

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**March 1997**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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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	0 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) In nearly all cases Gatwick air transport movement returns currently record the departure time from the stand.
  - (iii) Birmingham Airport record actual time of operation as arrival/departure at the stand.
  - (iv) After a review of taxi time assumptions, changes have been made to Edinburgh, London City and Manchester. Edinburgh and London City have been implemented wef the January 2001 publication, and Manchester wef February 2001 publication. Data for the same month in previous year has also been re-calculated using the new taxi times for comparison purposes. These should not though be compared with data published for periods prior to 2001.
8. The number of unmatched actual flights represented those air transport movements which actually took place at the airport but for which no corresponding planned flight was found. The reasons for this would normally be:

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



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	LEISURE INTERNATIONAL	C	10	0	0	30	30	20	20	0	0	36	30	38	10
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>30</b>	<b>38</b>	<b>10</b>
SALZBURG	AIR 2000	C	10	0	0	70	10	20	0	0	0	18	11	33	9
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	7	56	11	9
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>22</b>	<b>18</b>
VIENNA	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	14	100	7	1
<b>TOTAL VIENNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>19</b>	<b>2</b>
<b>TOTAL AUSTRIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>27</b>	<b>30</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	128	0	0	82	12	0	5	2	0	12	73	19	136
	BRITISH AIRWAYS PLC	S	96	0	2	92	4	2	1	1	0	6	89	12	104
<b>TOTAL BRUSSELS</b>			<b>224</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>16</b>	<b>240</b>
<b>TOTAL BELGIUM</b>			<b>224</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>16</b>	<b>240</b>
<b>CANADA</b>															
TORONTO	BRITISH AIRWAYS PLC	S	56	2	5	77	9	9	5	0	0	12	0	0	0
<b>TOTAL TORONTO</b>			<b>56</b>	<b>2</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>56</b>	<b>2</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	40	40	20	0	0	0	13	67	20	12
<b>TOTAL LARNACA</b>			<b>10</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>13</b>	<b>62</b>	<b>21</b>	<b>21</b>
PAPHOS	AIR 2000	S	8	1	0	75	13	13	0	0	0	11	75	3	8
	BRITANNIA AIRWAYS	C	8	1	0	63	38	0	0	0	0	11	88	3	8
	EUROCYPRIA AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>3</b>	<b>20</b>
<b>TOTAL CYPRUS</b>			<b>28</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>32</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>41</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	90	0	0	96	2	0	2	0	0	1	94	-4	94
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>-4</b>	<b>94</b>
COPENHAGEN	DUO AIRWAYS LTD	S	90	0	2	67	20	10	3	0	0	14	76	10	95
<b>TOTAL COPENHAGEN</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>10</b>	<b>95</b>
<b>TOTAL DENMARK</b>			<b>180</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>3</b>	<b>189</b>
<b>FRANCE</b>															
CHAMBERY	BA CITIEXPRESS (IOM) LTD	C	10	0	0	20	20	60	0	0	0	32	0	29	5
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>10</b>	<b>28</b>	<b>10</b>
DEAUVILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL DEAUVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITANNIA AIRWAYS	C	10	0	0	50	20	30	0	0	0	17	20	47	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LYON	DUO AIRWAYS LTD	S	62	0	0	81	13	6	0	0	0	7	69	17	62
<b>TOTAL LYON</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>21</b>	<b>72</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	221	0	0	83	10	6	1	0	0	8	91	5	151
	BRITISH AIRWAYS PLC	S	264	0	5	87	6	5	2	0	0	6	90	6	318
	FLYBE.BRITISH EUROPEAN	S	20	0	0	95	5	0	0	0	0	1	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>505</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>469</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	19	0	0	47	16	26	0	0	11	55	100	-4	10
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>100</b>	<b>-4</b>	<b>10</b>
<b>TOTAL FRANCE</b>			<b>608</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>563</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	52	0	0	92	8	0	0	0	0	5	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	204	0	5	93	4	2	1	0	0	3	96	-1	218
	LUFTHANSA	S	50	2	0	96	2	0	2	0	0	2	0	0	0
	LUFTHANSA CITY LINE	S	52	0	2	87	6	8	0	0	0	7	83	7	102
<b>TOTAL DUSSELDORF</b>			<b>306</b>	<b>2</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>2</b>	<b>320</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	148	0	2	93	5	1	0	0	0	2	84	4	154
	LUFTHANSA	S	62	0	0	97	3	0	0	0	0	2	100	-3	62
<b>TOTAL FRANKFURT MAIN</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>2</b>	<b>216</b>
HAMBURG	BRITISH AIRWAYS PLC	S	21	0	0	90	5	5	0	0	0	5	71	11	21
<b>TOTAL HAMBURG</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>11</b>	<b>21</b>
HANOVER	BRITISH AIRWAYS PLC	S	21	0	0	95	5	0	0	0	0	-5	90	-5	21
<b>TOTAL HANOVER</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>90</b>	<b>-5</b>	<b>21</b>
MUNICH	BRITISH AIRWAYS PLC	S	60	0	1	92	2	5	2	0	0	2	92	-2	62
	LUFTHANSA CITY LINE	S	110	0	1	94	5	1	1	0	0	5	84	7	120
<b>TOTAL MUNICH</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>4</b>	<b>182</b>
STUTTGART	DUO AIRWAYS LTD	S	90	0	2	88	6	6	1	0	0	4	90	2	94
<b>TOTAL STUTTGART</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>2</b>	<b>94</b>
<b>TOTAL GERMANY</b>			<b>870</b>	<b>2</b>	<b>13</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>2</b>	<b>854</b>
<b>ICELAND</b>															
KEFLAVIK	AIR 2000	C	2	0	0	50	0	0	0	0	50	466	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>466</b>	<b>100</b>	<b>-6</b>	<b>1</b>
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>466</b>	<b>100</b>	<b>-6</b>	<b>1</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	9	0	0	100	0	0	0	0	0	-4	67	16	9
<b>TOTAL CONNAUGHT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>67</b>	<b>16</b>	<b>9</b>
CORK	AER LINGUS	S	83	0	0	78	16	2	4	0	0	7	88	11	52
<b>TOTAL CORK</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>9</b>	<b>60</b>
DUBLIN	AER LINGUS	S	271	2	2	88	6	4	2	0	0	2	82	9	265

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
DUBLIN	RYANAIR	S	334	7	8	89	6	1	3	0	0	6	82	9	296
<b>TOTAL DUBLIN</b>			<b>605</b>	<b>9</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>561</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>697</b>	<b>9</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>630</b>
<b>ITALY</b>															
BERGAMO	MONARCH AIRLINES	C	10	0	0	60	40	0	0	0	0	13	88	8	8
<b>TOTAL BERGAMO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>8</b>
CAGLIARI (ELMAS)	AIR 2000	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	AIR HOLLAND	C	2	0	0	0	0	50	50	0	0	74	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	DUO AIRWAYS LTD	S	133	1	4	84	9	5	2	0	0	5	34	31	104
<b>TOTAL MILAN (LINATE)</b>			<b>133</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>34</b>	<b>31</b>	<b>104</b>
NAPLES	BRITANNIA AIRWAYS	C	7	0	1	29	0	57	0	14	0	61	44	27	9
	EXCEL AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL NAPLES</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>18</b>	<b>36</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>42</b>	<b>44</b>	<b>27</b>	<b>9</b>
TURIN	BRITANNIA AIRWAYS	C	10	0	0	40	40	0	20	0	0	28	60	17	10
	BRITISH AIRWAYS PLC	C	10	0	0	40	60	0	0	0	0	15	44	18	9
	MONARCH AIRLINES	C	10	0	0	60	30	0	0	10	0	33	0	0	0
<b>TOTAL TURIN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>43</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>53</b>	<b>17</b>	<b>19</b>
VENICE	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	5	0	0	0	80	20	0	0	0	25	0	0	0
<b>TOTAL VENICE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>197</b>	<b>1</b>	<b>5</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>27</b>	<b>142</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	50	38	13	0	0	0	17	50	69	8
	AIR MALTA	S	8	0	0	100	0	0	0	0	0	3	75	14	8
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	70	12	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	50	13	0	0	38	78	84	9
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>44</b>	<b>35</b>
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>44</b>	<b>35</b>
<b>NETHERLANDS</b>															
AMSTERDAM	AIR HOLLAND	C	2	0	0	0	50	0	50	0	0	63	0	0	0
	DUO AIRWAYS LTD	S	206	0	2	82	13	3	3	0	0	8	96	1	208
	KLM	S	277	1	1	77	13	8	2	0	0	10	93	3	237
	KLM UK LTD	S	16	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>501</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>2</b>	<b>445</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	67	2	19	90	7	0	3	0	0	-3	79	8	84
<b>TOTAL EINDHOVEN</b>			<b>67</b>	<b>2</b>	<b>19</b>	<b>90</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>79</b>	<b>8</b>	<b>84</b>
<b>TOTAL NETHERLANDS</b>			<b>568</b>	<b>3</b>	<b>22</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>529</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	2	0	0	100	0	0	0	0	0	-4	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	7	100	-1	8
	DUO AIRWAYS LTD	C	2	0	0	100	0	0	0	0	-25	0	0	0	
	EXCEL AIRWAYS LTD	C	5	0	0	60	20	20	0	0	17	0	0	0	
	MONARCH AIRLINES	C	10	0	0	60	20	0	0	20	0	61	36	31	14
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	15	88	8	8
<b>TOTAL FARO</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>16</b>	<b>38</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>16</b>	<b>38</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	80	0	20	0	0	5	50	23	8	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>23</b>	<b>8</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>23</b>	<b>8</b>	
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	13	13	25	25	25	0	124	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	65	15	15	4	0	16	38	34	26	
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	-3	0	115	1	
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	25	13	0	28	90	11	10	
<b>TOTAL ALICANTE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>54</b>	<b>29</b>	<b>39</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	11	75	10	8	
<b>TOTAL ALMERIA</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>11</b>	<b>75</b>	<b>10</b>	<b>8</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	52	0	0	90	4	4	2	0	2	85	7	52	
<b>TOTAL BARCELONA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>52</b>	
MALAGA	AIR 2000	C	10	0	0	70	0	10	0	20	0	69	90	-1	10
	BRITANNIA AIRWAYS	C	18	0	0	83	11	6	0	0	11	56	17	18	
	BRITISH AIRWAYS PLC	S	20	0	0	95	0	0	5	0	3	100	-2	20	
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	9	60	16	10	
	MY TRAVEL AIRWAYS UK	C	12	0	0	42	25	25	8	0	23	63	19	8	
<b>TOTAL MALAGA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>10</b>	<b>68</b>
MURCIA SAN JAVIER	LEISURE INTERNATIONAL	C	2	0	0	50	50	0	0	0	13	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PALMA DE MALLORCA	AIR 2000	C	8	0	0	38	13	0	0	25	25	150	63	10	8
	BRITANNIA AIRWAYS	C	19	0	0	74	11	5	11	0	12	61	14	18	
	MY TRAVEL AIRWAYS UK	C	11	0	1	55	27	18	0	0	17	75	20	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>42</b>	<b>63</b>	<b>15</b>	<b>40</b>
<b>TOTAL SPAIN</b>			<b>218</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>21</b>	<b>71</b>	<b>14</b>	<b>207</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	100	0	0	0	0	-5	100	-18	8	
	AIR EUROPA	C	8	0	0	50	50	0	0	0	16	0	0	0	
	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	9	40	197	10	
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	8	75	8	8	
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>73</b>	<b>26</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	6	88	5	8	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	0	0	13	153	75	20	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>81</b>	<b>12</b>	<b>16</b>
LAS PALMAS	AIR 2000	C	10	0	0	90	0	10	0	0	4	4	88	-7	8
	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	17	17	50	29	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	7	7	0	43	9
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>23</b>	<b>25</b>	
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	2	0	38	13	38	13	0	28	28	94	0	18
	BRITANNIA AIRWAYS	C	17	0	0	47	6	41	6	0	22	22	67	21	18
	MONARCH AIRLINES	C	25	0	0	32	24	36	8	0	29	29	21	42	28
	MY TRAVEL AIRWAYS UK	C	17	0	0	29	6	41	24	0	38	31	74	16	
	VIVA	C	8	0	0	25	13	38	25	0	59	59	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>84</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>37</b>	<b>90</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>162</b>	<b>4</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>52</b>	<b>38</b>	<b>157</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	52	0	0	65	23	12	0	0	11	11	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	AIR 2000	C	12	0	0	33	42	8	17	0	28	28	70	12	10
	BRITANNIA AIRWAYS	C	10	0	0	40	10	40	10	0	30	30	40	32	10
<b>TOTAL GENEVA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>27</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>19</b>	<b>24</b>	
ZURICH	SWISS AIRLINES	S	52	0	0	58	29	13	0	0	15	15	44	21	104
<b>TOTAL ZURICH</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>21</b>	<b>104</b>	
<b>TOTAL SWITZERLAND</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>27</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>20</b>	<b>128</b>	
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	1	0	63	25	13	0	0	12	12	75	6	8
	MY TRAVEL AIRWAYS UK	C	13	0	0	38	23	0	38	0	65	65	88	4	8
<b>TOTAL MONASTIR</b>			<b>21</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>5</b>	<b>24</b>	<b>0</b>	<b>45</b>	<b>81</b>	<b>7</b>	<b>26</b>	
<b>TOTAL TUNISIA</b>			<b>21</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>5</b>	<b>24</b>	<b>0</b>	<b>45</b>	<b>81</b>	<b>7</b>	<b>26</b>	
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	25	0	38	13	25	0	108	0	0	0
<b>TOTAL ASHKHABAD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>108</b>	<b>100</b>	<b>-9</b>	<b>8</b>
<b>TOTAL TURKMENISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>108</b>	<b>100</b>	<b>-9</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	89	0	0	93	4	0	2	0	3	3	85	6	55
<b>TOTAL ABERDEEN</b>			<b>89</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>6</b>	<b>55</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	210	2	1	88	5	2	5	0	8	8	90	4	215
<b>TOTAL BELFAST CITY</b>			<b>210</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>215</b>	
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	218	0	1	83	10	4	2	0	8	8	93	3	216
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>218</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>216</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	355	1	5	95	3	2	0	0	1	1	94	1	370

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				Actual (7)	Plan (8)										
<b>TOTAL EDINBURGH</b>			<b>355</b>	<b>1</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>1</b>	370
<b>GLASGOW</b>	AIR 2000	C	9	0	0	33	33	11	22	0	0	31	71	6	7
	BRITISH AIRWAYS PLC	S	420	2	3	93	6	2	0	0	0	1	87	6	429
	FLYBE.BRITISH EUROPEAN	S	8	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL GLASGOW</b>			<b>437</b>	<b>2</b>	<b>3</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>6</b>	436
<b>GUERNSEY</b>	FLYBE.BRITISH EUROPEAN	S	70	0	4	79	9	9	4	0	0	8	0	0	0
<b>TOTAL GUERNSEY</b>			<b>70</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>3</b>	15
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	104	0	0	89	6	3	2	0	0	4	95	5	104
<b>TOTAL ISLE OF MAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>5</b>	104
<b>JERSEY</b>	BMI BRITISH MIDLAND	C	2	0	1	100	0	0	0	0	0	-19	0	0	0
	DUO AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	FLYBE.BRITISH EUROPEAN	S	70	0	2	80	9	6	6	0	0	8	0	0	0
<b>TOTAL JERSEY</b>			<b>75</b>	<b>2</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>2</b>	109
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>172</b>	1
<b>NEWCASTLE</b>	DUO AIRWAYS LTD	S	148	0	5	95	1	3	1	0	0	1	89	5	161
	LUFTHANSA CITY LINE	S	30	0	0	93	7	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	1	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>180</b>	<b>1</b>	<b>5</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	161
<b>TOTAL UNITED KINGDOM</b>			<b>1742</b>	<b>10</b>	<b>22</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	1882
<b>USA</b>															
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	62	0	0	87	2	6	5	0	0	-7	73	19	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>73</b>	<b>19</b>	62
<b>SANFORD</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	11	0	0	0
<b>TOTAL SANFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL USA</b>			<b>72</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>62</b>	<b>21</b>	130
<b>TOTAL BIRMINGHAM</b>			<b>5892</b>	<b>39</b>	<b>87</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	5861

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	110	0	4	74	23	3	0	1	0	12	0	0	0
	VLM (BELGIUM)	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL BRUSSELS</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	51	0	1	86	14	0	0	0	0	4	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	62	0	0	34	44	19	3	0	0	22	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	49	0	0	76	10	6	8	0	0	20	0	0	0
	BRITISH AIRWAYS PLC	S	102	0	1	94	3	3	0	0	0	3	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	VIRGIN EXPRESS	C	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>219</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>219</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	111	0	3	93	5	3	0	0	0	4	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>111</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	BRITISH AIRWAYS PLC	S	50	0	0	90	8	2	0	0	0	5	0	0	0
<b>TOTAL MUNICH</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>161</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
<b>TOTAL CORK</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	AER LINGUS	S	201	3	3	82	9	4	5	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	RYANAIR	C	3	0	0	0	33	33	33	0	0	39	0	0	0
	TRANSAER	C	2	0	0	0	0	100	0	0	0	55	0	0	0
<b>TOTAL DUBLIN</b>			<b>209</b>	<b>6</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>212</b>	<b>7</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	200	0	0	72	16	9	4	0	0	14	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BMI BRITISH MIDLAND	C	4	0	0	75	0	25	0	0	0	8	0	0	0
<b>TOTAL FARO</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PORTUGAL(EXCLUDING MADEIRA)			4	0	0	75	0	25	0	0	0	8	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	39	0	0	0
TOTAL ALICANTE			8	0	0	63	0	13	25	0	0	39	0	0	0
TOTAL SPAIN			8	0	0	63	0	13	25	0	0	39	0	0	0
SPAIN(CANARY ISLANDS)															
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	0	10	0	27	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			10	0	0	60	20	10	0	10	0	27	0	0	0
TOTAL SPAIN(CANARY ISLANDS)			10	0	0	60	20	10	0	10	0	27	0	0	0
SWEDEN															
GOTEBORG	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	13	0	0	0
TOTAL GOTEBORG			2	0	0	50	0	50	0	0	0	13	0	0	0
TOTAL SWEDEN			2	0	0	50	0	50	0	0	0	13	0	0	0
SWITZERLAND															
ZURICH	SWISS AIRLINES	S	60	0	2	72	20	5	3	0	0	11	0	0	0
TOTAL ZURICH			60	0	2	72	20	5	3	0	0	11	0	0	0
TOTAL SWITZERLAND			60	0	2	72	20	5	3	0	0	11	0	0	0
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	96	1	41	88	9	2	1	0	0	5	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	8	0	0	100	0	0	0	0	0	4	0	0	0
	KLM UK LTD	S	84	1	4	76	13	7	0	4	0	13	0	0	0
TOTAL ABERDEEN			188	3	45	83	11	4	1	2	0	9	0	0	0
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	153	0	0	80	10	7	3	0	0	9	0	0	0
TOTAL BELFAST CITY			153	0	0	80	10	7	3	0	0	9	0	0	0
BIRMINGHAM	BRITISH AIRWAYS PLC	S	92	1	1	93	5	1	0	0	0	4	0	0	0
TOTAL BIRMINGHAM			92	1	1	93	5	1	0	0	0	4	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	199	6	10	68	13	7	11	2	0	27	0	0	0
TOTAL BRISTOL			199	6	10	68	13	7	11	2	0	27	0	0	0
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	114	0	4	82	5	7	4	3	0	16	0	0	0
TOTAL CARDIFF WALES			114	0	4	82	5	7	4	3	0	16	0	0	0
DUNDEE	BMI REGIONAL	S	38	0	25	79	18	3	0	0	0	6	0	0	0
TOTAL DUNDEE			38	0	25	79	18	3	0	0	0	6	0	0	0
EAST MIDLANDS	BMI BRITISH MIDLAND	S	173	1	3	88	9	1	2	0	0	7	0	0	0
TOTAL EAST MIDLANDS			173	1	3	88	9	1	2	0	0	7	0	0	0
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	311	3	8	68	11	12	8	1	0	19	0	0	0
TOTAL GATWICK			311	3	8	68	11	12	8	1	0	19	0	0	0
GLASGOW	BMI BRITISH MIDLAND	S	51	1	1	92	8	0	0	0	0	2	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GLASGOW			51	1	1	92	8	0	0	0	0	2	0	0	0
HEATHROW	BMI BRITISH MIDLAND	S	566	1	23	84	10	3	3	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	629	1	9	80	13	4	3	0	0	11	0	0	0
TOTAL HEATHROW			1195	2	32	82	11	4	3	0	0	10	0	0	0
KIRKWALL	BRITISH REGIONAL AIRLINES LTD	S	52	1	0	79	13	2	4	2	0	16	0	0	0
TOTAL KIRKWALL			52	1	0	79	13	2	4	2	0	16	0	0	0
LEEDS BRADFORD	GILL AIRWAYS	S	118	0	4	91	5	2	3	0	0	4	0	0	0
TOTAL LEEDS BRADFORD			118	0	4	91	5	2	3	0	0	4	0	0	0
LONDON CITY	KLM UK LTD	S	138	0	3	89	8	1	2	0	0	4	0	0	0
TOTAL LONDON CITY			138	0	3	89	8	1	2	0	0	4	0	0	0
LUTON	AIR FOYLE PASSENGER AIRLINES	S	278	2	9	81	9	5	4	1	0	11	0	0	0
TOTAL LUTON			278	2	9	81	9	5	4	1	0	11	0	0	0
MANCHESTER	BMI REGIONAL	S	134	0	6	83	13	4	1	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	212	1	0	83	10	2	4	1	0	11	0	0	0
TOTAL MANCHESTER			346	1	6	83	11	3	3	1	0	9	0	0	0
NORWICH	KLM UK LTD	S	85	0	3	74	15	4	4	4	0	18	0	0	0
TOTAL NORWICH			85	0	3	74	15	4	4	4	0	18	0	0	0
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	125	0	5	94	3	2	0	0	0	1	0	0	0
TOTAL SOUTHAMPTON			125	0	5	94	3	2	0	0	0	1	0	0	0
STANSTED	KLM UK LTD	S	270	0	11	84	6	6	4	0	0	8	0	0	0
TOTAL STANSTED			270	0	11	84	6	6	4	0	0	8	0	0	0
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	81	10	6	4	0	0	11	0	0	0
TOTAL SUMBURGH			52	0	0	81	10	6	4	0	0	11	0	0	0
TOTAL UNITED KINGDOM			3978	21	170	82	10	4	4	1	0	11	0	0	0
TOTAL EDINBURGH			5017	30	184	81	11	5	3	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	8	0	0	50	25	25	0	0	0	9	0	0	0
TOTAL HASSI MESSAOUD			8	0	0	50	25	25	0	0	0	9	0	0	0
TOTAL ALGERIA			8	0	0	50	25	25	0	0	0	9	94	-3	16
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	39	25	113	4
	CALEDONIAN AIRWAYS	C	9	0	0	33	22	22	11	11	0	65	50	236	6
TOTAL ANTIGUA			13	0	0	38	15	23	15	8	0	57	40	187	10
TOTAL ANTIGUA AND BARBUDA			13	0	0	38	15	23	15	8	0	57	40	187	10
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	14	0	0	79	21	0	0	0	0	-6	0	0	0
TOTAL BUENOS AIRES			14	0	0	79	21	0	0	0	0	-6	0	0	0
TOTAL ARGENTINA			14	0	0	79	21	0	0	0	0	-6	0	0	0
<b>ARMENIA</b>															
YEREVAN	LEISURE INTERNATIONAL	C	2	0	0	0	0	50	0	50	0	118	0	0	0
TOTAL YEREVAN			2	0	0	0	0	50	0	50	0	118	0	0	0
TOTAL ARMENIA			2	0	0	0	0	50	0	50	0	118	0	0	0
<b>AUSTRALIA</b>															
ADELAIDE	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	-33	0	0	0
TOTAL ADELAIDE			2	0	0	50	0	50	0	0	0	-33	0	0	0
MELBOURNE	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	53	50	14	4
TOTAL MELBOURNE			4	0	0	50	0	25	25	0	0	53	50	14	4
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	7	0	0	14	57	0	29	0	0	37	0	90	3
TOTAL PERTH (AUSTRALIA)			7	0	0	14	57	0	29	0	0	37	0	90	3
SYDNEY	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	0	25	0	79	40	46	5
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	0	11	89	0	0	100	67	-10	9
TOTAL SYDNEY			13	0	0	15	0	15	62	8	0	94	57	10	14
TOTAL AUSTRALIA			26	0	0	23	15	15	42	4	0	62	48	22	21
<b>AUSTRIA</b>															
GRAZ	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	29	0	125	2
TOTAL GRAZ			3	0	0	67	0	33	0	0	0	14	25	53	8
INNSBRUCK	CALEDONIAN AIRWAYS	C	26	0	0	38	38	19	4	0	0	22	0	0	0
	LAUDA-AIR	C	8	0	0	75	25	0	0	0	0	4	43	38	7
	LEISURE INTERNATIONAL	C	20	0	0	5	5	15	75	0	0	94	23	50	40
TOTAL INNSBRUCK			54	0	0	31	24	15	30	0	0	46	25	51	69
SALZBURG	AIR 2000	C	10	0	0	50	20	0	30	0	0	31	10	32	10
	BRITANNIA AIRWAYS	C	18	0	0	56	33	0	11	0	0	26	33	34	18
	LAUDA-AIR	S	94	0	1	68	24	3	4	0	0	14	87	5	106

