARCH AIRLINES	C	D	3	0	1	67	33	0	0	0	5	100	2	3		
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	4	100	1	2		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	9	0	31	2		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	100	0	0	41	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	17	0	0	0		
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>324</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>70</b>	<b>19</b>	<b>19</b>		
TREVISO																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	62	0	0	0		
<b>TOTAL TREVISO</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>129</b>	<b>129</b>		
TRIVANDRUM																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	80	20	0	70	0	55	4		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	60	20	0	55	80	9	5		
<b>TOTAL TRIVANDRUM</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>62</b>	<b>47</b>	<b>49</b>	<b>49</b>		
TROMSOE																		
TRONDHEIM (VAERNES)																		
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>7</b>	<b>7</b>		
TULSA																		
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	75	8	17	0	0	5	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	33	50	8	8	0	20	0	0	0		



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					Actual (7)	Plan (8)											
TUNIS	HEATHROW	TUNISAIR	S	A	14	0	0	43	29	14	14	0	0	31	38	32	13
	HEATHROW	TUNISAIR	S	D	14	0	0	21	21	36	21	0	0	46	31	45	13
<b>TOTAL TUNIS</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>44</b>	<b>39</b>	<b>39</b>
TURIN	GATWICK	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	44	25	56	4
	GATWICK	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	21	67	10	6
	GLASGOW	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	AIR 2000	C	A	3	0	1	33	0	0	67	0	0	45	67	11	3
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	0	20	0	0	23	100	-5	5
	HEATHROW	ALITALIA	S	A	29	0	2	41	31	14	14	0	0	28	76	11	29
	HEATHROW	ALITALIA	S	D	29	0	2	66	17	10	7	0	0	15	63	12	30
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	100	13	1
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	126	50	37	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	0	50	50	0	0	0	27	50	16	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	1	65	25	7	2	2	0	14	60	19	48
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	84	14	0	0	2	0	8	71	9	48
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	0	0	0	100	0	0	83	0	24	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	67	33	0	0	0	27	0	37	3
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	9	80	6	5
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	26	0	18	1
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	19	100	5	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-26	50	18	2
	LUTON	MY TRAVEL AIRWAYS UK	C	D	2	0	1	50	0	0	50	0	0	75	0	42	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	34	50	28	2
<b>TOTAL TURIN</b>					<b>233</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>16</b>	<b>16</b>
TURKU	GATWICK	FINNAIR	S	A	22	0	0	50	18	23	9	0	0	19	0	0	0
	GATWICK	FINNAIR	S	D	25	0	0	84	12	4	0	0	0	5	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
TURKU																	
<b>TOTAL TURKU</b>					47	0	0	68	15	13	4	0	0	12	0	0	0

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						DEC 1995			