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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)										
SALZBURG	MONARCH AIRLINES	C	30	0	0	53	17	3	27	0	0	32	27	55	30
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	0	18	72	11
<b>TOTAL SALZBURG</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>24</b>	176
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	54	21	17	7	1	0	24	58	22	123
	LAUDA-AIR	S	34	0	0	35	29	29	6	0	0	24	54	16	37
<b>TOTAL VIENNA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>23</b>	172
<b>TOTAL AUSTRIA</b>			<b>378</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>28</b>	425
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	15	1	0	33	53	13	0	0	0	18	38	30	8
	BRITISH AIRWAYS PLC	S	26	0	0	77	8	8	8	0	0	17	0	0	0
<b>TOTAL BAKU</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>28</b>	35
<b>TOTAL AZERBAIJAN</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>28</b>	35
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	8	1	0	38	50	13	0	0	0	19	40	35	5
<b>TOTAL NASSAU</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>35</b>	5
<b>TOTAL BAHAMAS</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>35</b>	5
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	88	17	8
	BRITISH AIRWAYS PLC	S	26	0	1	65	27	0	8	0	0	15	29	69	14
	CALEDONIAN AIRWAYS	C	10	0	0	40	30	10	20	0	0	33	25	71	4
	MONARCH AIRLINES	C	12	0	0	33	0	33	17	8	8	89	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>43</b>	<b>122</b>	35
<b>TOTAL BARBADOS</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>43</b>	<b>122</b>	35
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	56	0	11	33	0	0	27	100	-2	18
<b>TOTAL MINSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>-2</b>	18
<b>TOTAL BELARUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>-2</b>	18
<b>BELGIUM</b>															
ANTWERP	CITY FLYER EXPRESS	S	163	0	8	84	8	4	3	1	0	7	79	9	168
<b>TOTAL ANTWERP</b>			<b>163</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	168
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	188	0	4	79	14	5	2	1	0	9	71	17	210
<b>TOTAL BRUSSELS</b>			<b>189</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>17</b>	210
<b>TOTAL BELGIUM</b>			<b>352</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>13</b>	378
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	26	0	0	81	4	4	4	8	0	21	89	11	27
<b>TOTAL BERMUDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>11</b>	27
<b>TOTAL BERMUDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>11</b>	27

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	TRANSBRASIL	S	16	0	0	100	0	0	0	0	0	-9	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>16</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>-9</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	5	0	0	60	20	0	20	0	0	17	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
PLOVDIV	AIR 2000	C	8	0	0	25	13	38	25	0	0	44	0	122	5
	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	90	0	10	0	0	0	-3	100	-8	3
<b>TOTAL PLOVDIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>6</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>73</b>	<b>8</b>
SOFIA	AIR 2000	C	7	0	0	43	43	0	14	0	0	18	0	0	0
	BRITANNIA AIRWAYS	C	20	0	0	20	20	30	20	10	0	63	21	49	14
	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	50	31	14	5	0	0	20	61	17	36
	MONARCH AIRLINES	C	9	0	1	44	22	22	11	0	0	29	0	99	5
<b>TOTAL SOFIA</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>28</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>49</b>	<b>30</b>	<b>67</b>
<b>TOTAL BULGARIA</b>			<b>96</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>24</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>48</b>	<b>35</b>	<b>75</b>
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	0	1	75	25	0	0	0	0	-5	13	49	8
<b>TOTAL DOUALA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>13</b>	<b>49</b>	<b>8</b>
<b>TOTAL CAMEROON</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>13</b>	<b>49</b>	<b>8</b>
<b>CANADA</b>															
CALGARY	BRITANNIA AIRWAYS	C	18	0	0	33	28	6	28	6	0	45	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	28	6	11	44	6	6	92	0	0	0
<b>TOTAL CALGARY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>17</b>	<b>8</b>	<b>36</b>	<b>6</b>	<b>3</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR TRANSAT	C	8	0	0	25	63	13	0	0	0	17	100	11	2
	CANADA 3000 AIRLINES	C	16	0	0	56	25	19	0	0	0	9	0	0	0
<b>TOTAL TORONTO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>38</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>3</b>
<b>TOTAL CANADA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>12</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>46</b>	<b>67</b>	<b>14</b>	<b>3</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	7	2	1	14	29	29	14	14	0	63	42	34	12
<b>TOTAL GRAND CAYMAN</b>			<b>7</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>63</b>	<b>42</b>	<b>34</b>	<b>12</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>7</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>63</b>	<b>42</b>	<b>34</b>	<b>12</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	16	0	0	56	19	25	0	0	0	14	0	0	0
<b>TOTAL SANTIAGO DE CHILE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHILE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	8	0	1	25	63	0	13	0	0	20	0	0	0

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				Actual (7)	Plan (8)										
TOTAL BOGOTA			8	0	1	25	63	0	13	0	0	20	0	0	0
TOTAL COLOMBIA			8	0	1	25	63	0	13	0	0	20	0	0	0
COSTA RICA															
SAN JOSE COST RICA	MONARCH AIRLINES	C	4	0	0	0	0	25	25	50	0	150	71	-1	7
TOTAL SAN JOSE COST RICA			4	0	0	0	0	25	25	50	0	150	71	-1	7
TOTAL COSTA RICA			4	0	0	0	0	25	25	50	0	150	71	-1	7
CROATIA															
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	79	12	8	2	0	0	7	0	0	0
TOTAL ZAGREB			52	0	0	79	12	8	2	0	0	7	0	0	0
TOTAL CROATIA			52	0	0	79	12	8	2	0	0	7	50	67	2
CUBA															
CAMAGUEY	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL CAMAGUEY			2	0	0	100	0	0	0	0	0	4	100	-51	2
HAVANA	CUBANA	S	18	0	0	33	33	33	0	0	0	19	0	0	0
TOTAL HAVANA			18	0	0	33	33	33	0	0	0	19	0	0	0
VARADERO	LEISURE INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	28	0	0	0
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL VARADERO			6	0	0	83	0	17	0	0	0	10	100	1	2
TOTAL CUBA			26	0	0	50	23	27	0	0	0	16	100	-25	4
CYPRUS															
TOTAL AKROTIRI			2	1	0	100	0	0	0	0	0	2	0	0	0
LARNACA	AIR 2000	S	12	0	0	8	25	17	50	0	0	75	50	18	10
	AIR 2000	C	2	0	0	100	0	0	0	0	0	13	0	0	0
	CYPRUS AIRWAYS	S	23	0	0	35	17	9	30	9	0	52	25	46	24
TOTAL LARNACA			38	0	0	29	21	11	34	5	0	56	31	37	35
PAPHOS	AIR 2000	S	30	0	0	27	30	13	23	7	0	55	60	25	35
	BRITANNIA AIRWAYS	C	8	0	0	0	38	28	25	0	0	43	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	10	10	20	20	30	10	169	0	0	0
	EUROCYPRIA AIRLINES LTD	C	3	0	0	33	33	33	0	0	0	16	0	0	0
TOTAL PAPHOS			51	0	0	20	27	20	22	10	2	73	58	25	43
TOTAL CYPRUS			91	1	0	25	24	15	26	8	1	65	46	30	78
DENMARK															
BILLUND	MAERSK AIR	S	173	0	2	69	22	6	3	0	0	13	73	12	124
TOTAL BILLUND			173	0	2	69	22	6	3	0	0	13	72	13	132
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	65	19	9	7	0	0	16	61	20	124
	MAERSK AIR	S	53	0	0	68	19	8	6	0	0	18	75	10	52
TOTAL COPENHAGEN			177	0	0	66	19	8	7	0	0	16	64	18	185
TOTAL DENMARK			350	0	2	67	21	7	5	0	0	15	67	16	317

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				Actual (7)	Plan (8)										
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	4	0	0	75	0	0	0	0	25	93	50	13	8
	LEISURE INTERNATIONAL	C	6	0	2	67	33	0	0	0	0	8	0	0	0
	LEISURE INTL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	25	53	4
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>36</b>	<b>56</b>	<b>14</b>	<b>16</b>
<b>SANTO DOMINGO</b>															
	BRITANNIA AIRWAYS	C	15	0	0	47	13	20	20	0	0	33	40	13	5
	LEISURE INTERNATIONAL	C	8	0	0	50	0	0	50	0	0	46	0	0	0
	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>16</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>40</b>	<b>13</b>	<b>5</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>37</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>52</b>	<b>14</b>	<b>21</b>
<b>EGYPT</b>															
ASWAN	MONARCH AIRLINES	C	9	0	1	44	22	0	22	11	0	75	0	0	0
<b>TOTAL ASWAN</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>75</b>	<b>88</b>	<b>7</b>	<b>8</b>
HURGHADA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>38</b>	<b>10</b>
<b>LUXOR</b>															
	AIR 2000	C	5	0	0	60	40	0	0	0	0	13	40	27	10
	BRITANNIA AIRWAYS	C	18	0	0	61	33	6	0	0	0	12	35	22	20
	CALEDONIAN AIRWAYS	C	16	0	0	81	6	6	0	6	0	27	0	0	0
	MONARCH AIRLINES	C	18	0	2	33	11	6	17	33	0	91	20	29	10
	MY TRAVEL AIRWAYS UK	C	14	0	0	36	21	21	21	0	0	39	0	0	0
<b>TOTAL LUXOR</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>41</b>	<b>34</b>	<b>32</b>	<b>59</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>															
	AIR 2000	C	5	0	0	20	0	60	20	0	0	44	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	0	38	25	0	0	46	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	63	38	0	0	0	0	12	100	7	1
	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	73	60	17	10
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>13</b>	<b>30</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>14</b>	<b>12</b>
<b>TOTAL EGYPT</b>			<b>111</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>19</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>40</b>	<b>44</b>	<b>28</b>	<b>89</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	48	0	4	94	6	0	0	0	0	1	71	26	34
<b>TOTAL TALLIN</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>26</b>	<b>34</b>
<b>TOTAL ESTONIA</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>26</b>	<b>34</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	28	0	2	82	14	4	0	0	0	4	0	0	0
<b>TOTAL BELGRADE</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	60	27	6	8	0	0	19	0	0	0
	FINNAIR	S	67	0	0	75	12	4	9	0	0	13	87	12	114
<b>TOTAL HELSINKI</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>14</b>	<b>131</b>
TURKU	FINNAIR	S	47	0	0	81	6	9	4	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TURKU			47	0	0	81	6	9	4	0	0	11	0	0	0
TOTAL FINLAND			166	0	0	72	15	6	7	0	0	15	85	14	131
FRANCE															
BORDEAUX	AIR LIBERTE/ TAT EUROPEAN ALN	S	12	0	0	58	25	8	8	0	0	19	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	136	1	3	72	17	3	7	1	0	17	77	11	61
TOTAL BORDEAUX			148	1	3	71	18	3	7	1	0	17	80	12	181
BREST	BRIT AIR	S	62	0	0	74	15	11	0	0	0	10	88	4	60
TOTAL BREST			62	0	0	74	15	11	0	0	0	10	88	4	60
CHAMBERY	KLM UK LTD	C	30	0	0	37	27	33	3	0	0	24	40	19	10
TOTAL CHAMBERY			30	0	0	37	27	33	3	0	0	24	25	33	20
GRENOBLE	AIR 2000	C	10	0	0	40	20	40	0	0	0	26	35	46	20
	CALEDONIAN AIRWAYS	C	10	0	0	30	20	40	10	0	0	30	0	0	0
TOTAL GRENOBLE			20	0	0	35	20	40	5	0	0	28	35	46	20
LIMOGES	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	40	50	21	2
TOTAL LIMOGES			2	0	0	0	50	50	0	0	0	40	50	21	2
LYON	AIR 2000	C	23	0	0	43	13	35	9	0	0	25	82	9	11
	AIR LIBERTE/ TAT EUROPEAN ALN	S	162	0	12	66	23	7	3	1	0	16	68	18	59
	BRITANNIA AIRWAYS	C	36	0	1	47	19	25	6	3	0	29	27	61	52
	BRITISH AIRWAYS (EURO OPS) LG	S	3	0	0	33	0	33	33	0	0	55	0	0	0
	CALEDONIAN AIRWAYS	C	34	0	0	26	35	21	12	0	6	58	19	80	16
	EUROPEAN AIR CHARTER	C	8	0	0	75	13	13	0	0	0	15	100	-40	3
	EXCEL AIRWAYS LTD	C	5	0	0	60	40	0	0	0	0	11	36	42	14
	MONARCH AIRLINES	C	50	0	0	18	20	10	38	14	0	78	18	49	40
TOTAL LYON			321	0	13	50	23	13	10	3	1	32	40	43	238
MARSEILLE	AIR LIBERTE/ TAT EUROPEAN ALN	S	111	1	5	61	23	7	9	0	0	22	66	19	126
	BRITISH AIRWAYS (EURO OPS) LG	S	11	0	1	73	0	9	18	0	0	19	0	0	0
TOTAL MARSEILLE			122	1	6	62	20	7	10	0	0	22	62	20	159
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	53	24	10	13	0	0	21	61	16	62
TOTAL MONTPELLIER			62	0	0	53	24	10	13	0	0	21	61	16	62
NANTES	BRIT AIR	S	156	0	6	88	8	4	0	0	0	7	73	10	122
TOTAL NANTES			156	0	6	88	8	4	0	0	0	7	73	10	122
PARIS (CHARLES DE GAULLE)	AIR GABON	S	4	0	0	75	0	25	0	0	0	13	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	272	0	8	66	19	10	5	1	0	16	76	13	338
	CAMEROON AIRLINES	S	8	0	1	75	25	0	0	0	0	-30	50	26	8
TOTAL PARIS (CHARLES DE GAULLE)			284	0	9	66	19	10	5	1	0	15	76	13	347
REIMS	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
TOTAL REIMS			2	0	0	100	0	0	0	0	0	-4	0	0	0
RENNES	BRIT AIR	S	96	0	4	80	8	2	7	2	0	19	87	9	102
TOTAL RENNES			96	0	4	80	8	2	7	2	0	19	87	9	102
TARBES-LOURDES INTERNATIONAL	CALEDONIAN AIRWAYS	C	4	0	0	0	0	50	0	25	25	168	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	100	0	0	0	0	24	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TARBES-LOURDES INTERNATIONAL	MONARCH AIRLINES	C	8	0	1	50	0	25	13	13	0	60	43	73	7
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>20</b>	<b>27</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>81</b>	<b>43</b>	<b>73</b>	<b>7</b>
<b>TOULOUSE (BLAGNAC)</b>	AIR 2000	C	29	0	1	55	21	17	7	0	0	20	50	41	20
	AIR LIBERTE/ TAT EUROPEAN ALN	S	12	0	0	67	17	8	8	0	0	19	0	0	0
	BRITANNIA AIRWAYS	C	28	0	0	43	39	11	7	0	0	19	0	137	10
	BRITISH AIRWAYS (EURO OPS) LG	S	152	0	8	69	16	9	5	1	0	16	81	14	124
	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	20	0	0	45	10	25	15	5	0	40	38	66	26
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	20	10	40	10	10	110	20	93	10
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>254</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>27</b>	<b>269</b>
<b>TOTAL FRANCE</b>			<b>1574</b>	<b>3</b>	<b>51</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>20</b>	<b>1728</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	9	0	1	33	11	33	11	11	0	49	0	0	0
<b>TOTAL LIBREVILLE</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GABON</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	8	0	0	25	25	38	13	0	0	31	44	28	9
	BRITANNIA AIRWAYS	C	8	0	0	38	25	38	0	0	0	22	50	39	8
	MONARCH AIRLINES	C	8	0	0	0	50	38	13	0	0	35	0	31	10
<b>TOTAL BANJUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>30</b>	<b>32</b>	<b>27</b>
<b>TOTAL GAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>30</b>	<b>32</b>	<b>27</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DEUTSCHE BA	S	136	0	0	69	19	5	7	0	0	16	52	29	112
<b>TOTAL BERLIN (TEGEL)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>29</b>	<b>112</b>
BREMEN	CITY FLYER EXPRESS	S	12	0	1	83	8	8	0	0	0	2	0	0	0
	DEUTSCHE BA	S	167	0	7	84	10	4	2	0	0	6	82	11	170
<b>TOTAL BREMEN</b>			<b>179</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>170</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	156	0	8	88	6	3	2	1	0	6	83	8	136
<b>TOTAL COLOGNE (BONN)</b>			<b>156</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>137</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	S	4	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL DORTMUND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	CITY FLYER EXPRESS	S	134	0	0	85	6	4	4	1	0	11	71	16	134
<b>TOTAL DUSSELDORF</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	<b>134</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	83	9	5	3	0	0	8	77	12	176
<b>TOTAL FRANKFURT MAIN</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>176</b>
HAMBURG	DEUTSCHE BA	S	146	0	0	84	10	5	1	0	0	2	0	0	0
<b>TOTAL HAMBURG</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>1</b>
HANOVER	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	LEISURE INTERNATIONAL	C	5	0	0	20	40	0	40	0	0	54	0	0	0
<b>TOTAL HANOVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>61</b>	<b>9</b>	<b>23</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)										
MUNICH	DEUTSCHE BA	S	168	0	0	63	25	10	2	0	0	13	65	17	115
<b>TOTAL MUNICH</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>17</b>	<b>118</b>
PADERBORN	EUROWINGS LUFTVERKEHRS	S	58	0	0	83	14	3	0	0	0	3	84	7	62
<b>TOTAL PADERBORN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>62</b>
<b>TOTAL GERMANY</b>			<b>1166</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>933</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	19	0	0	26	5	21	32	5	11	101	0	65	1
	DAS AIR CARGO(DAIRO AIR SVCS)	C	2	0	2	0	0	0	100	0	0	135	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	0	25	0	50	0	170	0	0	0
<b>TOTAL ACCRA</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>4</b>	<b>20</b>	<b>32</b>	<b>12</b>	<b>8</b>	<b>114</b>	<b>0</b>	<b>65</b>	<b>1</b>
<b>TOTAL GHANA</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>4</b>	<b>20</b>	<b>32</b>	<b>12</b>	<b>8</b>	<b>114</b>	<b>0</b>	<b>65</b>	<b>1</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	46	0	0	35	26	20	11	4	4	62	57	22	44
<b>TOTAL GIBRALTAR</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>26</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>62</b>	<b>57</b>	<b>22</b>	<b>44</b>
<b>TOTAL GIBRALTAR</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>26</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>62</b>	<b>57</b>	<b>22</b>	<b>44</b>
<b>GREECE</b>															
ATHENS	AIR 2000	C	24	0	1	42	21	4	33	0	0	36	67	21	6
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	47	24	27	2	0	0	19	25	53	61
	CALEDONIAN AIRWAYS	C	7	0	2	86	14	0	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	35	0	0	69	11	6	9	6	0	25	39	40	51
	MY TRAVEL AIRWAYS UK	C	6	0	2	17	17	33	33	0	0	72	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	0	50	0	0	50	0	0	51	50	32	2
<b>TOTAL ATHENS</b>			<b>140</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>19</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>35</b>	<b>42</b>	<b>144</b>
HERAKLION	MONARCH AIRLINES	C	6	0	0	17	17	17	50	0	0	59	0	0	0
<b>TOTAL HERAKLION</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>50</b>	<b>15</b>	<b>2</b>
RHODES	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	14	0	0	0
<b>TOTAL RHODES</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>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALONIKA	MONARCH AIRLINES	C	11	0	0	36	18	18	18	9	0	44	36	27	14
<b>TOTAL SALONIKA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>15</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>38</b>	<b>28</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>163</b>	<b>1</b>	<b>5</b>	<b>50</b>	<b>18</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>36</b>	<b>40</b>	<b>164</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	50	44	6	0	0	0	10	57	31	23
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	50	0	0	0	32	0	44	4
<b>TOTAL GRENADA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>41</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>33</b>	<b>27</b>
<b>TOTAL GRENADA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>41</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>33</b>	<b>27</b>
<b>INDIA</b>															
DELHI	MONARCH AIRLINES	C	8	0	0	50	13	25	13	0	0	25	0	0	0
<b>TOTAL DELHI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GOA	BRITANNIA AIRWAYS	C	4	0	0	50	25	0	25	0	0	36	44	34	9
	CALEDONIAN AIRWAYS	C	17	0	0	29	12	0	41	18	0	91	37	91	19
	MONARCH AIRLINES	C	10	0	0	30	30	30	10	0	0	26	0	26	10
<b>TOTAL GOA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>19</b>	<b>10</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>60</b>	<b>38</b>
TRIVANDRUM	MONARCH AIRLINES	C	10	0	0	40	30	0	30	0	0	39	43	35	7
<b>TOTAL TRIVANDRUM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>47</b>	<b>25</b>	<b>15</b>
<b>TOTAL INDIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>20</b>	<b>10</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>34</b>	<b>50</b>	<b>53</b>
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	20	0	0	55	0	15	30	0	0	43	56	48	18
<b>TOTAL BALI INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>56</b>	<b>48</b>	<b>18</b>
<b>TOTAL INDONESIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>56</b>	<b>48</b>	<b>18</b>
<b>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	138	0	0	79	11	8	2	0	0	9	70	12	115
<b>TOTAL CORK</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>119</b>
DUBLIN	AER LINGUS	C	2	0	0	50	0	0	50	0	0	35	0	0	0
	CITY FLYER EXPRESS	S	248	0	0	74	14	4	6	2	0	17	75	14	233
	RYANAIR	S	253	0	0	85	6	6	4	0	0	8	81	9	248
<b>TOTAL DUBLIN</b>			<b>504</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>481</b>
SHANNON	AB AIRLINES	S	148	0	4	89	3	6	3	0	0	6	89	4	150
<b>TOTAL SHANNON</b>			<b>149</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>150</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>791</b>	<b>1</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>750</b>
<b>ISRAEL</b>															
OVDA	AIR 2000	C	8	0	0	50	25	25	0	0	0	20	39	23	18
	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	10	50	16	8
<b>TOTAL OVDA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>21</b>	<b>26</b>
TEL AVIV	AIR 2000	C	8	0	0	13	25	25	38	0	0	50	11	43	19
	BRITISH AIRWAYS PLC	S	62	0	0	60	26	11	3	0	0	16	56	19	62
	CALEDONIAN AIRWAYS	C	12	0	0	58	33	8	0	0	0	10	38	32	13
	EL AL	C	6	0	0	67	33	0	0	0	0	12	63	18	8
	MONARCH AIRLINES	C	34	0	0	32	18	26	15	3	6	65	23	65	30
<b>TOTAL TEL AVIV</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>25</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>31</b>	<b>40</b>	<b>35</b>	<b>136</b>
<b>TOTAL ISRAEL</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>40</b>	<b>33</b>	<b>162</b>
<b>ITALY</b>															
BERGAMO	AIR 2000	C	10	0	0	60	10	0	30	0	0	33	50	55	10
	BRITANNIA AIRWAYS	C	20	0	0	50	25	20	5	0	0	18	50	21	20
	MONARCH AIRLINES	C	10	0	0	20	20	20	20	0	20	150	50	21	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	0	10	0	0	21	30	35	10
<b>TOTAL BERGAMO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>46</b>	<b>30</b>	<b>50</b>
BOLOGNA	ALITALIA	S	62	0	0	60	26	5	10	0	0	21	38	27	60
	EUROPEAN AIR CHARTER	C	4	0	0	25	25	25	25	0	0	41	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BOLOGNA			67	0	0	58	25	6	10	0	0	22	40	26	63
CAGLIARI (ELMAS)	MERIDIANA AIR	S	60	0	0	37	23	27	12	0	2	37	66	28	62
TOTAL CAGLIARI (ELMAS)			60	0	0	37	23	27	12	0	2	37	66	28	62
CATANIA (FONTANAROSSA)	ALITALIA	S	58	0	0	64	21	7	9	0	0	19	43	26	60
	VIRGIN EXPRESS	C	2	0	0	0	0	0	0	100	0	244	0	0	0
TOTAL CATANIA (FONTANAROSSA)			60	0	0	62	20	7	8	3	0	26	39	28	70
FLORENCE	MERIDIANA AIR	S	64	0	0	48	17	22	11	0	2	32	58	26	62
TOTAL FLORENCE			64	0	0	48	17	22	11	0	2	32	58	26	62
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	107	0	4	67	18	7	3	6	0	24	62	19	114
TOTAL GENOA			107	0	4	67	18	7	3	6	0	24	62	19	114
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	113	0	7	53	25	13	8	1	0	23	44	30	93
TOTAL MILAN (LINATE)			113	0	7	53	25	13	8	1	0	23	42	50	109
MILAN (MALPENSA)	EUROPEAN AIR CHARTER	C	16	0	0	44	13	31	13	0	0	28	50	48	2
	EXCEL AIRWAYS LTD	C	12	0	0	50	25	8	17	0	0	29	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	20	0	30	40	10	0	64	8	50	12
TOTAL MILAN (MALPENSA)			38	0	0	39	13	24	21	3	0	38	23	46	22
NAPLES	AIR 2000	C	2	0	0	0	0	50	50	0	0	73	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	56	11	11	22	0	0	30	50	28	18
	BRITISH AIRWAYS (EURO OPS) LG	S	123	0	1	46	27	16	10	2	0	28	68	23	124
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	227	2
	MY TRAVEL AIRWAYS UK	C	3	0	1	33	0	33	33	0	0	34	0	0	0
	VIRGIN EXPRESS	C	2	0	0	0	0	0	0	100	0	233	0	0	0
TOTAL NAPLES			151	0	3	46	24	16	12	3	0	32	65	26	144
PALERMO	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	21	0	387	2
TOTAL PALERMO			3	0	0	33	0	67	0	0	0	24	0	387	2
PISA	AIR 2000	C	10	0	0	50	10	10	20	10	0	51	83	11	6
	ALITALIA	S	4	0	0	75	0	0	25	0	0	19	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	7	0	1	71	14	14	0	0	0	9	0	0	0
	EUROPEAN AIR CHARTER	C	14	0	0	64	29	7	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	14	0	0	50	14	21	0	14	0	38	29	32	21
TOTAL PISA			49	0	1	59	16	12	6	6	0	27	37	33	38
ROME (CIAMPINO)	AIR 2000	C	3	0	0	33	33	0	33	0	0	35	50	15	2
	CALEDONIAN AIRWAYS	C	18	0	0	44	22	22	11	0	0	26	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	26	1	0	50	19	12	19	0	0	26	27	49	30
	MY TRAVEL AIRWAYS UK	C	5	0	0	60	40	0	0	0	0	8	0	0	0
TOTAL ROME (CIAMPINO)			54	1	0	50	22	13	15	0	0	24	26	46	38
ROME (FIUMICINO)	ALITALIA	S	62	0	0	65	24	10	2	0	0	13	79	10	62
	BRITISH AIRWAYS (EURO OPS) LG	S	64	0	1	56	28	9	6	0	0	19	68	19	62
TOTAL ROME (FIUMICINO)			127	0	1	61	26	9	4	0	0	16	70	17	183
TREVISO	EXCEL AIRWAYS LTD	C	9	0	1	33	22	0	22	22	0	81	0	0	0
	MONARCH AIRLINES	C	3	0	1	67	0	0	33	0	0	19	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL TREVISO</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURIN</b>	AER LINGUS	C	2	0	0	50	0	0	50	0	0	42	0	0	0
	AIR 2000	C	20	0	0	45	20	5	20	10	0	49	37	27	30
	BRITANNIA AIRWAYS	C	14	0	0	7	29	29	29	7	0	63	15	42	20
	CALEDONIAN AIRWAYS	C	6	0	0	0	17	17	67	0	0	80	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	30	0	0	13	17	20	30	13	7	102	35	51	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	10	20	20	0	74	50	99	10
<b>TOTAL TURIN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>15</b>	<b>29</b>	<b>11</b>	<b>2</b>	<b>74</b>	<b>32</b>	<b>49</b>	<b>84</b>
<b>VENICE</b>	ALITALIA	S	122	0	0	73	16	6	5	0	0	13	81	6	124
	EUROPEAN AIR CHARTER	C	2	0	0	0	0	100	0	0	0	44	0	0	0
	MONARCH AIRLINES	C	40	0	0	48	23	18	8	5	0	34	40	65	20
	MY TRAVEL AIRWAYS UK	C	5	0	0	60	0	20	20	0	0	24	0	0	0
<b>TOTAL VENICE</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>16</b>	<b>166</b>
<b>VERONA</b>	AIR 2000	C	11	0	0	9	27	45	18	0	0	58	20	76	10
	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	53	30	12	4	1	0	21	70	16	83
	LEISURE INTERNATIONAL	C	10	0	0	50	10	20	20	0	0	26	0	0	0
	MONARCH AIRLINES	C	10	0	0	40	10	10	20	0	20	133	0	0	0
<b>TOTAL VERONA</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>61</b>	<b>24</b>	<b>102</b>
<b>TOTAL ITALY</b>			<b>1353</b>	<b>1</b>	<b>18</b>	<b>52</b>	<b>22</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>55</b>	<b>28</b>	<b>1314</b>
<b>JAMAICA</b>															
<b>KINGSTON</b>	BRITISH AIRWAYS PLC	S	26	0	0	54	15	12	19	0	0	32	43	36	14
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>36</b>	<b>14</b>
<b>MONTEGO BAY</b>	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	LEISURE INTERNATIONAL	C	7	0	1	0	43	29	29	0	0	48	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	0	30	40	10	0	100	0	139	9
<b>TOTAL MONTEGO BAY</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>17</b>	<b>22</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>86</b>	<b>30</b>
<b>TOTAL JAMAICA</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>16</b>	<b>16</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>70</b>	<b>44</b>
<b>JORDAN</b>															
<b>AMMAN</b>	ROYAL JORDANIAN	C	4	0	2	25	0	50	25	0	0	30	0	0	0
<b>TOTAL AMMAN</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KENYA</b>															
<b>MOMBASA</b>	BRITANNIA AIRWAYS	C	10	0	0	80	10	0	10	0	0	10	78	19	9
	CALEDONIAN AIRWAYS	C	10	0	0	20	20	30	10	20	0	69	22	65	9
	MONARCH AIRLINES	C	10	0	0	10	0	50	30	10	0	75	22	46	9
<b>TOTAL MOMBASA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>10</b>	<b>27</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>51</b>	<b>41</b>	<b>43</b>	<b>27</b>
<b>NAIROBI</b>	BRITISH AIRWAYS PLC	S	7	0	0	71	29	0	0	0	0	10	33	64	6
	DAS AIR CARGO(DAIRO AIR SVCS)	C	3	2	0	67	0	0	33	0	0	47	0	0	0
<b>TOTAL NAIROBI</b>			<b>10</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>77</b>	<b>14</b>
<b>TOTAL KENYA</b>			<b>40</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>13</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>39</b>	<b>55</b>	<b>41</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>LATVIA</b>															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	3	0	0	67	0	0	33	0	0	21	0	0	0
	RIGA AIRLINES EXPRESS	S	44	0	0	64	14	5	11	7	0	40	61	23	62
<b>TOTAL RIGA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>4</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>70</b>	<b>16</b>	<b>90</b>
<b>TOTAL LATVIA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>4</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>70</b>	<b>16</b>	<b>90</b>
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	8	1	0	75	13	0	13	0	0	9	50	15	4
<b>TOTAL LILONGWE</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>15</b>	<b>4</b>
<b>TOTAL MALAWI</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>15</b>	<b>4</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	3	44	49	9
	MY TRAVEL AIRWAYS UK	C	9	0	1	22	22	11	44	0	0	53	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>11</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>36</b>	<b>13</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>11</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>36</b>	<b>13</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	9	0	0	22	33	22	22	0	0	37	50	32	8
	AIR MALTA	S	64	0	0	39	23	23	14	0	0	27	48	19	60
	AIR MALTA	C	10	0	0	60	30	10	0	0	0	9	86	7	14
	BRITANNIA AIRWAYS	C	16	0	0	63	25	6	6	0	0	20	67	42	18
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	37	33	30	9
	GB AIRWAYS LTD	S	36	0	0	67	0	17	17	0	0	18	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	0	0	0	100	0	295	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	12	38	26	8
<b>TOTAL MALTA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>54</b>	<b>23</b>	<b>117</b>
<b>TOTAL MALTA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>54</b>	<b>23</b>	<b>117</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	18	0	0	72	6	11	6	6	0	20	78	11	18
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>11</b>	<b>18</b>
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>11</b>	<b>18</b>
<b>MEXICO</b>															
CANCUN	MY TRAVEL AIRWAYS UK	C	6	0	0	83	0	0	17	0	0	-27	0	0	0
<b>TOTAL CANCUN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>-27</b>	<b>0</b>	<b>0</b>	<b>0</b>
MEXICO CITY	BRITISH AIRWAYS PLC	S	14	0	0	79	14	0	7	0	0	9	0	0	0
<b>TOTAL MEXICO CITY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	19	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	25	50	0	25	0	0	38	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>89</b>	<b>4</b>
<b>TOTAL MEXICO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>25</b>	<b>89</b>	<b>4</b>
<b>MOROCCO</b>															

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AGADIR	GB AIRWAYS LTD	S	4	0	0	25	25	0	50	0	0	53	0	0	0
	ROYAL AIR MAROC	C	2	0	0	0	0	50	50	0	0	48	100	8	1
<b>TOTAL AGADIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>73</b>	<b>14</b>	<b>11</b>
MARRAKESH	GB AIRWAYS LTD	S	12	0	0	8	17	33	17	17	8	116	0	0	0
<b>TOTAL MARRAKESH</b>			<b>12</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>116</b>	<b>100</b>	<b>-1</b>	<b>2</b>
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	6	0	0	33	33	33	0	0	0	18	0	0	0
<b>TOTAL TANGIERS (IBN BATUTA)</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>27</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>68</b>	<b>71</b>	<b>14</b>	<b>14</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	18	0	0	11	11	22	56	0	0	73	25	32	20
<b>TOTAL KATHMANDU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>32</b>	<b>20</b>
<b>TOTAL NEPAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>32</b>	<b>20</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	233	0	3	79	11	8	1	1	0	12	86	7	225
	TRANSAVIA	S	243	1	8	65	25	7	3	1	0	17	72	13	255
	TRANSBRASIL	S	16	0	0	94	0	6	0	0	0	-10	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>492</b>	<b>1</b>	<b>11</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>480</b>
MAASTRICHT	B A S E BUSINESS AIRLINES	S	84	0	4	55	31	6	1	7	0	28	68	10	88
<b>TOTAL MAASTRICHT</b>			<b>84</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>31</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>11</b>	<b>91</b>
ROTTERDAM	CITY FLYER EXPRESS	S	204	0	9	91	5	2	1	0	0	4	80	9	213
	TRANSAVIA	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>206</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>213</b>
<b>TOTAL NETHERLANDS</b>			<b>782</b>	<b>1</b>	<b>29</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>784</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	8	0	2	0	50	13	25	13	0	73	100	1	4
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>73</b>	<b>100</b>	<b>1</b>	<b>4</b>
<b>TOTAL NEW ZEALAND</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>73</b>	<b>100</b>	<b>1</b>	<b>4</b>
<b>NIGERIA</b>															
LAGOS	ADC AIRLINES	C	2	0	0	0	50	50	0	0	0	36	50	27	2
	BRITISH AIRWAYS PLC	S	62	0	1	44	18	21	15	3	0	37	41	44	59
	DAS AIR CARGO(DAIRO AIR SVCS)	C	2	1	2	50	0	0	50	0	0	46	0	0	0
<b>TOTAL LAGOS</b>			<b>66</b>	<b>1</b>	<b>3</b>	<b>42</b>	<b>18</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>41</b>	<b>44</b>	<b>61</b>
<b>TOTAL NIGERIA</b>			<b>66</b>	<b>1</b>	<b>3</b>	<b>42</b>	<b>18</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>41</b>	<b>44</b>	<b>61</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	62	0	0	68	24	5	3	0	0	13	89	3	64
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>3</b>	<b>64</b>
GEILO (DAGALI)	KLM UK LTD	C	10	0	0	40	20	40	0	0	0	24	20	61	10
<b>TOTAL GEILO (DAGALI)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>20</b>	<b>61</b>	<b>10</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)										
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	52	0	0	69	21	2	8	0	0	18	85	8	52
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>52</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	80	0	0	79	14	1	5	1	0	12	94	1	80
	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	2	74	13	5	5	3	0	17	84	5	51
<b>TOTAL OSLO (FORNEBU)</b>			<b>192</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>3</b>	<b>131</b>
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	50	0	2	74	16	4	4	2	0	15	85	9	52
<b>TOTAL STAVANGER</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>52</b>
<b>TOTAL NORWAY</b>			<b>366</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>7</b>	<b>310</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	58	8	19	8	4	4	41	47	39	17
<b>TOTAL ISLAMABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>41</b>	<b>47</b>	<b>39</b>	<b>17</b>
<b>TOTAL PAKISTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>41</b>	<b>47</b>	<b>39</b>	<b>17</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS (EURO OPS) LG	S	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL KRAKOW</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>
<b>TOTAL POLAND</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>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	18	0	0	33	28	17	22	0	0	43	56	16	18
	BRITANNIA AIRWAYS	C	10	0	0	20	40	20	0	20	0	56	27	64	11
	BRITISH AIRWAYS (EURO OPS) LG	S	84	0	0	61	20	14	4	1	0	18	64	17	98
	CALEDONIAN AIRWAYS	C	5	1	0	40	0	0	0	60	0	185	13	103	15
	EXCEL AIRWAYS LTD	C	22	0	0	45	27	18	5	5	0	27	45	30	20
	GB AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	0	100	0	0	0	57	50	43	8
	MONARCH AIRLINES	C	36	0	0	42	14	25	19	0	0	31	18	60	50
	MY TRAVEL AIRWAYS UK	C	20	0	0	65	20	0	15	0	0	21	69	9	16
	TRANSAER	C	14	0	0	14	43	21	14	7	0	50	0	0	0
<b>TOTAL FARO</b>			<b>221</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>47</b>	<b>36</b>	<b>254</b>
LISBON	BRITISH AIRWAYS (EURO OPS) LG	S	4	0	0	100	0	0	0	0	0	9	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	100	0	0	0	41	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	14	0	0	0
	SATA	C	10	0	0	20	40	20	20	0	0	35	56	24	18
<b>TOTAL LISBON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>34</b>	<b>26</b>
OPORTO ( PORTUGAL )	AIR ATLANTA ICELANDIC	C	2	0	0	0	50	0	50	0	0	53	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	58	1	0	78	7	5	10	0	0	13	0	0	0
	CALEDONIAN AIRWAYS	C	6	0	0	17	50	17	17	0	0	37	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	2	0	0	0
	GB AIRWAYS LTD	S	4	0	0	50	0	25	25	0	0	35	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	53	0	0	0
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>324</b>	<b>5</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>36</b>	<b>280</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	18	0	0	39	33	11	6	0	11	148	75	8	8
	CALEDONIAN AIRWAYS	C	20	0	0	35	35	25	5	0	0	26	25	27	8
	GB AIRWAYS LTD	S	27	1	0	59	11	11	15	4	0	29	54	13	28
	MONARCH AIRLINES	C	10	0	0	30	0	20	50	0	0	54	31	43	16
<b>TOTAL FUNCHAL</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>16</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>50</b>	<b>22</b>	<b>76</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>16</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>50</b>	<b>22</b>	<b>76</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	7	0	0	43	0	43	14	0	0	46	32	43	22
	BRITISH AIRWAYS PLC	S	10	0	0	20	10	10	50	10	0	114	11	265	9
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	132	0	0	0
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>21</b>	<b>42</b>	<b>5</b>	<b>0</b>	<b>91</b>	<b>26</b>	<b>107</b>	<b>31</b>
<b>TOTAL PUERTO RICO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>21</b>	<b>42</b>	<b>5</b>	<b>0</b>	<b>91</b>	<b>26</b>	<b>107</b>	<b>31</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	16	0	0	44	44	13	0	0	0	18	56	19	18
<b>TOTAL DOHA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>19</b>	<b>18</b>
<b>TOTAL QATAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>19</b>	<b>18</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITANNIA AIRWAYS	C	9	0	0	67	11	11	11	0	0	14	0	0	0
<b>TOTAL CAPE TOWN</b>			<b>9</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>0</b>	<b>0</b>	<b>0</b>
JOHANNESBURG	BRITANNIA AIRWAYS	C	8	1	0	75	13	13	0	0	0	7	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>27</b>	<b>22</b>	<b>11</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>27</b>	<b>22</b>	<b>11</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	10	0	0	40	10	30	0	0	20	263	39	39	18
<b>TOTAL SANAA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>263</b>	<b>39</b>	<b>39</b>	<b>18</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>263</b>	<b>39</b>	<b>39</b>	<b>18</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITANNIA AIRWAYS	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	54	0	1	43	28	11	19	0	0	30	58	21	26
	CALEDONIAN AIRWAYS	C	5	0	1	80	20	0	0	0	0	5	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>30</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>21</b>	<b>36</b>
<b>TOTAL RUMANIA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>30</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>21</b>	<b>36</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	0	71	17	10	2	0	0	11	68	16	62
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>62</b>
ST PETERSBURG	AEROFLOT	S	18	0	0	72	6	6	17	0	0	18	50	21	2
	BRITISH AIRWAYS (EURO OPS) LG	S	4	0	0	50	25	25	0	0	0	12	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ST PETERSBURG</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>21</b>	<b>2</b>
<b>TOTAL RUSSIA</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>64</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL ST KITTS</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAINT KITTS AND NEVIS</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	44	22	22	6	6	0	35	44	107	18
	MONARCH AIRLINES	C	3	0	2	100	0	0	0	0	0	-13	0	0	0
<b>TOTAL SEYCHELLES</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>107</b>	<b>18</b>
<b>TOTAL SEYCHELLES</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>107</b>	<b>18</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	20	0	0	40	0	35	25	0	0	44	67	15	18
	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	40	71	20	17
	CALEDONIAN AIRWAYS	C	7	0	0	57	29	0	14	0	0	18	75	-15	4
	EXCEL AIRWAYS LTD	C	16	0	0	38	13	31	13	6	0	45	45	37	20
	LEISURE INTERNATIONAL	C	4	0	0	25	25	25	25	0	0	43	70	17	10
	MONARCH AIRLINES	C	37	1	3	8	16	19	54	3	0	67	44	35	36
	MY TRAVEL AIRWAYS UK	C	20	0	0	40	25	20	15	0	0	31	56	29	18
	TRANSAER	C	6	0	0	50	33	17	0	0	0	22	0	0	0
<b>TOTAL ALICANTE</b>			<b>118</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>17</b>	<b>22</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>55</b>	<b>29</b>	<b>144</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	20	13	44	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	0	38	0	0	52	38	29	8
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>32</b>	<b>24</b>
<b>BARCELONA</b>															
	AIR ATLANTA ICELANDIC	C	4	0	0	50	25	25	0	0	0	24	0	0	0
	AIR EUROPA	S	52	0	0	56	19	8	17	0	0	29	48	39	52
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	7	0	1	86	0	0	14	0	0	11	0	0	0
	LEISURE INTERNATIONAL	C	3	0	0	0	0	0	100	0	0	105	0	0	0
	MONARCH AIRLINES	C	6	0	1	17	17	33	33	0	0	50	0	118	4
	TRANSAER	C	3	1	0	0	33	0	0	0	67	312	0	0	0
<b>TOTAL BARCELONA</b>			<b>78</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>18</b>	<b>9</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>42</b>	<b>46</b>	<b>60</b>
<b>BILBAO</b>															
	AIR 2000	C	4	0	0	0	25	50	25	0	0	48	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-12	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	0	49	0	0	0
<b>TOTAL BILBAO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERONA</b>															
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	38	13	38	0	0	59	63	8	8
<b>TOTAL GERONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>63</b>	<b>8</b>	<b>8</b>
<b>IBIZA</b>															
	EXCEL AIRWAYS LTD	C	6	0	0	17	0	50	0	33	0	85	100	-15	1
<b>TOTAL IBIZA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>74</b>	<b>46</b>	<b>182</b>	<b>13</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)										
JEREZ	AVIACO	S	2	0	0	100	0	0	0	0	0	-4	0	0	0
	GB AIRWAYS LTD	S	15	0	0	47	13	13	20	7	0	50	0	0	0
<b>TOTAL JEREZ</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>36</b>	<b>34</b>	<b>11</b>
LA CORUNA	AVIACO	S	26	0	0	96	4	0	0	0	0	-4	0	0	0
<b>TOTAL LA CORUNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	AIR EUROPA	S	52	0	0	50	29	10	12	0	0	25	60	40	52
	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	66	13	11	10	1	0	22	66	15	182
	EXCEL AIRWAYS LTD	C	6	1	1	67	0	17	17	0	0	30	0	0	0
	IBERIA	S	51	1	1	43	37	12	8	0	0	22	74	10	42
	LEISURE INTERNATIONAL	C	4	0	0	0	0	50	50	0	0	62	0	0	0
	MONARCH AIRLINES	C	11	1	0	73	9	9	9	0	0	24	0	0	0
	SPANAIR	S	18	0	0	28	33	28	11	0	0	29	0	0	0
<b>TOTAL MADRID</b>			<b>329</b>	<b>3</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>19</b>	<b>296</b>
MAHON	EXCEL AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	10	0	0	0
<b>TOTAL MAHON</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>31</b>	<b>3</b>
MALAGA	AIR 2000	C	26	0	0	35	19	27	19	0	0	35	55	34	20
	AIR ATLANTA ICELANDIC	C	15	2	0	13	7	13	27	27	13	157	0	0	0
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	2	100	-10	4
	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	39	33	11	17	0	0	25	41	28	17
	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	0	62	19	9	10	0	0	21	37	27	126
	CALEDONIAN AIRWAYS	C	16	2	3	56	6	6	6	13	13	115	30	86	10
	EXCEL AIRWAYS LTD	C	21	0	1	38	10	19	29	0	5	60	32	45	19
	GB AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	4	0	0	0
	LEISURE INTERNATIONAL	C	19	0	1	5	5	32	47	11	0	87	53	25	17
	MONARCH AIRLINES	C	66	0	2	35	20	23	17	6	0	50	44	63	48
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	28	11	11	0	0	23	50	29	18
	TRANSAER	C	12	2	0	17	0	25	25	25	8	152	0	0	0
	VIRGIN EXPRESS	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	VIVA	C	8	0	0	50	13	13	25	0	0	29	75	12	8
<b>TOTAL MALAGA</b>			<b>349</b>	<b>6</b>	<b>7</b>	<b>45</b>	<b>17</b>	<b>15</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>48</b>	<b>40</b>	<b>43</b>	<b>355</b>
MURCIA SAN JAVIER	GB AIRWAYS LTD	S	15	1	1	53	13	27	0	7	0	28	57	15	21
	MONARCH AIRLINES	C	3	0	0	33	0	33	0	33	0	123	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>57</b>	<b>15</b>	<b>23</b>
PALMA DE MALLORCA	AIR 2000	C	13	0	0	31	15	8	15	15	15	106	90	9	10
	BRITANNIA AIRWAYS	C	19	0	1	53	21	16	11	0	0	24	41	31	29
	LEISURE INTERNATIONAL	C	7	0	0	0	0	29	71	0	0	101	0	35	1
	MONARCH AIRLINES	C	12	0	1	50	17	0	25	0	8	63	0	93	8
	MY TRAVEL AIRWAYS UK	C	20	0	2	65	10	0	20	5	0	39	68	8	19
	TRANSAER	C	6	0	0	33	0	33	33	0	0	54	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>77</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>13</b>	<b>10</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>57</b>	<b>47</b>	<b>36</b>	<b>98</b>
SANTIAGO DE COMPOSTELA ( SPAIN )	CALEDONIAN AIRWAYS	C	4	0	0	50	0	0	50	0	0	63	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	0	100	0	0	0	37	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	34	100	5	2
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>100</b>	<b>5</b>	<b>2</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VALENCIA	GB AIRWAYS LTD	S	28	1	0	64	11	7	18	0	0	21	36	36	36
	MONARCH AIRLINES	C	4	0	0	0	0	50	0	25	25	221	0	38	1
<b>TOTAL VALENCIA</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>9</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>46</b>	<b>35</b>	<b>36</b>	<b>37</b>
VITORIA	MONARCH AIRLINES	C	2	1	0	50	0	0	50	0	0	55	0	0	0
<b>TOTAL VITORIA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZARAGOZA	AVIACO	S	24	0	0	96	0	0	4	0	0	0	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1126</b>	<b>15</b>	<b>19</b>	<b>50</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>50</b>	<b>34</b>	<b>1078</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	35	2	0	66	17	11	6	0	0	14	81	8	26
	AIR ATLANTA ICELANDIC	C	2	1	0	50	0	0	50	0	0	62	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	72	11	0	17	0	0	18	56	19	18
	CALEDONIAN AIRWAYS	C	18	0	0	39	28	33	0	0	0	21	31	32	16
	EXCEL AIRWAYS LTD	C	11	0	1	18	9	18	27	18	9	128	21	60	14
	LEISURE INTERNATIONAL	C	8	0	0	38	25	13	25	0	0	24	0	0	0
	MONARCH AIRLINES	C	26	0	0	27	31	12	23	8	0	54	35	40	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	11	58	65	12
	VIVA	C	8	0	0	88	13	0	0	0	0	2	0	0	0
<b>TOTAL ARRECIFE</b>			<b>136</b>	<b>3</b>	<b>1</b>	<b>51</b>	<b>20</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>50</b>	<b>32</b>	<b>115</b>
FUERTEVENTURA	AIR 2000	C	8	0	0	50	25	13	13	0	0	22	63	11	8
	BRITANNIA AIRWAYS	C	18	0	0	72	22	6	0	0	0	11	33	27	18
	LEISURE INTERNATIONAL	C	8	0	0	50	50	0	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	11	50	50	8
	MY TRAVEL AIRWAYS UK	C	17	0	1	59	18	6	18	0	0	28	44	43	18
<b>TOTAL FUERTEVENTURA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>29</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>52</b>	<b>64</b>
LAS PALMAS	AIR 2000	C	20	0	0	40	10	30	20	0	0	33	77	9	26
	BRITANNIA AIRWAYS	C	18	0	0	56	33	11	0	0	0	15	44	21	16
	CALEDONIAN AIRWAYS	C	10	0	1	100	0	0	0	0	0	2	56	64	9
	LEISURE INTERNATIONAL	C	10	0	0	30	10	40	20	0	0	41	0	0	0
	MONARCH AIRLINES	C	12	1	0	8	8	25	42	8	8	106	67	23	12
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	17	0	11	0	0	17	35	31	26
<b>TOTAL LAS PALMAS</b>			<b>88</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>15</b>	<b>17</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>56</b>	<b>23</b>	<b>104</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	43	0	0	37	26	23	14	0	0	27	59	19	46
	AIR ATLANTA ICELANDIC	C	2	0	0	0	0	0	100	0	0	104	0	0	0
	AIR EUROPA	C	8	0	0	13	63	25	0	0	0	25	0	0	0
	BCM AIRLINES	C	2	0	0	0	50	50	0	0	0	29	0	0	0
	BRITANNIA AIRWAYS	C	32	0	0	47	19	22	13	0	0	27	47	33	36
	CALEDONIAN AIRWAYS	C	10	0	1	10	20	30	30	0	10	171	17	104	18
	EXCEL AIRWAYS LTD	C	10	0	0	20	10	40	30	0	0	61	23	38	13
	FUTURA AIRLINES	C	9	1	0	0	0	67	33	0	0	55	80	104	15
	LEISURE INTERNATIONAL	C	33	1	0	21	9	21	45	3	0	66	50	24	32
	MONARCH AIRLINES	C	31	0	0	6	26	23	32	13	0	78	35	42	40
	MY TRAVEL AIRWAYS UK	C	25	0	0	44	16	24	16	0	0	28	43	43	35
	TRANSAER	C	20	5	0	15	10	15	30	15	15	199	0	0	0
	VIVA	C	2	0	0	50	50	0	0	0	0	12	10	40	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