			MATCHED		UNMATCHED				Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)												
URALSK	STANSTED	EUROFLY SPA	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL URALSK</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>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VALENCIA																	
	GATWICK	GB AIRWAYS LTD	S	A	17	1	0	71	12	0	6	12	0	44	29	62	17
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	67	8	8	8	8	0	46	59	41	17
	HEATHROW	IBERIA	S	A	30	0	0	67	23	7	3	0	0	14	83	6	30
	HEATHROW	IBERIA	S	D	28	0	2	96	0	0	4	0	0	0	77	9	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	50	0	0	89	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VALENCIA</b>					<b>92</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>24</b>	<b>24</b>
VANCOUVER																	
	HEATHROW	AIR CANADA	S	A	29	1	0	10	21	17	38	14	0	83	10	97	30
	HEATHROW	AIR CANADA	S	D	29	0	2	31	31	14	21	3	0	47	33	36	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	0	45	17	24	7	0	7	107	80	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	13	17	0	0	28	77	14	30
<b>TOTAL VANCOUVER</b>					<b>117</b>	<b>3</b>	<b>2</b>	<b>34</b>	<b>22</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>66</b>	<b>45</b>	<b>38</b>	<b>38</b>
VARADERO																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	29	0	28	2
<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>29</b>	<b>0</b>	<b>25</b>	<b>25</b>
VENICE																	
	GATWICK	ALITALIA	S	A	58	0	2	74	9	10	7	0	0	13	58	18	57
	GATWICK	ALITALIA	S	D	59	0	1	63	22	10	5	0	0	14	70	16	57
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	58	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	37	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	1	76	3	3	15	3	0	16	53	26	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	68	15	15	3	0	0	15	60	27	30
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	20	7	40	27	7	0	58	14	54	7
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	67	20	7	7	0	0	19	57	45	7
<b>TOTAL VENICE</b>					<b>221</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>23</b>	<b>23</b>
VERONA																	
	GATWICK	AIR 2000	C	D	2	0	0	0	0	0	100	0	0	106	0	44	2
	MANCHESTER	AIR 2000	C	D	2	0	0	0	50	0	50	0	0	45	100	-1	2

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
VERONA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	52	0	2	44	27	19	10	0	0	28	53	62	53	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	53	0	2	87	4	8	2	0	0	8	55	26	53	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	50	0	0	49	0	392	1	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	7	0	326	2	
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	0	100	0	0	0	0	24	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	1	0	50	50	0	0	0	31	100	9	1	
	GATWICK	MONARCH AIRLINES	C	D	2	0	1	50	50	0	0	0	0	16	100	8	2	
<b>TOTAL VERONA</b>					<b>123</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>57</b>	<b>57</b>	
VIENNA																		
	MANCHESTER	AIR 2000	C	A	2	0	0	0	100	0	0	0	0	27	0	0	0	
	MANCHESTER	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	0	0	0	50	50	0	0	0	29	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	0	50	50	0	0	52	0	0	0	
	HEATHROW	AUSTRIAN AIRLINES	S	A	107	0	0	73	16	7	4	0	0	11	53	29	105	