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)										
TOTAL TENERIFE (SURREINA SOFIA)			227	7	1	26	19	25	25	4	2	64	42	44	263
TOTAL SPAIN(CANARY ISLANDS)			510	11	4	41	20	18	18	3	1	45	46	39	546
<b>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	17	1	0	59	12	0	12	6	12	91	65	60	17
TOTAL COLOMBO			17	1	0	59	12	0	12	6	12	91	65	60	17
TOTAL SRI LANKA			17	1	0	59	12	0	12	6	12	91	65	60	17
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	-2	60	51	5
	BRITISH AIRWAYS PLC	S	28	0	0	57	7	21	11	4	0	28	42	30	26
	CALEDONIAN AIRWAYS	C	5	0	0	80	20	0	0	0	0	14	0	344	7
TOTAL ST LUCIA (HEWANORRA)			37	0	0	62	11	16	8	3	0	23	37	91	38
TOTAL ST LUCIA			37	0	0	62	11	16	8	3	0	23	37	91	38
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	68	18	5	6	3	0	19	81	7	59
TOTAL GOTEBORG			62	0	0	68	18	5	6	3	0	19	75	10	71
STOCKHOLM (ARLANDA)	AIR 2000	C	10	0	0	30	30	20	20	0	0	46	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	66	16	5	13	0	0	21	67	17	3
TOTAL STOCKHOLM (ARLANDA)			72	0	0	61	18	7	14	0	0	25	50	58	14
TOTAL SWEDEN			134	0	0	64	18	6	10	1	0	22	71	18	85
<b>SWITZERLAND</b>															
GENEVA	AIR 2000	C	20	0	0	45	20	35	0	0	0	22	85	14	20
	BRITANNIA AIRWAYS	C	30	0	0	47	17	27	10	0	0	23	22	58	32
	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	75	14	7	4	0	0	12	70	15	176
	CALEDONIAN AIRWAYS	C	30	2	0	3	17	30	50	0	0	68	12	64	50
	MONARCH AIRLINES	C	10	0	0	40	20	20	0	0	20	92	8	91	12
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	13	0	61	10
TOTAL GENEVA			276	2	0	61	15	14	9	0	1	23	51	32	300
ZURICH	AIR 2000	C	4	0	0	25	75	0	0	0	0	22	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	122	0	2	65	19	7	9	0	0	20	0	25	3
	MONARCH AIRLINES	C	10	0	0	0	0	20	60	0	20	278	0	0	0
	TRANSAER	C	2	0	0	0	0	0	0	100	0	219	0	0	0
TOTAL ZURICH			140	0	2	59	19	8	12	1	1	41	46	31	74
TOTAL SWITZERLAND			416	2	2	60	16	12	10	0	1	29	50	32	374
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	1	70	7	7	15	0	0	23	71	47	17
TOTAL DAR-ES-SALAAM			27	0	1	70	7	7	15	0	0	23	71	47	17
TOTAL TANZANIA			27	0	1	70	7	7	15	0	0	23	71	47	17

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			Actual (7)	Plan (8)												
<b>THAILAND</b>																
BANGKOK	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	39	0	0	0	
TOTAL BANGKOK			8	0	0	38	13	25	25	0	0	39	0	0	0	
TOTAL THAILAND			8	0	0	38	13	25	25	0	0	39	89	-10	9	
<b>TRINIDAD AND TOBAGO</b>																
TOBAGO	CALEDONIAN AIRWAYS	C	7	0	0	71	14	14	0	0	0	9	100	-31	1	
TOTAL TOBAGO			7	0	0	71	14	14	0	0	0	9	100	-31	1	
TOTAL TRINIDAD AND TOBAGO			7	0	0	71	14	14	0	0	0	9	100	-31	1	
<b>TUNISIA</b>																
JERBA	MONARCH AIRLINES	C	10	0	0	20	20	20	0	40	0	127	40	34	10	
TOTAL JERBA			10	0	0	20	20	20	0	40	0	127	40	34	10	
MONASTIR	BRITANNIA AIRWAYS	C	18	0	0	44	22	28	6	0	0	24	36	57	11	
	MONARCH AIRLINES	C	22	0	2	45	9	23	23	0	0	34	0	36	1	
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	17	0	17	0	0	32	42	37	19	
	NOUVELAIR TUNISIE	C	16	0	1	38	6	25	31	0	0	38	0	79	6	
TOTAL MONASTIR			74	0	3	49	14	19	19	0	0	32	21	64	56	
TUNIS	GB AIRWAYS LTD	S	26	0	0	38	31	8	23	0	0	39	0	0	0	
TOTAL TUNIS			26	0	0	38	31	8	23	0	0	39	0	0	0	
TOTAL TUNISIA			111	0	4	43	19	16	18	4	0	42	24	61	68	
<b>TURKEY</b>																
ANTALYA	SUNWAYS	C	10	0	0	40	10	30	20	0	0	45	0	0	0	
TOTAL ANTALYA			10	0	0	40	10	30	20	0	0	45	0	0	0	
DALAMAN	AIR 2000	C	3	0	0	33	0	33	33	0	0	47	0	0	0	
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	62	0	0	0	
	SUNWAYS	C	3	1	0	67	0	33	0	0	0	18	0	0	0	
TOTAL DALAMAN			9	1	0	44	0	22	33	0	0	35	40	44	5	
ISTANBUL	ISTANBUL HAVA YOLLARI	C	6	0	0	67	17	17	0	0	0	9	67	4	6	
	ONUR AIR	C	18	0	0	39	22	28	11	0	0	28	24	30	34	
	SUNWAYS	C	27	0	0	7	7	22	41	22	0	124	56	69	18	
TOTAL ISTANBUL			52	0	0	25	13	25	25	12	0	76	38	40	58	
IZMIR (ADNAM MENDERES)	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	25	100	-2	1	
TOTAL IZMIR (ADNAM MENDERES)			2	0	0	0	100	0	0	0	0	25	67	25	3	
TOTAL TURKEY			73	1	0	29	14	25	25	8	0	65	39	39	66	
<b>UGANDA</b>																
ENTEBBE	BRITISH AIRWAYS PLC	S	25	0	2	60	12	12	8	0	8	94	67	16	9	
	DAS AIR CARGO(DAIRO AIR SVCS)	C	3	0	2	0	0	0	33	67	0	186	0	0	0	
TOTAL ENTEBBE			28	0	4	54	11	11	11	7	7	104	67	16	9	
TOTAL UGANDA			28	0	4	54	11	11	11	7	7	104	67	16	9	

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			Actual (7)	Plan (8)											
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	24	0	0	50	29	8	13	0	0	25	0	0	0
	UKRAINE INTERNATIONAL AIRLINE	S	34	0	0	47	38	15	0	0	0	16	76	7	34
<b>TOTAL KIEV (BORISPOL)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>7</b>	<b>34</b>
<b>TOTAL UKRAINE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>7</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	EMIRATES	S	8	0	0	25	25	38	13	0	0	31	69	15	26
<b>TOTAL ABU DHABI INTERNATIONAL</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>31</b>	<b>69</b>	<b>15</b>	<b>26</b>
DUBAI	DAS AIR CARGO(DAIRO AIR SVCS)	C	2	0	1	0	0	0	50	50	0	204	0	0	0
	EMIRATES	S	53	0	0	45	36	15	4	0	0	17	71	19	34
<b>TOTAL DUBAI</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>35</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>19</b>	<b>34</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>33</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>17</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	167	0	4	77	11	5	5	1	0	12	71	17	164
<b>TOTAL ABERDEEN</b>			<b>167</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>17</b>	<b>164</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	300	4	4	87	4	3	6	1	0	8	81	9	232
<b>TOTAL BELFAST CITY</b>			<b>300</b>	<b>4</b>	<b>4</b>	<b>87</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>232</b>
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	315	0	8	71	12	10	7	1	0	15	0	0	0
<b>TOTAL EDINBURGH</b>			<b>315</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	<b>268</b>
GLASGOW	AIR 2000	C	2	0	0	0	50	50	0	0	0	41	80	8	10
	BRITISH AIRWAYS (EURO OPS) LG	S	13	0	1	92	0	8	0	0	0	-1	0	0	0
	KLM UK LTD	S	271	0	9	85	4	6	3	2	0	9	72	13	265
<b>TOTAL GLASGOW</b>			<b>286</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>13</b>	<b>276</b>
GUERNSEY	CITY FLYER EXPRESS	S	148	1	8	84	7	3	3	0	1	12	77	8	120
	FLYBE.BRITISH EUROPEAN	S	218	1	5	79	8	7	6	0	0	9	0	0	0
<b>TOTAL GUERNSEY</b>			<b>367</b>	<b>2</b>	<b>20</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>321</b>
JERSEY	CITY FLYER EXPRESS	S	220	0	10	71	15	10	1	3	0	19	80	8	226
	FLYBE.BRITISH EUROPEAN	S	227	1	6	75	8	6	8	1	0	14	0	0	0
<b>TOTAL JERSEY</b>			<b>447</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>11</b>	<b>440</b>
LEEDS BRADFORD	CITY FLYER EXPRESS	S	138	0	6	75	14	4	4	2	0	11	74	14	140
<b>TOTAL LEEDS BRADFORD</b>			<b>138</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>140</b>
MANCHESTER	AIR 2000	C	4	1	0	25	0	75	0	0	0	30	27	42	26
	AIR SEYCHELLES	S	10	0	0	80	20	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	15	0	0	73	13	7	7	0	0	10	65	20	31
	BRITISH AIRWAYS (EURO OPS) LG	S	356	2	8	67	15	11	6	0	0	15	78	12	328
	LEISURE INTERNATIONAL	C	6	1	2	67	0	0	17	17	0	60	0	0	0
	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	23	60	28	10
	MONARCH AIRLINES	C	11	2	1	27	18	36	18	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	1	0	50	0	14	21	14	0	70	78	5	9
<b>TOTAL MANCHESTER</b>			<b>420</b>	<b>8</b>	<b>11</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>16</b>	<b>422</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NEWCASTLE	AIR 2000	C	3	0	0	0	0	100	0	0	0	42	0	0	0
	CITY FLYER EXPRESS	S	264	0	2	79	9	5	7	0	0	13	75	12	257
<b>TOTAL NEWCASTLE</b>			<b>267</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>257</b>
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	1	100	0	0	0	0	0	4	0	0	0
<b>TOTAL NEWQUAY</b>			<b>5</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	9	0	1	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>9</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>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2722</b>	<b>17</b>	<b>83</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>2605</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	61	0	1	56	30	7	5	2	2	37	44	44	62
	DELTA AIRLINES	S	124	0	0	69	16	12	3	0	0	13	53	26	124
<b>TOTAL ATLANTA</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>50</b>	<b>32</b>	<b>186</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	1	71	19	5	5	0	0	12	61	19	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>62</b>
BOSTON	AIR 2000	C	2	0	0	100	0	0	0	0	0	9	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	70	18	5	2	5	0	15	66	56	62
<b>TOTAL BOSTON</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>56</b>	<b>62</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	1	74	15	10	2	0	0	7	68	16	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>16</b>	<b>62</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	66	26	8	0	0	0	10	55	23	62
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>23</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	120	0	0	73	10	8	8	3	0	19	25	38	104
	BRITISH AIRWAYS PLC	S	62	0	1	61	18	6	6	8	0	28	48	41	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>182</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>34</b>	<b>39</b>	<b>164</b>
DETROIT	NORTHWEST AIRLINES	S	86	0	4	67	9	8	13	2	0	22	51	40	78
<b>TOTAL DETROIT</b>			<b>86</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>9</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>40</b>	<b>78</b>
FORT LAUDERDALE	LAKER AIRWAYS INC	S	18	1	0	72	6	11	11	0	0	14	0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	1	53	15	18	13	2	0	28	50	50	62
	CONTINENTAL AIRLINES	S	108	0	0	70	14	6	6	4	0	19	66	19	90
<b>TOTAL HOUSTON</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>32</b>	<b>152</b>
LAS VEGAS	MONARCH AIRLINES	C	9	0	0	44	11	0	44	0	0	46	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>14</b>	<b>66</b>	<b>7</b>
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	1	37	18	23	19	2	2	44	37	89	59
	LAKER AIRWAYS INC	S	22	0	0	59	14	14	14	0	0	24	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	45	0	0	33	29	13	13	9	2	55	43	57	46
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>21</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>45</b>	<b>40</b>	<b>75</b>	<b>105</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	68	13	8	10	2	0	19	58	55	59
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>55</b>	<b>59</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	3	63	10	10	8	7	2	33	52	32	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>33</b>	<b>52</b>	<b>32</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	103	1	4	70	10	10	10	1	0	18	56	34	61
	NORTH AMERICAN AIRLINES	C	3	0	3	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>106</b>	<b>1</b>	<b>8</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>39</b>	<b>70</b>
ORLANDO	BRITISH AIRWAYS PLC	S	45	0	1	60	13	11	16	0	0	21	32	83	37
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	13	3	2	2	0	11	50	59	58
<b>TOTAL ORLANDO</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>57</b>	<b>139</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	1	76	11	8	3	2	0	10	51	25	59
<b>TOTAL PITTSBURGH</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>25</b>	<b>59</b>
RALEIGH	AMERICAN AIRLINES	S	61	0	1	82	13	3	2	0	0	3	66	12	62
<b>TOTAL RALEIGH</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>12</b>	<b>62</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	38	0	0	58	18	13	11	0	0	7	0	0	0
<b>TOTAL SAN DIEGO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	BRITANNIA AIRWAYS	C	14	1	0	93	0	0	0	7	0	23	0	0	0
	LEISURE INTERNATIONAL	C	18	0	2	61	6	17	6	6	6	51	0	0	0
	LEISURE INTL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	6	1	0	50	33	17	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	27	0	0	22	19	15	33	11	0	75	0	0	0
<b>TOTAL SANFORD</b>			<b>67</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>13</b>	<b>12</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	0	0	69	8	15	8	0	0	17	55	26	62
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>26</b>	<b>62</b>
TAMPA	BRITISH AIRWAYS PLC	S	25	2	1	44	20	24	4	8	0	38	18	63	17
<b>TOTAL TAMPA</b>			<b>25</b>	<b>2</b>	<b>1</b>	<b>44</b>	<b>20</b>	<b>24</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>18</b>	<b>63</b>	<b>17</b>
<b>TOTAL USA</b>			<b>1678</b>	<b>6</b>	<b>28</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>38</b>	<b>1468</b>
VENEZUELA															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	0	25	25	50	0	0	72	0	0	0
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>100</b>	<b>-2</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>100</b>	<b>-2</b>	<b>4</b>
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	17	0	0	76	12	6	0	6	0	20	75	9	8
<b>TOTAL LUSAKA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL ZAMBIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>9</b>	<b>8</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	34	3	5	74	0	6	12	9	0	44	68	31	31
	BRITISH AIRWAYS PLC	S	9	0	0	78	0	0	11	11	0	40	40	152	5
<b>TOTAL HARARE</b>			<b>43</b>	<b>3</b>	<b>5</b>	<b>74</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>64</b>	<b>48</b>	<b>36</b>
<b>TOTAL ZIMBABWE</b>			<b>43</b>	<b>3</b>	<b>5</b>	<b>74</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>64</b>	<b>48</b>	<b>36</b>
<b>TOTAL GATWICK</b>			<b>16824</b>	<b>81</b>	<b>329</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>24</b>	<b>15619</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	LAUDA-AIR	C	8	0	0	38	25	38	0	0	0	25	0	0	0
	TYROLEAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	14	0	0	0
<b>TOTAL SALZBURG</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>20</b>	<b>25</b>	<b>10</b>
<b>VIENNA</b>															
	AUSTRIAN AIR TRANSPORT	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VIENNA</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>20</b>	<b>25</b>	<b>10</b>
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	112	0	2	87	7	4	2	0	0	8	82	7	111
<b>TOTAL BRUSSELS</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	<b>111</b>
<b>TOTAL BELGIUM</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	<b>111</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	24	0	2	71	17	13	0	0	0	8	23	48	44
	AIR TRANSAT	C	4	0	0	25	25	0	0	50	0	102	100	-10	2
	CANADA 3000 AIRLINES	C	8	0	0	63	38	0	0	0	0	12	0	0	0
<b>TOTAL TORONTO</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>26</b>	<b>45</b>	<b>46</b>
<b>TOTAL CANADA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>26</b>	<b>45</b>	<b>46</b>
<b>CYPRUS</b>															
LARNACA	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	12	50	37	18
<b>TOTAL LARNACA</b>			<b>9</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>10</b>	<b>50</b>	<b>37</b>	<b>18</b>
PAPHOS	AIR 2000	C	14	0	0	36	29	21	14	0	0	35	38	37	8
<b>TOTAL PAPHOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>46</b>	<b>34</b>	<b>13</b>
<b>TOTAL CYPRUS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>36</b>	<b>31</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	102	0	0	95	4	0	0	1	0	1	85	7	104
<b>TOTAL COPENHAGEN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>104</b>
<b>TOTAL DENMARK</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>105</b>
<b>FRANCE</b>															
CHAMBERY	AERIS	C	10	0	0	10	10	40	40	0	0	55	0	0	0
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>37</b>	<b>11</b>
LYON	AIR 2000	C	8	0	0	25	0	63	13	0	0	35	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	0	10	60	30	0	0	64	10	32	10
<b>TOTAL LYON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>55</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>46</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	48	0	0	83	15	2	0	0	0	7	79	11	42
	FLYBE.BRITISH EUROPEAN	S	8	0	0	100	0	0	0	0	0	-2	0	0	0

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Reporting Airport: GLASGOW (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL PARIS (CHARLES DE GAULLE)			56	0	0	86	13	2	0	0	0	6	88	8	115
TOULOUSE (BLAGNAC)	AIR 2000	C	10	0	0	40	30	10	20	0	0	32	50	49	10
TOTAL TOULOUSE (BLAGNAC)			10	0	0	40	30	10	20	0	0	32	50	49	10
TOTAL FRANCE			96	0	0	58	14	18	10	0	0	22	73	17	154
GERMANY															
FRANKFURT MAIN	LUFTHANSA	S	18	0	0	83	17	0	0	0	0	7	100	-3	14
TOTAL FRANKFURT MAIN			18	0	0	83	17	0	0	0	0	7	100	-3	14
HANOVER	BRITISH AIRWAYS PLC	S	56	1	0	93	4	0	4	0	0	6	87	7	62
TOTAL HANOVER			56	1	0	93	4	0	4	0	0	6	87	7	62
TOTAL GERMANY			75	1	0	91	7	0	3	0	0	6	89	5	76
ICELAND															
KEFLAVIK	ICELANDAIR	S	52	0	0	92	4	0	4	0	0	2	67	15	18
TOTAL KEFLAVIK			52	0	0	92	4	0	4	0	0	2	67	15	18
TOTAL ICELAND			52	0	0	92	4	0	4	0	0	2	67	15	18
IRISH REPUBLIC															
DONEGAL	BRITISH REGIONAL AIRLINES LTD	S	21	3	1	81	14	5	0	0	0	7	0	0	0
TOTAL DONEGAL			21	3	1	81	14	5	0	0	0	7	69	149	26
DUBLIN	AER LINGUS	S	178	0	10	89	4	4	2	1	0	5	87	9	181
TOTAL DUBLIN			178	0	10	89	4	4	2	1	0	5	87	9	181
TOTAL IRISH REPUBLIC			199	3	11	88	6	4	2	1	0	5	85	27	207
ITALY															
TURIN	AIR 2000	C	10	0	0	60	0	30	10	0	0	22	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	12	80	7	10
TOTAL TURIN			21	0	0	67	5	24	5	0	0	14	80	7	10
TOTAL ITALY			21	0	0	67	5	24	5	0	0	14	73	8	11
MALTA															
MALTA	AIR MALTA	C	6	0	0	33	17	50	0	0	0	32	0	0	0
	AIR MALTA	S	8	0	0	25	13	63	0	0	0	29	63	20	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	25	50	0	0	76	75	318	8
TOTAL MALTA			22	0	0	27	9	45	18	0	0	47	76	82	33
TOTAL MALTA			22	0	0	27	9	45	18	0	0	47	76	82	33
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	187	0	1	75	11	9	5	1	0	12	85	3	173
TOTAL AMSTERDAM			187	0	1	75	11	9	5	1	0	12	85	3	173
TOTAL NETHERLANDS			187	0	1	75	11	9	5	1	0	12	85	3	173
NORWAY															
STORD	WIDEROE FLYVESELSKAP A/S	C	5	1	4	100	0	0	0	0	0	-4	0	0	0

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				Actual (7)	Plan (8)										
TOTAL STORD			5	1	4	100	0	0	0	0	0	-4	0	0	0
TOTAL NORWAY			6	1	4	100	0	0	0	0	0	-5	50	10	2
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	14	0	0	79	7	0	0	14	0	34	18	63	11
	BMI BRITISH MIDLAND	C	11	0	0	82	18	0	0	0	0	1	88	4	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	30	10	0	0	21	75	12	8
TOTAL FARO			35	0	0	69	14	9	3	6	0	20	49	32	37
TOTAL PORTUGAL(EXCLUDING MADEIRA)			35	0	0	69	14	9	3	6	0	20	49	32	37
PORTUGAL(MADEIRA)															
FUNCHAL	AIR 2000	C	10	0	0	80	0	0	0	0	20	179	0	0	0
TOTAL FUNCHAL			10	0	0	80	0	0	0	0	20	179	0	54	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	0	0	0	0	20	179	0	54	8
SPAIN															
ALICANTE	AIR 2000	C	18	0	0	17	28	33	6	6	11	79	75	11	8
	BRITANNIA AIRWAYS	C	18	0	0	44	28	17	11	0	0	24	40	23	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	4	100	2	10
TOTAL ALICANTE			46	0	0	43	24	20	7	2	4	41	67	11	54
MALAGA	AIR 2000	C	10	0	0	10	10	30	50	0	0	64	40	140	10
	BRITANNIA AIRWAYS	C	18	0	0	67	22	6	6	0	0	12	67	11	18
	MY TRAVEL AIRWAYS UK	C	12	0	1	58	25	8	8	0	0	22	30	46	10
	VIVA	C	6	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL MALAGA			46	0	1	57	17	11	15	0	0	25	52	41	54
PALMA DE MALLORCA	AIR 2000	C	3	0	1	67	0	0	33	0	0	25	50	25	8
	BRITANNIA AIRWAYS	C	19	0	0	95	5	0	0	0	0	2	84	7	19
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	2	86	-1	14
TOTAL PALMA DE MALLORCA			33	0	1	85	9	0	6	0	0	6	78	8	41
TOTAL SPAIN			125	0	2	59	18	11	10	1	2	26	65	21	151
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	8	0	0	75	0	13	13	0	0	13	100	-4	8
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-7	100	-1	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	25	0	0	0	20	75	85	8
	SPANAIR	C	8	0	0	63	13	25	0	0	0	9	0	0	0
TOTAL ARRECIFE			34	2	0	71	12	15	3	0	0	8	61	30	41
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-7	80	3	10
TOTAL FUERTEVENTURA			8	0	0	100	0	0	0	0	0	-7	80	3	10
LAS PALMAS	AIR 2000	C	10	0	0	100	0	0	0	0	0	-2	100	-8	8
	AIR EUROPA	C	9	1	0	22	22	0	56	0	0	61	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	2	88	0	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	20	20	0	0	25	90	9	10
TOTAL LAS PALMAS			38	1	0	68	8	5	18	0	0	21	69	24	36
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	0	0	88	13	0	0	0	0	2	83	5	18

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	5	60	13	10
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	31	33	37	12
	FUTURA AIRLINES	C	12	0	0	25	33	25	17	0	0	33	10	32	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	13	19	13	0	0	25	67	13	18
	SPANAIR	C	10	0	0	30	20	50	0	0	0	23	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>27</b>	<b>80</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>152</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>25</b>	<b>167</b>
<b>SWITZERLAND</b>															
GENEVA	AIR 2000	C	10	0	0	50	0	30	20	0	0	31	50	12	10
	BRITANNIA AIRWAYS	C	10	0	0	40	0	40	20	0	0	39	10	29	10
<b>TOTAL GENEVA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>35</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>30</b>	<b>21</b>	<b>20</b>
<b>TOTAL SWITZERLAND</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>35</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>30</b>	<b>21</b>	<b>20</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	4	0	0	50	50	0	0	0	0	10	50	35	6
<b>TOTAL MONASTIR</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>10</b>	<b>50</b>	<b>35</b>	<b>6</b>
<b>TOTAL TUNISIA</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>10</b>	<b>50</b>	<b>35</b>	<b>6</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH REGIONAL AIRLINES LTD	S	120	2	0	79	9	9	3	0	0	9	0	0	0
<b>TOTAL ABERDEEN</b>			<b>120</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>126</b>
BARRA	LOGANAIR	S	50	1	6	94	4	0	2	0	0	-9	92	0	52
<b>TOTAL BARRA</b>			<b>50</b>	<b>1</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>92</b>	<b>0</b>	<b>52</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	167	1	1	76	7	8	7	1	0	15	94	2	152
<b>TOTAL BELFAST CITY</b>			<b>167</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>2</b>	<b>152</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	172	2	3	77	10	7	6	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	1	50	50	0	0	0	0	-13	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>174</b>	<b>2</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>4</b>	<b>250</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	75	10	8	4	4	0	16	0	0	0
<b>TOTAL BENBECULA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>8</b>	<b>52</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	372	1	2	90	6	3	0	0	0	4	87	6	387
<b>TOTAL BIRMINGHAM</b>			<b>372</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>387</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	258	2	3	69	9	6	14	2	0	28	89	5	204
<b>TOTAL BRISTOL</b>			<b>258</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>9</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>89</b>	<b>5</b>	<b>204</b>
CAMPBELTOWN	BRITISH REGIONAL AIRLINES LTD	S	48	0	0	92	2	2	4	0	0	7	0	0	0
<b>TOTAL CAMPBELTOWN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>41</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	118	0	0	83	8	9	0	0	0	8	93	2	122
<b>TOTAL CARDIFF WALES</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>2</b>	<b>122</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	178	0	2	90	5	3	2	0	0	6	87	5	113
<b>TOTAL EAST MIDLANDS</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>113</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	13	0	0	77	15	8	0	0	0	8	0	0	0

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				Actual (7)	Plan (8)										
GATWICK	KLM UK LTD	S	271	0	0	83	6	6	3	2	0	10	72	11	289
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	22	22	22	0	0	37	0	0	0
<b>TOTAL GATWICK</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>11</b>	<b>289</b>
HEATHROW	BMI BRITISH MIDLAND	S	537	2	11	88	8	2	3	0	0	7	86	6	473
	BRITISH AIRWAYS PLC	S	637	0	0	81	10	5	3	0	0	11	83	9	663
<b>TOTAL HEATHROW</b>			<b>1174</b>	<b>2</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>1136</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	46	0	1	80	11	2	7	0	0	9	0	0	0
<b>TOTAL INVERNESS</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLAY	BRITISH REGIONAL AIRLINES LTD	S	45	2	1	82	11	4	2	0	0	6	0	0	0
<b>TOTAL ISLAY</b>			<b>45</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>51</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	59	0	0	81	12	7	0	0	0	5	90	6	52
<b>TOTAL ISLE OF MAN</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>52</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	121	0	5	78	10	9	3	0	0	11	89	6	91
<b>TOTAL LEEDS BRADFORD</b>			<b>121</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>91</b>
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	77	3	11	8	0	0	12	0	0	0
<b>TOTAL LONDONDERRY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>3</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>-2</b>	<b>61</b>
LUTON	AIR FOYLE PASSENGER AIRLINES	S	276	2	3	83	7	4	6	0	0	11	0	0	0
<b>TOTAL LUTON</b>			<b>276</b>	<b>2</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>1</b>	<b>158</b>
MANCHESTER	BMI REGIONAL	S	130	0	2	85	12	2	1	0	0	7	86	4	131
	BRITISH AIRWAYS PLC	S	167	1	0	87	4	7	1	1	0	9	89	5	175
<b>TOTAL MANCHESTER</b>			<b>297</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>347</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	126	2	2	95	2	2	0	0	0	-1	96	0	132
<b>TOTAL SOUTHAMPTON</b>			<b>126</b>	<b>2</b>	<b>2</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>96</b>	<b>0</b>	<b>132</b>
STANSTED	KLM UK LTD	S	219	0	8	80	8	9	3	0	0	7	88	3	158
<b>TOTAL STANSTED</b>			<b>219</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>3</b>	<b>159</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	99	3	1	72	14	6	6	2	0	19	0	0	0
<b>TOTAL STORNOWAY</b>			<b>99</b>	<b>3</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>5</b>	<b>103</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	1	0	90	2	4	4	0	0	8	0	0	0
<b>TOTAL SUMBURGH</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>90</b>
TIREE	LOGANAIR	S	40	0	0	63	8	3	28	0	0	32	77	13	30
<b>TOTAL TIREE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>77</b>	<b>13</b>	<b>30</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4446</b>	<b>23</b>	<b>52</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>4245</b>
<b>USA</b>															
BOSTON	BRITISH AIRWAYS PLC	S	39	0	0	64	21	5	10	0	0	11	54	42	39
<b>TOTAL BOSTON</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>42</b>	<b>39</b>
SANFORD	MONARCH AIRLINES	C	3	0	0	0	0	33	33	33	0	137	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	33	0	33	0	0	44	0	0	0
<b>TOTAL SANFORD</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>8</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>6</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>33</b>	<b>50</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL GLASGOW		5797	33	74	81	9	6	4	1	0	11	82	10	5672

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	26	0	0	46	27	27	0	0	0	19	21	44	28
TOTAL ALGIERS			26	0	0	46	27	27	0	0	0	19	21	44	28
TOTAL ALGERIA			26	0	0	46	27	27	0	0	0	19	21	44	28
<b>ARGENTINA</b>															
BUENOS AIRES	AEROLINEAS ARGENTINAS	S	14	0	0	29	36	29	7	0	0	21	64	12	22
	BRITISH AIRWAYS PLC	S	13	0	0	85	8	0	8	0	0	8	81	3	26
TOTAL BUENOS AIRES			27	0	0	56	22	15	7	0	0	15	73	7	48
TOTAL ARGENTINA			27	0	0	56	22	15	7	0	0	15	73	7	48
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	26	1	0	69	15	12	4	0	0	7	52	27	27
TOTAL BRISBANE			26	1	0	69	15	12	4	0	0	7	52	27	27
MELBOURNE	BRITISH AIRWAYS PLC	S	32	1	0	72	16	3	6	0	3	23	49	23	35
	QANTAS	S	53	0	0	64	8	9	15	2	2	32	63	26	62
TOTAL MELBOURNE			85	1	0	67	11	7	12	1	2	28	58	25	97
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	52	21	16	8	2	2	29	68	10	62
TOTAL PERTH (AUSTRALIA)			62	0	0	52	21	16	8	2	2	29	68	10	62
SYDNEY	QANTAS	S	71	0	0	52	34	6	4	3	1	29	76	17	62
TOTAL SYDNEY			72	0	0	53	33	6	4	3	1	29	76	17	62
TOTAL AUSTRALIA			245	2	0	59	20	9	8	2	2	26	64	19	248
<b>AUSTRIA</b>															
GRAZ	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL GRAZ			2	0	0	100	0	0	0	0	0	-1	0	0	0
VIENNA	AUSTRIAN AIRLINES	S	220	0	0	78	13	5	4	0	0	8	79	6	220
	BRITISH AIRWAYS PLC	S	186	0	0	80	12	4	4	0	0	7	83	7	186
TOTAL VIENNA			406	0	0	79	13	5	4	0	0	7	81	7	406
TOTAL AUSTRIA			408	0	0	79	13	5	4	0	0	7	81	7	406
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	45	0	0	40	16	27	13	4	0	41	73	13	62
TOTAL BAHRAIN			45	0	0	40	16	27	13	4	0	41	73	13	62
TOTAL BAHRAIN			45	0	0	40	16	27	13	4	0	41	73	13	62
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	38	2	8	26	11	18	18	5	21	241	33	39	36
	BRITISH AIRWAYS PLC	S	35	0	0	80	9	3	3	0	6	64	71	28	35
TOTAL DACCA			73	2	8	52	10	11	11	3	14	156	52	33	71
TOTAL BANGLADESH			73	2	8	52	10	11	11	3	14	156	52	33	71

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	18	0	0	83	17	0	0	0	0	1	80	9	20
TOTAL BRIDGETOWN			18	0	0	83	17	0	0	0	0	1	80	9	20
TOTAL BARBADOS			18	0	0	83	17	0	0	0	0	1	80	9	20
<b>BELGIUM</b>															
ANTWERP	SABENA	S	88	0	0	88	6	2	5	0	0	9	86	8	90
TOTAL ANTWERP			88	0	0	88	6	2	5	0	0	9	86	8	90
BRUSSELS	BMI BRITISH MIDLAND	S	361	0	3	81	12	4	3	1	0	8	80	13	363
	BRITISH AIRWAYS PLC	S	328	0	0	80	10	5	4	0	0	10	74	16	389
	SABENA	S	487	0	20	79	11	6	2	1	0	10	81	9	483
	UNITED AIRLINES	S	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BRUSSELS			1181	0	23	80	11	5	3	1	0	9	78	12	1235
TOTAL BELGIUM			1269	0	23	80	11	5	3	1	0	9	79	12	1325
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	83	11	6	0	0	0	6	61	10	18
TOTAL GABORONE			18	0	0	83	11	6	0	0	0	6	61	10	18
TOTAL BOTSWANA			18	0	0	83	11	6	0	0	0	6	61	10	18
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	26	0	0	69	15	15	0	0	0	9	60	14	20
TOTAL RIO DE JANEIRO (GALEAO)			26	0	0	69	15	15	0	0	0	9	60	14	20
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	-6	71	10	17
	VARIG	S	18	0	0	61	17	22	0	0	0	12	42	36	12
TOTAL SAO PAULO (GUARULHOS)			22	0	0	68	14	18	0	0	0	9	59	21	29
TOTAL BRAZIL			48	0	0	69	15	17	0	0	0	9	59	18	49
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	63	18	8	8	2	0	20	61	18	36
TOTAL BANDAR SERI BEGAWAN			60	0	0	63	18	8	8	2	0	20	61	18	36
TOTAL BRUNEI			60	0	0	63	18	8	8	2	0	20	61	18	36
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	46	0	0	89	2	2	4	2	0	9	61	16	46
TOTAL SOFIA			46	0	0	89	2	2	4	2	0	9	61	16	46
TOTAL BULGARIA			46	0	0	89	2	2	4	2	0	9	61	16	46
<b>CANADA</b>															
CALGARY	AIR CANADA	S	16	0	0	94	0	6	0	0	0	-7	50	33	32
	CANADIAN AIRLINES INT/L	S	72	0	0	60	21	11	8	0	0	17	0	0	0
TOTAL CALGARY			88	0	0	66	17	10	7	0	0	13	50	33	32
EDMONTON	AIR CANADA	S	46	0	0	65	17	13	4	0	0	13	58	51	12



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

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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 EDMONTON			46	0	0	65	17	13	4	0	0	13	58	51	12
HALIFAX INT	AIR CANADA	S	41	0	1	83	10	2	5	0	0	10	53	35	47
TOTAL HALIFAX INT			41	0	1	83	10	2	5	0	0	10	53	35	47
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	68	13	10	10	0	0	17	39	28	62
TOTAL OTTAWA INTERNATIONAL			62	0	0	68	13	10	10	0	0	17	39	28	62
TORONTO	AIR CANADA	S	118	1	9	64	20	7	8	1	0	16	33	37	114
	AIR INDIA	S	3	0	0	33	67	0	0	0	0	13	7	142	15
	BRITISH AIRWAYS PLC	S	62	0	0	60	11	19	10	0	0	19	55	27	62
	CANADIAN AIRLINES INT/L	S	114	0	0	85	11	2	1	1	0	3	42	46	62
TOTAL TORONTO			297	1	9	71	15	7	5	1	0	12	39	43	253
VANCOUVER	AIR CANADA	S	62	0	0	34	19	31	15	2	0	36	26	39	62
	BRITISH AIRWAYS PLC	S	62	0	0	69	18	8	5	0	0	12	84	-1	61
TOTAL VANCOUVER			124	0	0	52	19	19	10	1	0	24	54	24	185
TOTAL CANADA			658	1	10	67	16	10	7	0	0	15	46	35	591
CHILE															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	14	0	5	64	14	14	7	0	0	13	75	6	16
TOTAL SANTIAGO DE CHILE			14	0	5	64	14	14	7	0	0	13	75	6	16
TOTAL CHILE			14	0	5	64	14	14	7	0	0	13	75	6	16
CHINA															
BEIJING	AIR CHINA	S	19	0	0	100	0	0	0	0	0	-12	78	-11	18
	BRITISH AIRWAYS PLC	S	27	0	0	85	4	11	0	0	0	4	83	-4	18
TOTAL BEIJING			46	0	0	91	2	7	0	0	0	-2	81	-8	36
TOTAL CHINA			46	0	0	91	2	7	0	0	0	-2	81	-8	36
COLOMBIA															
BOGOTA	BRITISH AIRWAYS PLC	S	10	0	0	70	20	10	0	0	0	10	74	14	19
TOTAL BOGOTA			10	0	0	70	20	10	0	0	0	10	74	14	19
TOTAL COLOMBIA			10	0	0	70	20	10	0	0	0	10	74	14	19
CROATIA															
ZAGREB	CROATIA AIRLINES	S	62	0	0	71	18	5	6	0	0	13	82	8	62
TOTAL ZAGREB			62	0	0	71	18	5	6	0	0	13	82	8	62
TOTAL CROATIA			62	0	0	71	18	5	6	0	0	13	82	8	62
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	64	0	0	81	14	5	0	0	0	3	65	7	65
	CYPRUS AIRWAYS	S	93	0	1	66	20	12	2	0	0	14	49	21	72
TOTAL LARNACA			157	0	1	72	18	9	1	0	0	9	56	14	137
PAPHOS	CYPRUS AIRWAYS	S	4	0	0	75	0	25	0	0	0	20	25	23	16
TOTAL PAPHOS			4	0	0	75	0	25	0	0	0	20	25	23	16
TOTAL CYPRUS			161	0	1	72	17	9	1	0	0	10	53	15	153

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	80	0	0	83	13	4	1	0	0	5	95	-2	62
	BRITISH AIRWAYS PLC	S	124	0	0	85	6	4	5	0	0	6	85	4	124
	CSA	S	124	0	0	77	10	8	4	0	0	9	80	6	122
<b>TOTAL PRAGUE</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>4</b>	<b>308</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>4</b>	<b>308</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	59	0	0	85	8	5	2	0	0	7	90	2	61
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>2</b>	<b>61</b>
COPENHAGEN	BRITISH AIRWAYS PLC	S	238	0	2	87	7	4	2	0	0	6	77	9	244
	SAS	S	290	0	4	80	13	4	2	0	0	7	74	10	305
	VARIG	S	26	0	0	58	23	19	0	0	0	16	46	35	28
<b>TOTAL COPENHAGEN</b>			<b>554</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>11</b>	<b>577</b>
<b>TOTAL DENMARK</b>			<b>613</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	<b>638</b>
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	61	21	10	8	0	0	18	79	5	62
	EGYPT AIR	S	62	0	0	6	29	27	37	0	0	50	3	65	64
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>19</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>41</b>	<b>35</b>	<b>128</b>
LUXOR	EGYPT AIR	S	10	0	0	10	10	30	30	20	0	82	50	20	10
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>82</b>	<b>50</b>	<b>20</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>24</b>	<b>19</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>41</b>	<b>34</b>	<b>138</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	46	0	0	22	26	24	28	0	0	42	24	53	46
<b>TOTAL ADDIS ABABA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>24</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>53</b>	<b>46</b>
<b>TOTAL ETHIOPIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>24</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>53</b>	<b>46</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	JATAIRWAYS	S	44	0	2	84	5	7	2	2	0	12	74	10	46
<b>TOTAL BELGRADE</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>10</b>	<b>46</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>10</b>	<b>46</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	84	10	5	2	0	0	5	81	4	116
	FINNAIR	S	184	0	0	74	16	6	4	0	0	10	81	5	178
<b>TOTAL HELSINKI</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>294</b>
<b>TOTAL FINLAND</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>294</b>
<b>FRANCE</b>															
LILLE	AIR FRANCE	S	40	0	0	83	13	5	0	0	0	2	0	0	0
<b>TOTAL LILLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS PLC	S	127	0	2	78	16	4	2	0	0	8	73	9	183

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				Actual (7)	Plan (8)										
LYON	FLYBE.BRITISH EUROPEAN	S	165	0	1	70	13	8	8	0	1	17	0	0	0
<b>TOTAL LYON</b>			<b>292</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>10</b>	<b>345</b>
NICE	BMI BRITISH MIDLAND	S	106	0	0	68	25	6	1	0	0	10	70	13	106
	BRITISH AIRWAYS PLC	S	186	0	0	72	17	6	5	0	0	14	67	13	186
<b>TOTAL NICE</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>14</b>	<b>352</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	593	0	19	70	16	7	5	1	0	15	85	4	534
	BMI BRITISH MIDLAND	S	493	0	3	87	6	5	2	0	0	3	87	5	504
	BRITISH AIRWAYS PLC	C	2	0	3	50	0	0	0	50	104	50	9	2	2
	BRITISH AIRWAYS PLC	S	475	0	0	86	6	4	3	0	0	5	84	7	486
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1563</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	<b>1526</b>
PARIS (ORLY)	AIR LIBERTE/ TAT EUROPEAN ALN	S	184	0	2	78	9	6	7	0	0	12	82	7	182
	BRITISH AIRWAYS PLC	S	116	0	2	85	7	5	3	0	0	5	93	2	114
<b>TOTAL PARIS (ORLY)</b>			<b>300</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>5</b>	<b>576</b>
STRASBOURG	AIR INTER EUROPE	S	105	0	0	62	20	10	8	0	0	18	50	20	2
<b>TOTAL STRASBOURG</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>14</b>	<b>60</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	159	0	5	66	21	10	3	0	0	13	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>159</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>3</b>	<b>124</b>
<b>TOTAL FRANCE</b>			<b>2751</b>	<b>0</b>	<b>41</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>2988</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	248	0	0	81	11	6	2	0	0	7	86	4	238
	LUFTHANSA	S	122	0	0	81	15	2	2	0	0	4	88	1	122
<b>TOTAL BERLIN (TEGEL)</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>3</b>	<b>360</b>
BREMEN	LUFTHANSA	S	62	0	0	66	19	8	3	3	0	18	73	10	62
<b>TOTAL BREMEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>10</b>	<b>62</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	114	0	0	82	11	3	4	0	0	9	83	10	114
	LUFTHANSA	S	79	0	3	97	3	0	0	0	0	-3	93	1	80
<b>TOTAL COLOGNE (BONN)</b>			<b>193</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>194</b>
DRESDEN	LUFTHANSA	S	81	0	0	78	14	4	5	0	0	11	76	9	89
<b>TOTAL DRESDEN</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>9</b>	<b>89</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	238	0	0	81	13	3	3	0	0	8	83	7	238
	LUFTHANSA	S	197	0	0	80	14	4	2	0	0	6	88	4	193
<b>TOTAL DUSSELDORF</b>			<b>435</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>431</b>
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	238	0	1	79	13	3	4	0	0	8	84	5	238
	BRITISH AIRWAYS PLC	S	316	0	0	81	9	6	3	0	0	9	80	8	316
	LUFTHANSA	S	304	1	0	88	7	4	1	0	0	4	75	9	310
<b>TOTAL FRANKFURT MAIN</b>			<b>858</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>7</b>	<b>864</b>
HAMBURG	BRITISH AIRWAYS PLC	S	186	0	0	87	9	1	3	0	0	6	80	7	186
	LUFTHANSA	S	240	0	0	90	6	3	2	0	0	0	86	3	246
<b>TOTAL HAMBURG</b>			<b>426</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>5</b>	<b>432</b>
HANOVER	BRITISH AIRWAYS PLC	S	93	3	0	85	9	4	2	0	0	7	83	3	78
	LUFTHANSA	S	126	0	2	87	6	3	2	2	0	6	93	1	127