	HEATHROW	AUSTRIAN AIRLINES	S	D	107	0	0	83	10	4	3	0	0	7	61	23	106	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	0	38	33	22	7	0	0	27	27	41	56	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	0	55	22	17	5	0	0	20	66	27	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	70	11	12	6	1	0	16	50	29	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	71	14	10	3	1	0	15	53	21	88	
	GATWICK	LAUDA-AIR	S	A	17	0	0	47	18	29	6	0	0	23	42	27	19	
	GATWICK	LAUDA-AIR	S	D	17	0	0	47	29	12	12	0	0	23	42	28	19	
	MANCHESTER	LAUDA-AIR	S	A	25	0	0	100	0	0	0	0	0	-4	65	16	26	
	MANCHESTER	LAUDA-AIR	S	D	25	0	0	92	4	4	0	0	0	2	65	14	26	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	0	100	0	0	71	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VIENNA																	
<b>TOTAL VIENNA</b>					<b>622</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>26</b>	<b>26</b>
VILNIUS																	
	HEATHROW	LITHUANIA AIRLINES	S	A	19	0	0	68	0	11	5	16	0	53	69	27	16
	HEATHROW	LITHUANIA AIRLINES	S	D	19	0	0	58	11	5	11	16	0	55	69	30	16
<b>TOTAL VILNIUS</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>54</b>	<b>69</b>	<b>29</b>	<b>29</b>
VITORIA																	
	GATWICK	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	34	0	0	0
	GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL VITORIA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>51</b>	<b>51</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	50	26	10	14	0	0	26	35	32	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	66	19	10	5	0	0	17	39	26	41	
	HEATHROW	LOT-POLISH AIRLINES	S	A	59	0	0	58	17	8	17	0	0	25	56	19	39	
	HEATHROW	LOT-POLISH AIRLINES	S	D	59	0	0	69	7	10	12	2	0	21	57	25	44	
<b>TOTAL WARSAW</b>					<b>234</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>26</b>	<b>26</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	7	3	13	7	0	27	48	32	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	3	10	3	0	29	43	82	30	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	21	27	31	16	5	0	47	23	39	53	
	HEATHROW	UNITED AIRLINES	S	D	62	1	0	53	34	8	5	0	0	17	55	21	53	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	2	68	11	7	11	4	0	23	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	1	46	21	18	11	0	4	39	0	0	0	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>240</b>	<b>1</b>	<b>3</b>	<b>50</b>	<b>23</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>40</b>	<b>40</b>	
WATERFORD																		
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	3	74	4	9	9	4	0	19	81	16	21	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	1	64	8	16	12	0	0	26	79	28	24	
	LUTON	SCOT AIRWAYS	S	A	21	0	3	29	24	29	19	0	0	39	37	34	38	
	LUTON	SCOT AIRWAYS	S	D	21	0	3	67	14	5	14	0	0	23	77	8	44	
<b>TOTAL WATERFORD</b>					<b>90</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>21</b>	<b>21</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	20	0	0	85	0	5	5	5	0	16	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	20	0	0	70	10	10	10	0	0	13	0	0	0	
<b>TOTAL WICK</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	11	0	2	64	9	18	9	0	0	17	31	26	13	
	HEATHROW	AIR NAMIBIA	S	D	11	0	2	64	18	9	9	0	0	20	62	13	13	
<b>TOTAL WINDHOEK</b>					<b>22</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>19</b>	<b>19</b>	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	30	0	0	47	30	3	17	3	0	31	50	25	30
	HEATHROW	CROATIA AIRLINES	S	D	30	0	0	43	23	13	17	3	0	37	30	38	30
<b>TOTAL ZAGREB</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>39</b>	<b>32</b>	<b>32</b>