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				Actual (7)	Plan (8)										
<b>TOTAL HANOVER</b>			<b>219</b>	<b>3</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>2</b>	205
LEIPZIG	BRITISH AIRWAYS PLC	S	62	0	0	92	8	0	0	0	0	3	89	4	64
	LUFTHANSA	S	67	0	0	72	16	7	4	0	0	13	74	9	76
<b>TOTAL LEIPZIG</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	140
MUNICH	BRITISH AIRWAYS PLC	S	286	0	3	84	10	3	2	0	0	6	77	8	284
	LUFTHANSA	S	305	0	0	78	15	4	3	0	0	5	80	4	261
<b>TOTAL MUNICH</b>			<b>591</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>6</b>	545
NUREMBERG	LUFTHANSA	S	59	0	1	88	5	2	5	0	0	4	84	4	122
<b>TOTAL NUREMBERG</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>4</b>	122
STUTTGART	BRITISH AIRWAYS PLC	S	62	0	0	84	13	0	3	0	0	6	73	12	62
	LUFTHANSA	S	102	0	2	92	6	0	2	0	0	3	84	5	165
<b>TOTAL STUTTGART</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>7</b>	227
<b>TOTAL GERMANY</b>			<b>3587</b>	<b>4</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>6</b>	3671
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	26	0	0	8	15	19	35	19	4	118	33	69	24
<b>TOTAL ACCRA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>19</b>	<b>35</b>	<b>19</b>	<b>4</b>	<b>118</b>	<b>33</b>	<b>69</b>	24
<b>TOTAL GHANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>19</b>	<b>35</b>	<b>19</b>	<b>4</b>	<b>118</b>	<b>33</b>	<b>69</b>	24
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	4	0	0	75	0	0	0	25	0	59	44	13	16
<b>TOTAL GIBRALTAR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>45</b>	<b>44</b>	<b>13</b>	16
<b>TOTAL GIBRALTAR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>45</b>	<b>44</b>	<b>13</b>	16
<b>GREECE</b>															
ATHENS	BMI BRITISH MIDLAND	C	5	0	2	40	0	40	0	0	20	128	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	77	15	7	2	0	0	6	79	13	126
	OLYMPIC AIRWAYS	S	137	0	0	68	16	11	5	0	0	14	58	16	130
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	79	6	6	6	0	2	17	76	6	62
<b>TOTAL ATHENS</b>			<b>328</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>70</b>	<b>13</b>	318
SALONIKA	BRITISH AIRWAYS PLC	S	62	0	0	81	18	2	0	0	0	5	81	11	62
<b>TOTAL SALONIKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>11</b>	62
<b>TOTAL GREECE</b>			<b>390</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>72</b>	<b>12</b>	380
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	79	8	8	2	0	3	37	84	7	62
	CATHAY PACIFIC AIRWAYS	S	92	0	0	95	1	2	1	0	1	2	87	5	82
	UNITED AIRLINES	S	62	0	0	63	19	11	5	0	2	26	71	14	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	89	5	2	3	0	2	10	83	0	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>82</b>	<b>6</b>	266
<b>TOTAL HONG KONG</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>82</b>	<b>6</b>	266
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	80	8	6	6	0	0	9	74	10	124

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				Actual (7)	Plan (8)										
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	64	21	9	6	0	0	17	81	7	124
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>8</b>	<b>248</b>
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>8</b>	<b>248</b>
ICELAND															
KEFLAVIK	ICELANDAIR	S	80	0	0	78	14	5	4	0	0	4	63	16	62
<b>TOTAL KEFLAVIK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>16</b>	<b>62</b>
<b>TOTAL ICELAND</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>16</b>	<b>62</b>
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	61	6	11	0	0	22	197	59	11	17
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>197</b>	<b>59</b>	<b>11</b>	<b>17</b>
DELHI	AIR CANADA	S	34	2	1	29	15	38	15	3	0	44	56	33	36
	BRITISH AIRWAYS PLC	S	8	1	0	50	38	13	0	0	0	8	60	13	10
<b>TOTAL DELHI</b>			<b>43</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>19</b>	<b>33</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>29</b>	<b>46</b>
MUMBAI	AIR INDIA	S	82	0	0	62	11	12	9	4	2	51	9	73	54
	BRITISH AIRWAYS PLC	S	61	0	0	69	8	18	5	0	0	15	36	26	36
<b>TOTAL MUMBAI</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>20</b>	<b>54</b>	<b>90</b>
<b>TOTAL INDIA</b>			<b>204</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>11</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>43</b>	<b>38</b>	<b>197</b>
INDONESIA															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	43	0	0	70	12	12	7	0	0	13	58	23	36
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>23</b>	<b>36</b>
<b>TOTAL INDONESIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>23</b>	<b>36</b>
IRAN															
TEHRAN	BRITISH AIRWAYS PLC	S	26	0	0	69	15	8	8	0	0	15	83	1	18
	IRAN AIR	S	28	0	0	57	25	11	4	4	0	22	31	37	26
<b>TOTAL TEHRAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>22</b>	<b>44</b>
<b>TOTAL IRAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>22</b>	<b>44</b>
IRISH REPUBLIC															
CORK	AER LINGUS	S	190	0	0	75	9	4	12	0	0	18	63	21	188
<b>TOTAL CORK</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>21</b>	<b>188</b>
DUBLIN	AER LINGUS	S	714	0	6	83	8	5	4	0	0	8	79	9	728
	BMI BRITISH MIDLAND	S	524	1	4	79	13	4	4	0	0	9	78	10	485
<b>TOTAL DUBLIN</b>			<b>1238</b>	<b>1</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>1213</b>
SHANNON	AER LINGUS	S	196	0	0	73	13	8	6	0	0	15	73	10	196
<b>TOTAL SHANNON</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>10</b>	<b>196</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1624</b>	<b>1</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>1597</b>
ISRAEL															
OVDA	EL AL	S	18	0	0	78	11	11	0	0	0	2	75	1	16

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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 OVDA			18	0	0	78	11	11	0	0	0	2	75	1	16
TEL AVIV	BRITISH AIRWAYS PLC	S	72	0	0	82	6	6	6	1	0	11	69	13	74
	EL AL	S	72	0	10	81	7	6	7	0	0	8	58	17	78
TOTAL TEL AVIV			144	0	10	81	6	6	6	1	0	10	63	15	152
TOTAL ISRAEL			162	0	10	81	7	6	6	1	0	9	64	14	168
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	62	0	2	81	13	3	3	0	0	8	34	26	62
TOTAL BOLOGNA			62	0	2	81	13	3	3	0	0	8	35	25	63
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	10	0	0	0
TOTAL CATANIA (FONTANAROSSA)			2	0	0	100	0	0	0	0	0	10	0	0	0
MILAN (LINATE)	ALITALIA	S	364	0	7	70	21	5	4	0	0	12	51	19	372
	BRITISH AIRWAYS PLC	S	263	0	3	63	22	6	8	1	0	17	48	22	248
TOTAL MILAN (LINATE)			627	0	10	67	21	6	6	0	0	14	50	20	620
NAPLES	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL NAPLES			2	0	0	50	50	0	0	0	0	16	0	0	0
PISA	BRITISH AIRWAYS PLC	S	56	0	2	95	4	2	0	0	0	3	71	13	62
TOTAL PISA			56	0	2	95	4	2	0	0	0	3	71	13	62
ROME (FIUMICINO)	ALITALIA	S	302	0	8	68	19	7	7	0	0	13	63	14	310
	BRITISH AIRWAYS PLC	S	307	0	3	65	21	11	2	0	0	13	66	12	250
TOTAL ROME (FIUMICINO)			609	0	11	66	20	9	4	0	0	13	64	13	604
TURIN	ALITALIA	S	62	0	0	89	6	2	3	0	0	3	82	5	60
	BRITISH AIRWAYS PLC	S	114	0	0	78	13	4	5	0	0	10	81	7	116
TOTAL TURIN			176	0	0	82	11	3	5	0	0	7	81	7	178
VENICE	BRITISH AIRWAYS PLC	S	68	0	2	78	10	7	4	0	0	10	79	9	62
TOTAL VENICE			68	0	2	78	10	7	4	0	0	10	79	9	62
TOTAL ITALY			1602	0	27	70	18	7	5	0	0	12	60	16	1590
JAMAICA															
KINGSTON	AIR JAMAICA	S	30	0	0	70	10	17	0	3	0	18	0	0	0
TOTAL KINGSTON			30	0	0	70	10	17	0	3	0	18	0	0	0
TOTAL JAMAICA			30	0	0	70	10	17	0	3	0	18	0	0	0
JAPAN															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	19	0	0	89	0	5	5	0	0	1	67	4	18
TOTAL NAGOYA (AFB)			19	0	0	89	0	5	5	0	0	1	67	4	18
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	18	0	0	83	6	0	11	0	0	9	72	3	18
	BRITISH AIRWAYS PLC	S	45	0	0	82	16	0	2	0	0	2	88	-3	26
	JAPAN AIRLINES	S	46	0	0	67	20	13	0	0	0	13	73	3	44
TOTAL OSAKA (KANSAI)			109	0	0	76	16	6	3	0	0	8	77	1	88
TOKYO (NARITA)	AEROFLOT	S	22	0	1	36	18	14	32	0	0	42	53	20	19
	ALL NIPPON AIRWAYS	S	62	0	0	77	21	2	0	0	0	8	92	-4	62

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				Actual (7)	Plan (8)										
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	116	0	0	81	13	4	2	0	0	3	74	4	115
	JAPAN AIRLINES	S	76	0	4	58	21	17	4	0	0	16	79	2	84
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	52	26	17	2	2	2	29	69	9	54
<b>TOTAL TOKYO (NARITA)</b>			<b>330</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>4</b>	<b>334</b>
<b>TOTAL JAPAN</b>			<b>458</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>3</b>	<b>440</b>
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	38	0	0	66	11	18	3	3	0	15	81	6	26
	BRITISH MEDITERRANEAN AIRWA	S	26	0	0	65	19	15	0	0	0	12	76	9	17
	ROYAL JORDANIAN	S	62	0	0	76	13	6	5	0	0	14	68	12	53
<b>TOTAL AMMAN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>96</b>
<b>TOTAL JORDAN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>96</b>
<b>KENYA</b>															
NAIROBI	KENYA AIRWAYS	S	70	0	0	64	16	10	7	1	1	27	65	67	65
<b>TOTAL NAIROBI</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>59</b>	<b>62</b>	<b>75</b>
<b>TOTAL KENYA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>60</b>	<b>59</b>	<b>80</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	53	0	0	92	6	2	0	0	0	2	91	1	44
	KUWAIT AIRWAYS	S	61	1	0	51	20	21	7	2	0	24	48	22	62
<b>TOTAL KUWAIT</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	<b>106</b>
<b>TOTAL KUWAIT</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	<b>106</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	75	25	0	0	0	0	-16	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-16</b>	<b>75</b>	<b>-8</b>	<b>4</b>
<b>TOTAL KYRGYZSTAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-16</b>	<b>75</b>	<b>-8</b>	<b>4</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	27	0	0	74	19	4	4	0	0	9	0	0	0
<b>TOTAL RIGA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LATVIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LEBANON</b>															
BEIRUT	MEA	S	36	0	0	61	31	6	3	0	0	13	78	9	36
<b>TOTAL BEIRUT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>31</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>46</b>
<b>TOTAL LEBANON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>31</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>46</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	44	0	0	86	7	5	2	0	0	1	97	-4	36
<b>TOTAL VILNIUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>-4</b>	<b>36</b>
<b>TOTAL LITHUANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>-4</b>	<b>36</b>

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			Actual (7)	Plan (8)											
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	52	0	0	90	10	0	0	0	0	1	87	3	52
LUXEMBOURG	LUXAIR	S	124	2	0	80	14	5	2	0	0	5	73	8	114
<b>TOTAL LUXEMBOURG</b>			<b>176</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>6</b>	<b>166</b>
<b>TOTAL LUXEMBOURG</b>			<b>176</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>6</b>	<b>166</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	124	0	0	70	17	7	3	0	2	24	67	32	123
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>67</b>	<b>32</b>	<b>123</b>
<b>TOTAL MALAYSIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>67</b>	<b>32</b>	<b>123</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	108	0	0	74	19	6	2	0	0	5	25	28	114
<b>TOTAL MALTA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>28</b>	<b>114</b>
<b>TOTAL MALTA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>28</b>	<b>114</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	0	33	17	6	28	11	6	101	25	78	20
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>6</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>101</b>	<b>25</b>	<b>78</b>	<b>20</b>
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>6</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>101</b>	<b>25</b>	<b>78</b>	<b>20</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	13	0	0	62	31	8	0	0	0	6	70	7	27
<b>TOTAL MEXICO CITY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>7</b>	<b>27</b>
<b>TOTAL MEXICO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>7</b>	<b>27</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	62	0	0	42	13	10	24	11	0	62	59	15	44
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	54	0	0	43	33	19	6	0	0	22	48	24	54
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>53</b>	<b>20</b>	<b>98</b>
MARRAKESH	ROYAL AIR MAROC	C	3	0	0	33	33	33	0	0	0	20	0	0	0
<b>TOTAL MARRAKESH</b>			<b>3</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>20</b>	<b>89</b>	<b>2</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>14</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>59</b>	<b>18</b>	<b>136</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	73	23	0	4	0	0	11	80	45	25
<b>TOTAL WINDHOEK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>45</b>	<b>25</b>
<b>TOTAL NAMIBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>45</b>	<b>25</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	28	0	0	82	11	4	4	0	0	8	58	14	26
TAIPEI	EVA AIR	S	26	0	0	69	19	12	0	0	0	8	65	13	26
<b>TOTAL TAIPEI</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>13</b>	<b>52</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>13</b>	<b>52</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>															
<b>AMSTERDAM</b>	BMI BRITISH MIDLAND	S	466	0	2	81	10	6	3	0	0	8	87	6	477
	BRITISH AIRWAYS PLC	S	412	0	2	74	10	7	8	0	0	13	85	5	412
	KLM	S	492	2	2	81	9	6	3	1	0	10	83	7	495
	UNITED AIRLINES	S	10	0	2	90	10	0	0	0	0	1	35	20	17
<b>TOTAL AMSTERDAM</b>			<b>1380</b>	<b>2</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>6</b>	1401
<b>EINDHOVEN</b>	KLM	S	79	0	21	86	10	0	0	4	0	11	87	3	82
<b>TOTAL EINDHOVEN</b>			<b>79</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>3</b>	82
<b>ROTTERDAM</b>	KLM	S	252	0	8	85	6	4	4	0	0	6	84	5	256
<b>TOTAL ROTTERDAM</b>			<b>252</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>5</b>	256
<b>TOTAL NETHERLANDS</b>			<b>1711</b>	<b>2</b>	<b>37</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	1739
<b>NEW ZEALAND</b>															
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	46	0	0	74	13	0	7	4	2	34	67	17	46
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>34</b>	<b>67</b>	<b>17</b>	46
<b>TOTAL NEW ZEALAND</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>34</b>	<b>67</b>	<b>17</b>	46
<b>NIGERIA</b>															
<b>LAGOS</b>	NIGERIA AIRWAYS	S	2	0	26	0	0	50	0	50	0	115	6	192	17
<b>TOTAL LAGOS</b>			<b>2</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>115</b>	<b>6</b>	<b>192</b>	17
<b>TOTAL NIGERIA</b>			<b>2</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>115</b>	<b>6</b>	<b>192</b>	17
<b>NORWAY</b>															
<b>BERGEN</b>	BMI BRITISH MIDLAND	S	60	0	0	88	7	3	2	0	0	1	69	8	62
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>8</b>	62
<b>OSLO (FORNEBU)</b>	BRITISH AIRWAYS PLC	S	185	0	1	90	8	1	2	0	0	3	87	4	178
	SAS	S	226	0	0	86	8	4	2	0	0	3	81	8	232
<b>TOTAL OSLO (FORNEBU)</b>			<b>411</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>7</b>	410
<b>STAVANGER</b>	SAS	S	120	0	0	89	8	1	3	0	0	4	85	4	124
<b>TOTAL STAVANGER</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>4</b>	124
<b>TOTAL NORWAY</b>			<b>591</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>6</b>	596
<b>OMAN</b>															
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	62	0	0	44	24	26	5	2	0	25	63	23	62
	GULF AIR	S	63	0	0	67	17	3	8	5	0	25	76	10	82
<b>TOTAL MUSCAT</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>16</b>	144
<b>TOTAL OMAN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>16</b>	144
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	18	0	0	28	28	33	11	0	0	35	22	48	18
<b>TOTAL ISLAMABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>22</b>	<b>48</b>	18
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	18	0	0	39	28	33	0	0	0	23	50	27	38
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>27</b>	38

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	28	22	17	28	6	0	49	0	0	0
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>17</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>26</b>	<b>28</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>41</b>	<b>34</b>	<b>56</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	33	1	0	85	6	9	0	0	0	6	58	16	36
	PHILIPPINE AIRLINES	S	26	0	0	31	23	23	23	0	0	38	0	0	0
<b>TOTAL MANILA</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>16</b>	<b>36</b>
<b>TOTAL PHILIPPINES</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>16</b>	<b>36</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	124	0	0	81	10	5	4	0	0	9	76	7	92
	LOT-POLISH AIRLINES	S	118	0	0	80	11	3	3	3	0	14	79	7	86
<b>TOTAL WARSAW</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>7</b>	<b>178</b>
<b>TOTAL POLAND</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>6</b>	<b>183</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	38	0	0	82	11	8	0	0	0	8	55	22	38
<b>TOTAL FARO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>22</b>	<b>38</b>
LISBON	AIR PORTUGAL	S	162	0	0	68	13	10	6	3	0	24	72	16	162
	BRITISH AIRWAYS PLC	S	186	0	0	82	10	4	4	0	0	8	76	5	186
<b>TOTAL LISBON</b>			<b>348</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>10</b>	<b>348</b>
OPORTO ( PORTUGAL )	AIR PORTUGAL	S	62	0	0	98	2	0	0	0	0	-3	90	1	62
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>88</b>	<b>3</b>	<b>124</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>448</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>9</b>	<b>510</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	2	17	22	17	22	11	11	119	50	25	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>22</b>	<b>17</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>119</b>	<b>50</b>	<b>25</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>22</b>	<b>17</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>119</b>	<b>50</b>	<b>25</b>	<b>18</b>
<b>QATAR</b>															
DOHA	GULF AIR	S	8	0	0	38	0	50	13	0	0	33	100	-5	4
	QATAR AIRWAYS	S	3	1	1	67	33	0	0	0	0	-3	0	0	0
<b>TOTAL DOHA</b>			<b>11</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>9</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>-5</b>	<b>4</b>
<b>TOTAL QATAR</b>			<b>11</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>9</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>-5</b>	<b>4</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	26	0	0	65	12	15	8	0	0	19	89	0	18
	KOREAN AIR	S	38	0	0	71	18	8	3	0	0	11	85	2	26
<b>TOTAL SEOUL (KIMPO)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>0</b>	<b>45</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>0</b>	<b>45</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	33	1	0	67	21	6	6	0	0	14	76	9	37

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				Actual (7)	Plan (8)										
CAPE TOWN	SOUTH AFRICAN AIRWAYS	S	28	0	0	61	32	4	4	0	0	14	67	15	18
<b>TOTAL CAPE TOWN</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>55</b>
DURBAN	BRITISH AIRWAYS PLC	S	27	0	0	70	19	4	7	0	0	11	92	3	25
	SOUTH AFRICAN AIRWAYS	S	25	0	0	40	24	16	20	0	0	30	52	19	27
<b>TOTAL DURBAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>11</b>	<b>52</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	71	0	0	75	15	6	3	1	0	12	83	5	47
	SOUTH AFRICAN AIRWAYS	S	65	0	0	49	17	22	11	0	2	38	47	34	57
	VIRGIN ATLANTIC AIRWAYS LTD	S	49	0	5	51	20	16	8	2	2	44	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>185</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>63</b>	<b>21</b>	<b>104</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>298</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>68</b>	<b>16</b>	<b>211</b>
RUMANIA															
BUCHAREST (OTOPENI)	TAROM	S	63	0	0	70	13	6	11	0	0	13	78	3	54
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>3</b>	<b>54</b>
<b>TOTAL RUMANIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>3</b>	<b>54</b>
RUSSIA															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	85	0	10	79	8	7	4	2	0	10	61	30	92
	BRITISH AIRWAYS PLC	S	62	0	0	81	13	3	3	0	0	4	85	1	62
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>147</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>18</b>	<b>154</b>
ST PETERSBURG	AEROFLOT	S	10	0	0	70	20	10	0	0	0	9	90	-2	10
	BRITISH AIRWAYS PLC	S	42	0	0	83	10	7	0	0	0	-3	89	-1	46
<b>TOTAL ST PETERSBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>-1</b>	<b>56</b>
<b>TOTAL RUSSIA</b>			<b>199</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>210</b>
SAUDI ARABIA															
DHAHRAN	BRITISH AIRWAYS PLC	S	54	0	0	87	6	0	6	2	0	6	85	3	52
	SAUDI ARABIAN AIRLINES	S	18	0	0	61	17	17	6	0	0	19	91	5	11
<b>TOTAL DHAHRAN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>3</b>	<b>63</b>
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	74	23	3	0	0	0	5	80	12	35
	SAUDI ARABIAN AIRLINES	S	34	0	0	59	29	9	0	3	0	22	74	13	35
<b>TOTAL JEDDAH</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>13</b>	<b>70</b>
RIYADH	BRITISH AIRWAYS PLC	S	26	1	0	88	12	0	0	0	0	-7	96	-3	26
	SAUDI ARABIAN AIRLINES	S	8	0	0	50	13	38	0	0	0	24	69	8	16
<b>TOTAL RIYADH</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>1</b>	<b>42</b>
<b>TOTAL SAUDI ARABIA</b>			<b>176</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>175</b>
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	35	1	0	69	6	14	9	0	3	24	0	0	0
	SINGAPORE AIRLINES	S	124	0	0	70	17	8	4	1	0	12	77	7	124
<b>TOTAL SINGAPORE</b>			<b>159</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>7</b>	<b>124</b>
<b>TOTAL SINGAPORE</b>			<b>159</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>7</b>	<b>124</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>SLOVENIA</b>																
LJUBLJANA	ADRIA AIRWAYS	S	46	0	0	83	11	4	2	0	0	5	82	5	60	
TOTAL LJUBLJANA			<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>5</b>	<b>60</b>	
TOTAL SLOVENIA			<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>5</b>	<b>60</b>	
<b>SPAIN</b>																
ALICANTE	IBERIA	S	62	0	0	66	16	8	10	0	0	15	50	24	2	
TOTAL ALICANTE			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>13</b>	<b>44</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	187	0	1	74	13	8	5	0	0	11	76	9	186	
	IBERIA	S	186	0	0	85	4	5	6	0	0	6	87	4	186	
TOTAL BARCELONA			<b>373</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	<b>372</b>	
BILBAO	BRITISH AIRWAYS PLC	S	66	0	0	92	5	3	0	0	0	-1	92	3	62	
	IBERIA	S	62	0	0	79	8	3	10	0	0	9	85	1	62	
TOTAL BILBAO			<b>128</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>2</b>	<b>124</b>	
MADRID	AEROLINEAS ARGENTINAS	S	12	0	0	58	25	8	8	0	0	16	0	0	0	
	BRITISH AIRWAYS PLC	S	246	0	2	70	16	8	7	0	0	14	60	14	187	
	IBERIA	S	296	0	4	83	9	6	3	0	0	9	84	5	300	
TOTAL MADRID			<b>554</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>8</b>	<b>487</b>	
MALAGA	IBERIA	S	62	0	0	61	19	10	10	0	0	20	61	16	62	
TOTAL MALAGA			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>16</b>	<b>62</b>	
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	62	0	0	76	16	5	3	0	0	12	56	17	62	
	IBERIA	S	58	0	0	91	3	2	3	0	0	3	50	15	2	
TOTAL PALMA DE MALLORCA			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>13</b>	<b>106</b>	
SANTIAGO DE COMPOSTELA ( SPAIN )	IBERIA	S	4	0	0	100	0	0	0	0	0	-3	0	0	0	
TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SEVILLE	IBERIA	S	62	0	0	90	0	2	2	6	0	20	87	6	62	
TOTAL SEVILLE			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>6</b>	<b>62</b>	
VALENCIA	IBERIA	S	62	0	0	81	11	5	3	0	0	8	89	3	62	
TOTAL VALENCIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>3</b>	<b>62</b>	
TOTAL SPAIN			<b>1427</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>8</b>	<b>1319</b>	
<b>SRI LANKA</b>																
COLOMBO	SRILANKAN AIRLINES	S	36	0	0	56	17	11	8	8	0	34	81	0	36	
TOTAL COLOMBO			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>81</b>	<b>0</b>	<b>36</b>	
TOTAL SRI LANKA			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>81</b>	<b>0</b>	<b>36</b>	
<b>SWEDEN</b>																
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	83	10	2	6	0	0	7	88	5	124	
	SAS	S	127	0	1	87	9	3	1	0	0	4	87	5	174	
TOTAL GOTEBORG			<b>251</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>298</b>	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	252	0	0	86	7	3	4	0	0	6	80	7	248	
	SAS	S	294	0	1	86	7	4	3	0	0	5	81	5	298	

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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 STOCKHOLM (ARLANDA)			546	0	1	86	7	3	4	0	0	5	81	6	546
TOTAL SWEDEN			797	0	2	86	8	3	4	0	0	5	83	6	844
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	124	0	0	74	15	6	5	0	0	11	79	10	114
	SWISS AIRLINES	S	182	0	4	76	15	6	3	0	0	9	77	10	120
TOTAL BASLE MULHOUSE			306	0	4	75	15	6	4	0	0	10	78	10	234
GENEVA	BRITISH AIRWAYS PLC	S	307	0	1	69	20	7	4	0	0	13	65	14	292
	SWISSAIR	S	248	0	0	71	18	9	2	0	0	11	71	11	248
TOTAL GENEVA			555	0	1	70	19	8	3	0	0	12	68	12	540
ZURICH	BMI BRITISH MIDLAND	S	236	0	0	69	17	10	4	0	0	13	75	9	238
	BRITISH AIRWAYS PLC	S	232	0	4	72	17	7	4	0	0	12	70	13	246
	SWISSAIR	S	368	0	4	75	16	6	3	0	0	11	72	9	310
TOTAL ZURICH			836	0	8	72	17	7	3	0	0	12	72	10	794
TOTAL SWITZERLAND			1697	0	13	72	17	7	3	0	0	11	72	11	1568
SYRIA															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	65	12	12	6	6	0	25	79	3	19
	SYRIANAIR	S	27	0	0	44	26	15	15	0	0	24	48	57	25
TOTAL DAMASCUS			44	0	0	52	20	14	11	2	0	25	67	28	52
TOTAL SYRIA			44	0	0	52	20	14	11	2	0	25	67	28	52
TANZANIA															
DAR-ES-SALAAM	ALLIANCE	S	18	0	0	44	17	28	11	0	0	24	56	16	18
TOTAL DAR-ES-SALAAM			18	0	0	44	17	28	11	0	0	24	56	20	32
TOTAL TANZANIA			18	0	0	44	17	28	11	0	0	24	56	20	32
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	62	0	0	76	11	11	2	0	0	9	61	50	62
TOTAL BANGKOK			62	0	0	76	11	11	2	0	0	9	61	50	62
TOTAL THAILAND			62	0	0	76	11	11	2	0	0	9	61	50	62
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	63	1	3	62	8	10	13	5	3	54	46	21	61
TOTAL PORT OF SPAIN			63	1	3	62	8	10	13	5	3	54	46	21	61
TOTAL TRINIDAD AND TOBAGO			63	1	3	62	8	10	13	5	3	54	46	21	61
TUNISIA															
TUNIS	TUNISAIR	S	26	0	0	31	35	31	0	4	0	32	43	33	28
TOTAL TUNIS			26	0	0	31	35	31	0	4	0	32	46	26	52
TOTAL TUNISIA			26	0	0	31	35	31	0	4	0	32	46	26	52
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	70	13	11	5	1	0	13	70	12	122
	ISTANBUL HAVA YOLLARI	C	22	0	0	41	18	23	18	0	0	32	45	40	20

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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)										
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	122	0	2	59	15	17	7	2	0	23	58	16	116
<b>TOTAL ISTANBUL</b>			<b>268</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>16</b>	<b>258</b>
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	20	0	0	55	25	10	10	0	0	18	50	15	18
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>15</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>288</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>16</b>	<b>276</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	30	10	20	10	30	0	99	0	0	0
<b>TOTAL ASHKHABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>99</b>	<b>60</b>	<b>1</b>	<b>10</b>
<b>TOTAL TURKMENISTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>99</b>	<b>60</b>	<b>1</b>	<b>10</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	85	5	3	3	3	0	11	93	-3	61
	GULF AIR	S	60	0	0	67	13	7	10	2	2	27	57	18	44
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>75</b>	<b>9</b>	<b>123</b>
DUBAI	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	-2	0	0	0
	EMIRATES	S	124	0	0	48	21	24	6	0	0	21	63	19	106
<b>TOTAL DUBAI</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>19</b>	<b>106</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>13</b>	<b>229</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	372	0	2	86	9	3	2	0	0	4	86	5	384
<b>TOTAL ABERDEEN</b>			<b>373</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>384</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	500	0	5	89	6	4	2	0	0	3	89	4	485
	BRITISH AIRWAYS PLC	S	362	0	0	87	6	4	4	0	0	6	76	9	360
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>862</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>6</b>	<b>845</b>
EDINBURGH	BMI BRITISH MIDLAND	S	567	0	14	87	7	3	3	0	0	4	79	7	476
	BRITISH AIRWAYS PLC	S	630	0	8	85	8	3	4	0	0	6	83	7	666
<b>TOTAL EDINBURGH</b>			<b>1197</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>7</b>	<b>1142</b>
GLASGOW	BMI BRITISH MIDLAND	S	535	0	7	89	7	1	2	0	0	4	87	5	476
	BRITISH AIRWAYS PLC	S	637	0	4	85	7	4	3	0	0	7	85	7	663
<b>TOTAL GLASGOW</b>			<b>1172</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>1139</b>
GUERNSEY	KLM UK LTD	S	225	0	7	90	1	3	5	0	1	9	90	2	228
<b>TOTAL GUERNSEY</b>			<b>225</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>90</b>	<b>2</b>	<b>228</b>
INVERNESS	BRITISH AIRWAYS PLC	S	162	0	4	85	10	2	3	0	0	5	86	6	168
<b>TOTAL INVERNESS</b>			<b>162</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>168</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	164	0	0	88	7	3	2	0	0	5	72	11	169
<b>TOTAL ISLE OF MAN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>11</b>	<b>169</b>
JERSEY	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-10	100	-5	2
	BRITISH AIRWAYS PLC	S	214	1	7	75	12	7	5	1	0	13	88	6	248
<b>TOTAL JERSEY</b>			<b>216</b>	<b>1</b>	<b>7</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>250</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	265	0	0	82	11	4	2	1	0	8	83	8	273

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LEEDS BRADFORD</b>			<b>265</b>	<b>2</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	273
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	635	0	2	86	9	4	1	0	0	5	82	8	601
<b>TOTAL MANCHESTER</b>			<b>637</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	602
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	320	0	0	88	7	3	2	0	0	4	90	2	332
<b>TOTAL NEWCASTLE</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>2</b>	332
<b>NEWQUAY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	77	0	2	84	12	0	4	0	0	5	82	4	68
<b>TOTAL NEWQUAY</b>			<b>77</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>4</b>	68
<b>PLYMOUTH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	143	0	2	75	12	7	6	0	0	12	64	15	150
<b>TOTAL PLYMOUTH</b>			<b>143</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>15</b>	150
<b>TEESSIDE</b>	BMI BRITISH MIDLAND	S	256	0	8	89	5	2	4	0	0	5	85	7	279
<b>TOTAL TEESSIDE</b>			<b>256</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	279
<b>TOTAL UNITED KINGDOM</b>			<b>6070</b>	<b>3</b>	<b>80</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	6032
<b>USA</b>															
<b>BOSTON</b>	AMERICAN AIRLINES	S	124	0	0	86	8	4	1	1	0	4	52	23	121
	BRITISH AIRWAYS PLC	S	121	1	0	87	5	7	1	1	0	3	67	20	115
<b>TOTAL BOSTON</b>			<b>245</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>22</b>	236
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	170	1	4	77	9	11	3	0	0	6	53	29	168
	BRITISH AIRWAYS PLC	S	62	0	0	74	15	8	3	0	0	6	46	26	63
	UNITED AIRLINES	S	62	0	4	82	8	6	3	0	0	7	71	14	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>294</b>	<b>1</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>25</b>	293
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	62	0	0	65	21	6	8	0	0	12	47	29	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>29</b>	62
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	81	10	3	3	2	2	11	47	23	62
	BRITISH AIRWAYS PLC	S	123	0	1	59	21	8	7	2	3	56	68	12	120
	UNITED AIRLINES	S	61	1	0	62	23	5	8	2	0	18	50	22	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	65	19	11	5	0	0	9	58	20	62
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>308</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>58</b>	<b>18</b>	306
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	65	19	13	2	2	0	13	48	23	62
	BRITISH AIRWAYS PLC	S	62	0	0	81	13	5	2	0	0	3	60	13	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>18</b>	124
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	62	0	0	68	15	6	5	5	2	38	11	68	38
	AMERICAN AIRLINES	S	368	0	4	79	8	7	6	1	0	10	54	23	368
	BRITISH AIRWAYS PLC	C	2	0	7	50	50	0	0	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	348	0	0	79	12	6	1	2	0	9	66	20	354
	KUWAIT AIRWAYS	S	25	1	0	64	16	16	4	0	0	10	56	25	25
	UNITED AIRLINES	S	122	0	2	80	10	6	2	2	0	9	58	17	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	111	0	5	54	23	13	9	1	0	25	46	33	116
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1038</b>	<b>1</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>24</b>	1024
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	61	1	0	69	10	11	5	3	2	30	48	28	62
	UNITED AIRLINES	S	58	0	4	67	19	9	3	2	0	16	60	27	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	19	3	3	0	0	4	65	20	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NEW YORK (NEWARK)</b>			<b>181</b>	<b>1</b>	<b>4</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>58</b>	<b>25</b>	<b>186</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	70	22	5	3	1	0	10	52	21	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>21</b>	<b>60</b>
<b>SAN FRANCISCO</b>															
	BRITISH AIRWAYS PLC	S	65	0	0	82	9	8	2	0	2	70	10	63	
	UNITED AIRLINES	S	123	1	0	75	15	6	4	0	6	52	29	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	53	1	1	30	23	23	13	9	2	58	43	25	54
<b>TOTAL SAN FRANCISCO</b>			<b>241</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>21</b>	<b>179</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	84	10	6	0	0	0	1	53	23	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>23</b>	<b>60</b>
<b>WASHINGTON (DULLES)</b>															
	BRITISH AIRWAYS PLC	S	65	0	0	80	12	3	5	0	0	10	59	28	63
	UNITED AIRLINES	S	123	0	3	68	16	8	6	1	1	22	48	30	106
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	48	21	18	8	3	2	46	0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>250</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>52</b>	<b>29</b>	<b>169</b>
<b>TOTAL USA</b>			<b>2925</b>	<b>7</b>	<b>35</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>23</b>	<b>2699</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	36	0	0	78	3	3	6	8	3	40	87	4	38
<b>TOTAL TASHKENT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>40</b>	<b>87</b>	<b>4</b>	<b>38</b>
<b>TOTAL UZBEKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>40</b>	<b>87</b>	<b>4</b>	<b>38</b>
<b>TOTAL HEATHROW</b>			<b>35368</b>	<b>34</b>	<b>388</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	<b>35071</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	8	0	0	75	13	13	0	0	0	10	86	8	14
<b>TOTAL SALZBURG</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>10</b>	<b>86</b>	<b>8</b>	<b>14</b>
<b>TOTAL AUSTRIA</b>			<b>9</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>14</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	5	0	1	20	80	0	0	0	0	21	83	5	6
	MONARCH AIRLINES	C	14	0	0	36	21	29	14	0	0	29	75	16	12
<b>TOTAL LARNACA</b>			<b>20</b>	<b>9</b>	<b>1</b>	<b>35</b>	<b>35</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>29</b>	<b>20</b>
PAPHOS	AIR 2000	C	7	1	0	57	43	0	0	0	0	13	75	21	8
	BRITANNIA AIRWAYS	C	9	4	0	78	0	0	22	0	0	24	78	50	18
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>44</b>	<b>37</b>
<b>TOTAL CYPRUS</b>			<b>36</b>	<b>14</b>	<b>1</b>	<b>50</b>	<b>28</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>39</b>	<b>57</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH WORLD AIRLINES LTD	S	103	0	0	79	7	8	5	2	0	12	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
LYON	AIR 2000	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	BRITANNIA AIRWAYS	C	10	0	1	40	40	20	0	0	0	23	50	29	10
	MONARCH AIRLINES	C	6	0	0	50	17	33	0	0	0	18	50	24	10
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>27</b>	<b>20</b>
NICE	AIR FOYLE PASSENGER AIRLINES	S	122	1	1	55	23	9	12	1	0	24	0	0	0
<b>TOTAL NICE</b>			<b>122</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>23</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	134	0	26	72	14	12	2	0	0	10	99	-4	144
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>134</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>99</b>	<b>-4</b>	<b>144</b>
<b>TOTAL FRANCE</b>			<b>275</b>	<b>4</b>	<b>29</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>0</b>	<b>164</b>
<b>GERMANY</b>															
HAMBURG	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL HAMBURG</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	BRITISH WORLD AIRLINES LTD	S	103	0	1	83	7	2	7	1	0	11	0	0	0
<b>TOTAL MUNICH</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	194	12	5	91	1	4	1	3	1	13	89	1	179
<b>TOTAL DUBLIN</b>			<b>194</b>	<b>12</b>	<b>5</b>	<b>91</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>89</b>	<b>1</b>	<b>179</b>
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	17	5	0	100	0	0	0	0	0	0	93	-9	28
<b>TOTAL KERRY COUNTY</b>			<b>17</b>	<b>5</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>-9</b>	<b>28</b>
WATERFORD	SCOT AIRWAYS	S	5	1	1	40	20	40	0	0	0	22	71	16	48

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 WATERFORD			5	1	1	40	20	40	0	0	0	22	71	16	48
TOTAL IRISH REPUBLIC			216	18	6	91	1	4	1	3	0	13	86	3	255
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	15	30	49	10
TOTAL OVDA			20	0	0	65	15	20	0	0	0	14	30	49	10
TOTAL ISRAEL			20	0	0	65	15	20	0	0	0	14	30	49	10
ITALY															
NAPLES	BMI BRITISH MIDLAND	C	10	0	0	50	30	10	10	0	0	20	0	0	0
TOTAL NAPLES			10	0	0	50	30	10	10	0	0	20	13	105	8
PALERMO	BMI BRITISH MIDLAND	C	10	0	0	30	30	30	10	0	0	26	0	0	0
TOTAL PALERMO			10	0	0	30	30	30	10	0	0	26	10	121	10
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	S	59	0	3	81	12	5	0	2	0	8	0	0	0
TOTAL ROME (CIAMPINO)			59	0	3	81	12	5	0	2	0	8	0	118	2
TURIN	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	10	63	42	8
TOTAL TURIN			9	0	0	78	11	11	0	0	0	10	63	42	8
TOTAL ITALY			88	0	3	72	16	9	2	1	0	11	30	87	30
MALTA															
MALTA	BRITANNIA AIRWAYS	C	8	0	0	50	0	0	50	0	0	67	70	24	10
TOTAL MALTA			8	0	0	50	0	0	50	0	0	67	70	24	10
TOTAL MALTA			8	0	0	50	0	0	50	0	0	67	70	24	10
NETHERLANDS															
AMSTERDAM	AIR FOYLE PASSENGER AIRLINES	S	232	0	5	82	7	6	5	0	0	9	0	0	0
TOTAL AMSTERDAM			232	0	5	82	7	6	5	0	0	9	91	0	178
TOTAL NETHERLANDS			232	0	5	82	7	6	5	0	0	9	91	0	178
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	10	0	0	20	10	70	0	0	0	36	88	3	8
TOTAL FARO			10	1	0	20	10	70	0	0	0	36	88	3	8
TOTAL PORTUGAL(EXCLUDING MADEIRA)			10	1	0	20	10	70	0	0	0	36	88	3	8
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	0	63	21	8
TOTAL FUNCHAL			10	0	0	90	10	0	0	0	0	0	63	21	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	90	10	0	0	0	0	0	63	21	8
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	7	1	0	57	0	14	14	14	0	52	75	9	8
	MONARCH AIRLINES	S	26	0	0	27	38	12	19	4	0	44	48	17	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ALICANTE</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>30</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>55</b>	<b>15</b>	<b>33</b>
<b>BARCELONA</b>	AIR FOYLE PASSENGER AIRLINES	S	66	3	2	71	9	11	9	0	0	18	0	0	0
	BRITISH WORLD AIRLINES LTD	S	61	4	2	80	8	3	7	2	0	12	0	0	0
<b>TOTAL BARCELONA</b>			<b>127</b>	<b>7</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>	BRITISH WORLD AIRLINES LTD	S	112	2	0	79	4	9	6	1	0	16	0	0	0
<b>TOTAL MADRID</b>			<b>112</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MAHON</b>	MONARCH AIRLINES	S	20	0	0	50	25	20	5	0	0	17	67	10	9
<b>TOTAL MAHON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>10</b>	<b>9</b>
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	9	1	0	67	11	22	0	0	0	16	67	22	18
	MONARCH AIRLINES	S	28	0	0	79	4	14	4	0	0	12	79	5	28
	MONARCH AIRLINES	C	12	0	0	58	8	25	0	8	0	29	80	3	10
<b>TOTAL MALAGA</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>10</b>	<b>56</b>
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	8	0	0	38	0	25	25	13	0	61	56	26	16
	MONARCH AIRLINES	C	6	1	0	67	0	0	17	0	17	109	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>14</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>82</b>	<b>41</b>	<b>27</b>	<b>22</b>
<b>TOTAL SPAIN</b>			<b>356</b>	<b>12</b>	<b>4</b>	<b>70</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>15</b>	<b>120</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	9	0	0	89	0	11	0	0	0	-8	100	-20	8
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	5	100	-3	10
	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	19	88	6	8
<b>TOTAL ARRECIFE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>-5</b>	<b>26</b>
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	71	6	7
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>7</b>
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	7	1	0	57	14	0	29	0	0	23	63	20	8
	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	6	90	1	10
<b>TOTAL LAS PALMAS</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>9</b>	<b>18</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	8	0	0	63	13	25	0	0	0	12	89	-1	9
	BRITANNIA AIRWAYS	C	9	0	0	11	11	11	67	0	0	74	60	21	10
	EXCEL AIRWAYS LTD	C	8	0	3	13	38	0	50	0	0	49	0	0	0
	MONARCH AIRLINES	C	8	0	0	13	0	63	0	25	0	87	8	43	12
	MONARCH AIRLINES	S	16	0	0	63	25	13	0	0	0	13	56	18	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>50</b>	<b>1</b>	<b>3</b>	<b>36</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>39</b>	<b>35</b>	<b>69</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>102</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>21</b>	<b>120</b>
<b>SWITZERLAND</b>															
<b>ZURICH</b>	EDELWEISS AIR	C	43	3	3	77	14	7	2	0	0	10	0	0	0
<b>TOTAL ZURICH</b>			<b>43</b>	<b>3</b>	<b>3</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>43</b>	<b>3</b>	<b>3</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>721</b>	<b>2</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	3	89	2	9
<b>TOTAL MONASTIR</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>3</b>	<b>89</b>	<b>2</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TUNISIA			10	0	0	90	10	0	0	0	0	3	89	2	9
UNITED KINGDOM															
ABERDEEN	AIR FOYLE PASSENGER AIRLINES	S	153	1	0	82	10	1	5	1	0	7	0	0	0
TOTAL ABERDEEN			153	1	0	82	10	1	5	1	0	7	90	-1	51
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	49	1	0	96	4	0	0	0	0	-1	81	8	62
TOTAL BELFAST CITY			49	1	0	96	4	0	0	0	0	-1	81	8	62
EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	273	2	8	85	5	5	4	1	0	7	0	0	0
TOTAL EDINBURGH			273	2	8	85	5	5	4	1	0	7	92	2	155
GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	271	3	13	85	6	4	5	0	0	8	0	0	0
TOTAL GLASGOW			271	3	13	85	6	4	5	0	0	8	93	1	157
INVERNESS	AIR FOYLE PASSENGER AIRLINES	S	61	0	0	84	7	3	7	0	0	7	0	0	0
TOTAL INVERNESS			61	0	0	84	7	3	7	0	0	7	0	0	0
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	27	3	0	100	0	0	0	0	0	-3	93	-2	28
TOTAL ISLE OF MAN			27	3	0	100	0	0	0	0	0	-3	93	-2	28
NORWICH	SCOT AIRWAYS	S	58	1	19	72	16	9	2	2	0	10	0	0	0
TOTAL NORWICH			58	1	19	72	16	9	2	2	0	10	0	0	0
TOTAL UNITED KINGDOM			893	11	41	85	7	4	4	1	0	7	89	3	516
USA															
SANFORD	MONARCH AIRLINES	C	8	1	1	75	0	25	0	0	0	6	0	0	0
TOTAL SANFORD			8	1	1	75	0	25	0	0	0	6	0	0	0
TOTAL USA			8	1	1	75	0	25	0	0	0	6	50	20	8
TOTAL LUTON			2526	72	97	77	9	7	5	1	0	12	81	9	1517

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>AUSTRALIA</b>															
MELBOURNE	BRITANNIA AIRWAYS	C	2	0	0	0	0	50	50	0	0	106	100	2	2
<b>TOTAL MELBOURNE</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>106</b>	<b>100</b>	<b>2</b>	<b>2</b>
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	18	50	13	2
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>13</b>	<b>2</b>
SYDNEY	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	50	50	0	150	100	0	1
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	38	13	25	0	84	83	-2	6
<b>TOTAL SYDNEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>97</b>	<b>86</b>	<b>-1</b>	<b>7</b>
<b>TOTAL AUSTRALIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>7</b>	<b>27</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>87</b>	<b>83</b>	<b>2</b>	<b>12</b>
<b>AUSTRIA</b>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	8	0	2	25	50	25	0	0	0	23	0	0	0
	LEISURE INTERNATIONAL	C	20	0	0	25	60	15	0	0	0	22	26	45	19
<b>TOTAL INNSBRUCK</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>57</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>45</b>	<b>19</b>
SALZBURG	AIR 2000	C	10	0	0	60	10	10	20	0	0	25	20	39	10
	BRITANNIA AIRWAYS	C	18	0	0	56	28	6	0	11	0	34	65	21	17
<b>TOTAL SALZBURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>54</b>	<b>24</b>	<b>37</b>
VIENNA	LAUDA-AIR	S	52	0	0	88	6	2	0	4	0	8	92	-1	51
<b>TOTAL VIENNA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>-1</b>	<b>51</b>
<b>TOTAL AUSTRIA</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>16</b>	<b>107</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	1	88	13	8
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	10	10	0	0	17	67	5	9
<b>TOTAL BRIDGETOWN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>9</b>	<b>17</b>
<b>TOTAL BARBADOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>9</b>	<b>17</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	114	0	1	77	13	8	2	0	0	9	79	17	96
	SABENA	S	84	1	2	95	5	0	0	0	0	2	82	13	56
<b>TOTAL BRUSSELS</b>			<b>198</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>16</b>	<b>152</b>
<b>TOTAL BELGIUM</b>			<b>198</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>16</b>	<b>152</b>
<b>BULGARIA</b>															
PLOVDIV	AIR 2000	C	3	0	0	0	33	33	33	0	0	51	0	0	0
	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	-4	0	0	0
<b>TOTAL PLOVDIV</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>-6</b>	<b>9</b>
SOFIA	AIR 2000	C	3	0	0	0	0	100	0	0	0	53	0	0	0
	BRITANNIA AIRWAYS	C	15	0	1	47	33	7	0	13	0	45	43	24	7
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>22</b>	<b>12</b>
<b>TOTAL BULGARIA</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>10</b>	<b>21</b>