ZAKINTHOS																	
<b>TOTAL ZAKINTHOS</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>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZARAGOZA																	
	GATWICK	AVIACO	S	A	13	0	1	92	0	0	8	0	0	-2	0	0	0
	GATWICK	AVIACO	S	D	13	0	1	85	0	15	0	0	0	8	0	0	0
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>34</b>	<b>34</b>
ZURICH																	
	MANCHESTER	AER LINGUS	S	A	22	0	2	73	18	0	9	0	0	15	74	5	23
	MANCHESTER	AER LINGUS	S	D	26	0	0	77	12	12	0	0	0	7	79	4	24
	HEATHROW	BMI BRITISH MIDLAND	S	A	115	0	0	46	26	20	6	2	0	25	42	27	113
	HEATHROW	BMI BRITISH MIDLAND	S	D	116	0	0	75	10	9	4	2	0	15	51	24	113
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	0	43	34	14	9	0	0	23	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	0	71	17	9	3	0	0	16	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	110	0	1	55	25	11	9	0	0	20	47	32	111
	HEATHROW	BRITISH AIRWAYS PLC	S	D	110	0	1	76	14	5	5	0	0	13	56	27	111
	LUTON	EDELWEISS AIR	C	A	23	1	0	52	43	0	4	0	0	13	0	0	0
	LUTON	EDELWEISS AIR	C	D	23	1	0	87	9	0	4	0	0	6	0	0	0
	STANSTED	FLIGHTLINE LTD	C	A	33	1	1	36	36	15	12	0	0	27	0	0	0
	STANSTED	FLIGHTLINE LTD	C	D	34	1	0	56	15	18	12	0	0	25	0	0	0
	STANSTED	KLM UK LTD	S	A	70	0	5	47	21	23	9	0	0	23	73	14	48
	STANSTED	KLM UK LTD	S	D	71	0	4	59	14	17	10	0	0	21	58	20	48
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	56	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	100	0	0	0	41	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	24	0	0	25	42	21	13	0	0	30	63	19	48
	BIRMINGHAM	SWISS AIRLINES	S	D	23	0	1	74	17	4	4	0	0	15	44	30	48



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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
ZURICH	EDINBURGH	SWISS AIRLINES	S	A	30	0	0	80	10	3	7	0	0	5	0	0	0
	EDINBURGH	SWISS AIRLINES	S	D	29	0	1	72	14	7	7	0	0	16	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	22	0	2	32	23	32	14	0	0	34	0	0	0
	MANCHESTER	SWISS AIRLINES	S	D	24	0	0	88	13	0	0	0	2	0	0	0	
	HEATHROW	SWISSAIR	S	A	173	0	4	61	18	12	8	1	0	20	49	25	150
	HEATHROW	SWISSAIR	S	D	174	0	5	64	21	9	6	0	1	20	52	23	150
	MANCHESTER	SWISSAIR	S	A	30	0	0	73	13	13	0	0	0	9	73	11	30
	MANCHESTER	SWISSAIR	S	D	30	0	1	77	17	7	0	0	0	11	77	10	30
<b>TOTAL ZURICH</b>					<b>1432</b>	<b>4</b>	<b>28</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>25</b>	<b>25</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	458	0	18	76	12	5	5	1	0	12	75	12	400	
DUBLIN	553	10	15	86	9	4	1	0	0	5	76	11	487	
NEW YORK (JF KENNEDY)	5	1	0	40	40	20	0	0	0	23	59	22	58	
PALMA DE MALLORCA	24	1	0	58	17	13	4	8	0	28	67	16	27	
PARIS (CHARLES DE GAULLE)	488	0	0	81	11	5	2	0	0	7	74	17	347	
CHARTERED FLIGHTS(ALL ROUTES)	408	3	12	64	15	10	8	2	0	21	54	34	439	
SCHEDULED FLIGHTS(ALL ROUTES)	4798	24	114	82	10	5	3	0	0	8	75	14	4555	
AIRPORT TOTAL	5206	27	126	81	10	5	3	0	0	9	73	15	4994	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	176	0	0	66	19	9	5	1	0	16	0	0	0
DUBLIN	180	7	2	82	11	3	4	0	0	7	0	0	0
PARIS (CHARLES DE GAULLE)	205	0	3	73	13	9	5	0	0	14	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	25	4	0	64	28	4	0	0	4	24	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	4538	17	174	72	14	8	5	0	0	14	0	0	0
AIRPORT TOTAL	4563	21	174	72	14	8	5	0	0	14	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	463	2	0	65	22	8	5	0	0	17	62	21	406	
ATHENS	169	0	15	41	22	18	15	3	0	34	33	59	175	
DUBLIN	491	2	8	69	16	11	3	0	0	13	66	13	454	
NEW YORK (JF KENNEDY)	58	0	3	60	19	12	7	2	0	21	52	44	56	
PALMA DE MALLORCA	51	1	4	57	24	6	12	2	0	27	47	38	74	
PARIS (CHARLES DE GAULLE)	266	0	3	52	23	16	8	1	0	23	73	18	273	
CHARTERED FLIGHTS(ALL ROUTES)	2747	45	172	39	19	20	18	3	1	45	38	50	3001	
SCHEDULED FLIGHTS(ALL ROUTES)	12389	43	219	65	17	11	6	1	0	18	61	23	10906	
AIRPORT TOTAL	15136	88	391	60	17	13	8	1	0	23	56	29	13907	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	172	0	0	68	18	10	4	0	0	12	67	14	164	
DUBLIN	172	0	0	84	5	9	2	1	0	6	75	13	165	
PALMA DE MALLORCA	26	0	0	62	15	15	8	0	0	16	73	13	26	
PARIS (CHARLES DE GAULLE)	60	0	0	83	15	0	2	0	0	6	75	13	28	
CHARTERED FLIGHTS(ALL ROUTES)	377	6	18	56	12	12	13	5	1	40	46	54	393	
SCHEDULED FLIGHTS(ALL ROUTES)	4862	24	100	75	12	7	5	0	0	12	69	22	4677	
AIRPORT TOTAL	5239	30	118	74	12	8	6	1	0	14	67	25	5070	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1321	0	10	69	14	8	7	1	0	18	61	24	1343	
ATHENS	311	0	0	68	14	11	5	2	1	22	55	19	306	
DUBLIN	1224	0	30	71	14	6	7	1	0	18	59	21	1213	
NEW YORK (JF KENNEDY)	1001	0	12	57	22	13	7	1	0	21	47	37	1060	
PALMA DE MALLORCA	117	0	2	82	9	7	2	0	0	6	66	16	118	
PARIS (CHARLES DE GAULLE)	1576	1	79	63	17	11	7	1	0	18	64	21	1366	
CHARTERED FLIGHTS(ALL ROUTES)	45	2	5	33	24	27	11	2	2	57	20	101	65	
SCHEDULED FLIGHTS(ALL ROUTES)	33782	35	538	66	16	10	7	1	0	18	58	24	32699	
AIRPORT TOTAL	33827	37	543	66	16	10	7	1	0	18	58	24	32764	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	163	0	4	52	15	14	16	3	0	33	75	14	126	
DUBLIN	200	2	12	80	4	10	5	1	0	11	78	8	156	
PALMA DE MALLORCA	8	0	0	75	13	13	0	0	0	14	63	20	8	
PARIS (CHARLES DE GAULLE)	117	1	11	56	21	19	5	0	0	17	86	5	86	
CHARTERED FLIGHTS(ALL ROUTES)	267	17	10	60	18	11	9	0	1	24	54	37	294	
SCHEDULED FLIGHTS(ALL ROUTES)	1973	16	88	61	14	12	11	2	0	25	73	15	991	
AIRPORT TOTAL	2240	33	98	61	15	12	10	2	0	25	68	20	1285	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	500	0	45	72	13	8	7	0	0	13	66	19	481	
ATHENS	6	0	1	17	0	67	17	0	0	40	100	-1	4	
DUBLIN	557	2	26	81	9	6	3	1	0	9	80	10	576	
NEW YORK (JF KENNEDY)	60	0	0	83	13	0	3	0	0	3	54	26	61	
PALMA DE MALLORCA	53	0	5	62	17	9	11	0	0	19	63	18	59	
PARIS (CHARLES DE GAULLE)	454	0	6	68	15	11	6	0	0	14	78	14	370	
CHARTERED FLIGHTS(ALL ROUTES)	1869	20	86	48	17	16	15	4	1	40	48	35	1868	
SCHEDULED FLIGHTS(ALL ROUTES)	7643	24	372	75	12	8	5	0	0	12	73	14	7407	
AIRPORT TOTAL	9512	44	458	69	13	9	7	1	0	17	68	19	9275	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
AMSTERDAM	168	1	2	68	10	13	9	1	0	19	0	0	0
DUBLIN	114	0	0	94	1	4	1	0	0	2	0	0	0
PALMA DE MALLORCA	13	0	0	77	15	8	0	0	0	8	0	0	0
PARIS (CHARLES DE GAULLE)	105	0	0	75	10	11	3	0	0	11	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	214	15	4	65	14	11	9	0	1	21	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	2418	11	53	78	9	7	5	1	0	11	0	0	0
AIRPORT TOTAL	2632	26	57	77	9	7	5	1	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1996

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	306	1	5	60	13	13	13	0	0	23	69	19	214
DUBLIN	828	10	83	75	8	8	7	2	0	18	75	14	574
PALMA DE MALLORCA	10	0	0	90	10	0	0	0	0	7	83	5	6
PARIS (CHARLES DE GAULLE)	205	1	7	62	9	17	9	1	1	27	68	21	180
CHARTERED FLIGHTS(ALL ROUTES)	482	17	27	49	19	18	12	2	0	30	45	52	300
SCHEDULED FLIGHTS(ALL ROUTES)	4668	35	310	67	12	11	9	1	0	20	72	16	4039
AIRPORT TOTAL	5150	52	337	65	13	11	10	1	0	21	70	19	4339