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>CANADA</b>															
CALGARY	MY TRAVEL AIRWAYS UK	C	18	0	0	22	6	17	39	11	6	99	0	0	0
<b>TOTAL CALGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>17</b>	<b>39</b>	<b>11</b>	<b>6</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	24	0	0	71	13	4	13	0	0	16	27	53	44
	AIR TRANSAT	C	8	0	2	13	0	50	25	13	0	73	0	24	2
	CANADA 3000 AIRLINES	C	8	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL TORONTO</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>8</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>26</b>	<b>52</b>	<b>46</b>
<b>TOTAL CANADA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>7</b>	<b>14</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>46</b>	<b>26</b>	<b>52</b>	<b>46</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	5	0	0	80	20	0	0	0	0	13	56	7	9
	BRITANNIA AIRWAYS	C	6	0	0	100	0	0	0	0	0	2	60	4	5
	CYPRUS AIRWAYS	S	20	0	0	65	20	5	10	0	0	16	72	8	18
	EUROCYPRIA AIRLINES LTD	C	10	0	1	60	20	0	20	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	19	0	1	53	21	21	5	0	0	19	29	46	17
<b>TOTAL LARNACA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>21</b>	<b>49</b>
PAPHOS	AIR 2000	S	5	0	0	20	40	0	40	0	0	35	69	10	16
	BRITANNIA AIRWAYS	C	18	0	0	83	17	0	0	0	0	3	68	31	19
	CALEDONIAN AIRWAYS	C	9	1	1	89	0	11	0	0	0	4	50	29	10
	EUROCYPRIA AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	13	25	0	0	44	25	69	8
<b>TOTAL PAPHOS</b>			<b>49</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>30</b>	<b>53</b>
<b>TOTAL CYPRUS</b>			<b>110</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>17</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>25</b>	<b>102</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	34	0	0	79	18	0	3	0	0	8	100	1	18
	MY TRAVEL AIRWAYS UK	C	9	0	1	22	44	33	0	0	0	26	0	0	0
<b>TOTAL PRAGUE</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>1</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>1</b>	<b>18</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	86	0	4	88	8	1	2	0	0	3	94	-2	94
	SUN AIR OF SCANDINAVIA	S	80	0	14	83	13	3	3	0	0	6	0	0	0
<b>TOTAL BILLUND</b>			<b>167</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>-2</b>	<b>94</b>
COPENHAGEN	SAS	S	135	0	0	84	13	4	0	0	0	2	86	6	163
<b>TOTAL COPENHAGEN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>221</b>
<b>TOTAL DENMARK</b>			<b>303</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>3</b>	<b>315</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	16	0	0	63	0	19	19	0	0	25	75	8	8
	LEISURE INTERNATIONAL	C	8	0	0	75	0	0	0	0	25	181	0	0	0
	MONARCH AIRLINES	C	3	0	0	33	0	0	67	0	0	57	100	-15	4
<b>TOTAL PUERTO PLATA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>83</b>	<b>0</b>	<b>12</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	12	60	15	5
	LEISURE INTERNATIONAL	C	10	0	1	60	0	0	30	10	0	44	0	0	0

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				Actual (7)	Plan (8)										
SANTO DOMINGO	LEISURE INTL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	0	58	4
<b>TOTAL SANTO DOMINGO</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>34</b>	<b>9</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>6</b>	<b>8</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>52</b>	<b>62</b>	<b>15</b>	<b>21</b>
<b>EGYPT</b>															
CAIRO	EGYPT AIR	C	2	0	0	0	0	0	100	0	0	130	0	0	0
<b>TOTAL CAIRO</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>130</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	70	13	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	38	0	0	0	25	0	0	0
<b>TOTAL LUXOR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>20</b>	<b>20</b>
<b>TOTAL EGYPT</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>20</b>	<b>20</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	62	0	0	87	3	5	5	0	0	5	81	4	62
	SAS	S	27	0	0	96	4	0	0	0	0	-3	50	18	2
<b>TOTAL HELSINKI</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>5</b>	<b>64</b>
<b>TOTAL FINLAND</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>5</b>	<b>64</b>
<b>FRANCE</b>															
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	0	11	0	0	11	92	1	12
<b>TOTAL BEAUVAIS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>1</b>	<b>12</b>
CHAMBERY	AER LINGUS	C	10	0	0	70	30	0	0	0	0	13	50	14	10
	BA CITIEXPRESS (IOM) LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL CHAMBERY</b>			<b>12</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>13</b>	<b>45</b>	<b>16</b>	<b>11</b>
GRENOBLE	CALEDONIAN AIRWAYS	C	10	0	0	50	10	30	10	0	0	25	0	0	0
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>40</b>	<b>29</b>	<b>10</b>
LYON	AIR 2000	C	8	0	0	50	38	13	0	0	0	17	90	2	10
	BRITANNIA AIRWAYS	C	22	0	0	18	36	27	18	0	0	44	35	37	20
	BRITISH AIRWAYS PLC	C	20	0	0	45	40	15	0	0	0	18	0	0	0
	MONARCH AIRLINES	C	10	0	0	0	10	40	50	0	0	74	0	46	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	30	30	30	0	0	51	30	57	10
<b>TOTAL LYON</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>34</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>60</b>	<b>23</b>	<b>130</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	235	1	0	78	16	6	0	0	0	7	92	3	204
	BRITISH AIRWAYS PLC	S	241	1	1	80	8	7	4	0	0	9	89	2	270
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>476</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>2</b>	<b>480</b>
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>186</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	10	0	0	50	10	30	10	0	0	23	90	4	10
	BRITANNIA AIRWAYS	C	10	0	0	60	30	10	0	0	0	12	50	27	10
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	8	90	1	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	22	0	0	0	16	30	37	10
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>17</b>	<b>40</b>
<b>TOTAL FRANCE</b>			<b>628</b>	<b>4</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>696</b>

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				Actual (7)	Plan (8)										
<b>GAMBIA</b>															
BANJUL	BRITANNIA AIRWAYS	C	8	1	0	50	25	25	0	0	0	22	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	9	50	25	8
<b>TOTAL BANJUL</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>19</b>	<b>17</b>
<b>TOTAL GAMBIA</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>19</b>	<b>17</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	BRITANNIA AIRWAYS	C	16	0	2	25	19	25	25	6	0	53	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	160	1	0	88	7	3	3	0	0	4	89	2	158
	LUFTHANSA	S	102	0	0	92	6	2	0	0	0	-1	91	2	104
<b>TOTAL DUSSELDORF</b>			<b>262</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>2</b>	<b>262</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	168	0	2	86	10	2	3	0	0	6	86	2	125
	LUFTHANSA	S	178	0	0	97	3	1	0	0	0	-2	86	5	125
<b>TOTAL FRANKFURT MAIN</b>			<b>346</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>3</b>	<b>250</b>
HAMBURG	LUFTHANSA CITY LINE	S	50	0	0	74	22	0	4	0	0	11	90	6	52
<b>TOTAL HAMBURG</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>52</b>
HANOVER	BRITISH AIRWAYS PLC	S	54	4	0	96	0	2	2	0	0	0	95	0	62
<b>TOTAL HANOVER</b>			<b>54</b>	<b>4</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>62</b>
MUNICH	LUFTHANSA CITY LINE	S	164	0	2	90	6	2	2	0	0	4	78	5	105
<b>TOTAL MUNICH</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>7</b>	<b>167</b>
<b>TOTAL GERMANY</b>			<b>893</b>	<b>6</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>4</b>	<b>793</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	10	0	0	80	20	0	0	0	0	5	39	23	18
<b>TOTAL GIBRALTAR</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>45</b>	<b>19</b>	<b>20</b>
<b>TOTAL GIBRALTAR</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>45</b>	<b>19</b>	<b>20</b>
<b>GREECE</b>															
ATHENS	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	0	52	0	116	2
<b>TOTAL ATHENS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>109</b>	<b>3</b>
HERAKLION	EXCEL AIRWAYS LTD	C	4	1	0	50	0	50	0	0	0	24	0	27	1
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>27</b>	<b>1</b>
RHODES	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	79	0	0	0
<b>TOTAL RHODES</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>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>89</b>	<b>4</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	61	1	1	82	7	5	7	0	0	3	95	-3	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>-3</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>-3</b>	<b>62</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>INDIA</b>															
GOA	BRITANNIA AIRWAYS	C	5	1	0	80	0	20	0	0	0	8	22	55	9
	CALEDONIAN AIRWAYS	C	10	0	0	60	10	0	10	20	0	65	78	26	9
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	37	33	40	9
<b>TOTAL GOA</b>			<b>23</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>9</b>	<b>4</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>43</b>	<b>44</b>	<b>40</b>	<b>27</b>
MUMBAI	AIR INDIA	S	18	1	0	56	6	28	11	0	0	21	33	70	18
<b>TOTAL MUMBAI</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>70</b>	<b>18</b>
<b>TOTAL INDIA</b>			<b>41</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>52</b>	<b>45</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	28	0	0	86	0	7	7	0	0	4	79	12	28
<b>TOTAL CONNAUGHT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>28</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	124	0	0	87	5	1	5	2	0	10	84	7	102
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	26	0	0	0
<b>TOTAL CORK</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>130</b>
DUBLIN	AER LINGUS	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	AER LINGUS	S	292	0	0	88	5	3	4	0	0	5	90	3	305
	RYANAIR	S	335	4	8	90	4	4	2	0	0	3	88	5	340
<b>TOTAL DUBLIN</b>			<b>629</b>	<b>4</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>4</b>	<b>645</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	104	0	0	90	8	1	1	0	0	-1	80	9	51
<b>TOTAL SHANNON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>80</b>	<b>9</b>	<b>51</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	2	1	0	100	0	0	0	0	0	-10	100	2	1
<b>TOTAL WATERFORD</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>100</b>	<b>2</b>	<b>1</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>889</b>	<b>5</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>857</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	13	100	1	8
<b>TOTAL OVDA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>1</b>	<b>8</b>
TEL AVIV	EL AL	S	18	0	0	67	22	11	0	0	0	5	75	7	16
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>7</b>	<b>16</b>
<b>TOTAL ISRAEL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>5</b>	<b>24</b>
<b>ITALY</b>															
BERGAMO	AIR 2000	C	9	0	1	56	22	0	22	0	0	30	50	56	8
	BRITANNIA AIRWAYS	C	10	0	0	30	40	10	20	0	0	33	22	22	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	20	10	0	0	22	30	50	10
<b>TOTAL BERGAMO</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>31</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>42</b>	<b>27</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	98	0	3	74	17	3	5	0	0	10	64	14	104
<b>TOTAL MILAN (LINATE)</b>			<b>98</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>14</b>	<b>104</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	15	88	28	17
	MY TRAVEL AIRWAYS UK	C	3	0	1	67	0	0	33	0	0	26	0	0	0
<b>TOTAL NAPLES</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>21</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PISA	BRITISH WORLD AIRLINES LTD	C	3	0	1	67	0	0	33	0	0	54	71	7	14
	MY TRAVEL AIRWAYS UK	C	9	0	1	78	0	11	11	0	0	20	47	41	19
<b>TOTAL PISA</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>26</b>	<b>33</b>	
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	C	8	0	0	88	0	13	0	0	-1	72	11	18	
<b>TOTAL ROME (CIAMPINO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>70</b>	<b>11</b>	<b>20</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	26	0	0	77	15	8	0	0	6	82	12	50	
	SABENA	S	119	0	3	82	16	1	1	0	4	75	11	123	
<b>TOTAL ROME (FIUMICINO)</b>			<b>145</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>11</b>	<b>173</b>	
TURIN	AIR 2000	C	17	0	0	41	6	29	18	6	0	47	80	58	20
	BRITANNIA AIRWAYS	C	10	0	0	60	10	20	10	0	0	18	50	13	10
	BRITISH AIRWAYS PLC	C	10	0	0	70	10	20	0	0	0	14	50	14	10
	MONARCH AIRLINES	C	10	0	0	10	40	40	10	0	0	36	60	27	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	0	10	0	0	23	60	16	10
<b>TOTAL TURIN</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>30</b>	<b>63</b>	<b>31</b>	<b>60</b>	
VENICE	BRITISH WORLD AIRLINES LTD	C	4	1	0	50	0	25	25	0	0	43	64	17	14
	MY TRAVEL AIRWAYS UK	C	9	0	1	78	0	11	11	0	0	17	0	98	1
<b>TOTAL VENICE</b>			<b>13</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>25</b>	<b>65</b>	<b>20</b>	<b>17</b>	
VERONA	AIR 2000	C	10	0	0	40	40	20	0	0	0	23	90	4	10
	LEISURE INTERNATIONAL	C	10	0	0	70	30	0	0	0	0	10	50	23	4
<b>TOTAL VERONA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>10</b>	<b>20</b>	
<b>TOTAL ITALY</b>			<b>403</b>	<b>2</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>496</b>	
<b>JAMAICA</b>															
MONTEGO BAY	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-4	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	11	11	44	22	0	107	22	67	9
<b>TOTAL MONTEGO BAY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>8</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>73</b>	<b>31</b>	<b>65</b>	<b>16</b>
<b>TOTAL JAMAICA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>8</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>73</b>	<b>31</b>	<b>65</b>	<b>16</b>
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	1	78	24	9
	MONARCH AIRLINES	C	10	0	0	20	20	50	10	0	0	38	0	0	0
<b>TOTAL MOMBASA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>24</b>	<b>9</b>	
<b>TOTAL KENYA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>24</b>	<b>9</b>	
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	26	0	0	85	12	4	0	0	0	3	86	3	42
<b>TOTAL LUXEMBOURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>3</b>	<b>42</b>
<b>TOTAL LUXEMBOURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>3</b>	<b>42</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	38	13	0	38	13	0	66	33	33	21
	AIR MALTA	S	12	0	0	83	0	0	0	17	0	39	43	40	14
	AIR MALTA	C	24	0	0	58	17	4	21	0	0	19	91	2	22
	BRITANNIA AIRWAYS	C	16	0	0	50	38	0	13	0	0	26	67	15	18
	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	13	0	0	0

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				Actual (7)	Plan (8)											
MALTA	MY TRAVEL AIRWAYS UK	C	16	0	0	63	13	13	13	0	0	20	56	15	18	
	THOMAS COOK AIRLINES LTD	C	3	0	1	33	0	67	0	0	0	23	0	0	0	
<b>TOTAL MALTA</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>7</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>20</b>	<b>93</b>	
<b>TOTAL MALTA</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>7</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>20</b>	<b>93</b>	
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	20	40	10	10	0	20	133	0	0	0	
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MEXICO	CANCUN	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	35	0	0	0
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	9	0	0	0	22	11	67	0	0	85	0	0	0	
<b>TOTAL PUERTO VALLARTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>12</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NETHERLANDS	AMSTERDAM	BRITISH AIRWAYS PLC	S	205	2	1	83	6	6	4	0	7	93	1	200	
	KLM UK LTD	S	335	1	4	86	5	8	1	0	0	5	87	4	237	
<b>TOTAL AMSTERDAM</b>			<b>540</b>	<b>3</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>2</b>	<b>517</b>	
EINDHOVEN	B A S E BUSINESS AIRLINES	S	73	1	13	78	4	11	3	4	0	18	93	-1	82	
<b>TOTAL EINDHOVEN</b>			<b>73</b>	<b>1</b>	<b>13</b>	<b>78</b>	<b>4</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>93</b>	<b>-1</b>	<b>82</b>	
<b>TOTAL NETHERLANDS</b>			<b>613</b>	<b>4</b>	<b>18</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>2</b>	<b>599</b>	
NEW ZEALAND	AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	6	0	35	1	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>1</b>	
<b>TOTAL NEW ZEALAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>1</b>	
NORWAY	BERGEN	BRAATHENS ASA	C	2	0	0	50	0	50	0	0	24	0	0	0	
<b>TOTAL BERGEN</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>29</b>	<b>56</b>	<b>10</b>	<b>9</b>	
GEILO (DAGALI)	TITAN AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	-3	0	0	0	
<b>TOTAL GEILO (DAGALI)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OSLO (FORNEBU)	SAS	S	48	0	2	77	10	4	8	0	0	8	90	5	21	
<b>TOTAL OSLO (FORNEBU)</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>21</b>	
<b>TOTAL NORWAY</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>7</b>	<b>30</b>	
PAKISTAN	ISLAMABAD	BRITISH AIRWAYS PLC	S	24	2	0	38	17	21	13	8	61	18	55	17	
	PAKISTAN INTL AIRLINES	S	16	2	2	19	13	31	25	13	0	67	11	55	18	
<b>TOTAL ISLAMABAD</b>			<b>40</b>	<b>4</b>	<b>2</b>	<b>30</b>	<b>15</b>	<b>25</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>64</b>	<b>14</b>	<b>55</b>	<b>35</b>	

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAHORE	PAKISTAN INTL AIRLINES	S	8	1	0	13	0	50	38	0	0	56	0	0	0
<b>TOTAL LAHORE</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>48</b>	<b>5</b>	<b>2</b>	<b>27</b>	<b>13</b>	<b>29</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>62</b>	<b>14</b>	<b>55</b>	<b>35</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	18	0	0	67	6	22	0	6	0	27	67	15	18
	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	10	40	20	10
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	11	20	31	10
	EXCEL AIRWAYS LTD	C	7	0	0	57	43	0	0	0	0	0	37	31	19
	LEISURE INTERNATIONAL	C	14	0	0	50	29	7	0	14	0	54	50	33	12
	MONARCH AIRLINES	C	32	0	0	47	34	6	9	0	3	37	31	29	29
	MY TRAVEL AIRWAYS UK	C	30	0	0	80	13	7	0	0	0	9	72	18	29
	THOMAS COOK AIRLINES LTD	C	9	0	1	67	22	11	0	0	0	10	0	0	0
<b>TOTAL FARO</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>47</b>	<b>25</b>	<b>129</b>
LISBON	AIR PORTUGAL	C	3	1	0	0	67	33	0	0	0	32	0	0	0
<b>TOTAL LISBON</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPORTO ( PORTUGAL )</b>															
	AIR 2000	C	2	0	0	0	50	0	50	0	0	63	0	0	0
	AIR ATLANTA ICELANDIC	C	4	0	0	0	50	25	25	0	0	50	0	0	0
	AIR EUROPA	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	AIR PORTUGAL	C	6	0	0	17	33	17	33	0	0	39	0	0	0
	BRITANNIA AIRWAYS	C	4	0	1	25	25	0	50	0	0	67	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	50	50	0	0	60	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	28	0	0	0
	LEISURE INTERNATIONAL	C	2	2	0	0	0	50	50	0	0	58	0	0	0
	MONARCH AIRLINES	C	19	0	0	37	21	5	32	5	0	53	0	0	0
	STAR EUROPE	C	2	0	0	0	0	50	50	0	0	72	0	0	0
	TRANSAER	C	2	0	0	50	0	0	50	0	0	50	0	0	0
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>53</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>19</b>	<b>11</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>180</b>	<b>3</b>	<b>2</b>	<b>53</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>47</b>	<b>25</b>	<b>129</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	18	0	0	67	6	6	11	0	11	143	63	15	8
	CALEDONIAN AIRWAYS	C	10	0	0	60	30	10	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	10	0	10	0	0	15	75	20	8
<b>TOTAL FUNCHAL</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>50</b>	<b>38</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>50</b>	<b>38</b>	<b>32</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	5	0	0	40	0	40	20	0	0	52	10	71	10
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>71</b>	<b>10</b>
<b>TOTAL PUERTO RICO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>71</b>	<b>10</b>
<b>SAUDI ARABIA</b>															
JEDDAH	ROYAL JORDANIAN	C	3	0	0	67	33	0	0	0	0	3	0	0	0
<b>TOTAL JEDDAH</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>

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				Actual (7)	Plan (8)										
TOTAL SAUDI ARABIA			4	0	0	50	25	0	25	0	0	19	0	0	0
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	10	1	0	90	10	0	0	0	0	2	70	72	10
TOTAL SEYCHELLES			10	1	0	90	10	0	0	0	0	2	70	72	10
TOTAL SEYCHELLES			10	1	0	90	10	0	0	0	0	2	70	72	10
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	26	0	0	54	23	23	0	0	0	17	79	-8	28
TOTAL SINGAPORE			26	0	0	54	23	23	0	0	0	17	79	-8	28
TOTAL SINGAPORE			26	0	0	54	23	23	0	0	0	17	79	-8	28
SPAIN															
ALICANTE	AIR 2000	C	26	0	0	27	35	15	15	8	0	60	58	19	26
	AIR ATLANTA ICELANDIC	C	10	0	0	20	20	10	30	20	0	100	0	0	0
	BRITANNIA AIRWAYS	C	60	0	0	72	8	8	5	7	0	30	67	12	51
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	MONARCH AIRLINES	C	36	0	0	47	19	8	22	3	0	44	70	42	20
	MY TRAVEL AIRWAYS UK	C	44	0	0	64	9	11	14	2	0	22	44	32	36
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	31	0	0	0
TOTAL ALICANTE			182	0	0	55	15	10	14	5	0	38	54	33	157
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	5	38	17	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	38	0	0	0	25	75	5	8
TOTAL ALMERIA			16	0	0	50	31	19	0	0	0	15	56	11	16
BARCELONA	IBERIA	S	31	0	0	81	13	6	0	0	0	4	100	-5	2
TOTAL BARCELONA			32	0	0	78	13	6	3	0	0	6	100	-1	4
GERONA	MY TRAVEL AIRWAYS UK	C	16	0	0	94	0	0	6	0	0	7	88	3	16
	THOMAS COOK AIRLINES LTD	C	3	0	1	67	0	33	0	0	0	12	0	0	0
TOTAL GERONA			19	0	1	89	0	5	5	0	0	8	88	3	16
IBIZA	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL IBIZA			4	0	0	75	25	0	0	0	0	6	0	107	1
MADRID	BRITISH AIRWAYS PLC	S	73	1	3	74	12	5	8	0	0	16	87	2	52
	IBERIA	S	31	0	0	26	35	35	3	0	0	27	90	3	42
TOTAL MADRID			104	1	3	60	19	14	7	0	0	19	88	3	94
MAHON	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	0	33	0	0	21	0	0	0
TOTAL MAHON			4	0	0	75	0	0	25	0	0	13	0	0	0
MALAGA	AIR 2000	C	33	0	0	39	27	18	15	0	0	29	48	40	29
	AIR ATLANTA ICELANDIC	C	16	0	0	31	19	38	13	0	0	37	0	0	0
	AIR EUROPA	C	10	0	0	50	20	30	0	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	75	3	11	11	0	0	15	79	8	38
	CALEDONIAN AIRWAYS	C	8	1	2	13	0	63	13	13	0	75	31	100	13
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	28	35	32	37
	LEISURE INTERNATIONAL	C	10	0	0	10	10	60	0	20	0	97	0	206	2
	MONARCH AIRLINES	C	38	0	0	34	18	26	5	16	0	63	53	20	38

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				Actual (7)	Plan (8)										
MALAGA	MY TRAVEL AIRWAYS UK	C	31	0	0	61	23	10	6	0	0	19	49	27	35
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	0	60	10	0	0	36	0	0	0
	VIVA	C	4	0	0	75	25	0	0	0	0	7	50	21	2
<b>TOTAL MALAGA</b>			<b>200</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>16</b>	<b>26</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>51</b>	<b>32</b>	<b>200</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>100</b>	<b>-3</b>	<b>2</b>
PALMA DE MALLORCA	AIR 2000	C	10	0	1	40	40	0	10	10	0	45	50	31	10
	BRITANNIA AIRWAYS	C	27	0	1	63	11	7	19	0	0	29	76	18	37
	LEISURE INTERNATIONAL	C	4	0	0	25	25	50	0	0	0	30	0	47	2
	MONARCH AIRLINES	C	4	0	2	0	0	50	50	0	0	57	0	0	0
	MY TRAVEL AIRWAYS UK	C	46	0	5	59	11	20	11	0	0	24	78	7	46
	THOMAS COOK AIRLINES LTD	C	12	0	2	58	17	25	0	0	0	13	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>103</b>	<b>4</b>	<b>12</b>	<b>54</b>	<b>15</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>18</b>	<b>112</b>
<b>TOTAL SPAIN</b>			<b>668</b>	<b>6</b>	<b>18</b>	<b>56</b>	<b>15</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>62</b>	<b>23</b>	<b>604</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	30	0	0	60	20	0	17	3	0	31	76	5	17
	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	1	73	11	26
	CALEDONIAN AIRWAYS	C	9	0	0	56	22	22	0	0	0	16	13	49	16
	LEISURE INTERNATIONAL	C	8	0	0	38	13	50	0	0	0	32	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	19	0	25	0	0	35	19	53	16
	MY TRAVEL AIRWAYS UK	C	16	1	0	63	6	25	6	0	0	21	50	34	18
	SPANAIR	C	2	0	0	0	100	0	0	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	0	0	93	7	0	0	0	0	-1	0	0	0
	<b>TOTAL ARRECIFE</b>			<b>113</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>25</b>
FUERTEVENTURA	AIR 2000	C	8	0	0	75	0	0	25	0	0	18	75	5	8
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	3	88	3	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	33	33	0	0	0	24	50	43	18
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>51</b>	<b>52</b>
LAS PALMAS	AIR 2000	C	10	0	0	60	20	20	0	0	0	15	72	11	18
	BRITANNIA AIRWAYS	C	18	0	0	89	6	0	6	0	0	10	61	12	18
	CALEDONIAN AIRWAYS	C	10	0	0	100	0	0	0	0	0	-4	50	42	10
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	40	30	20	10	0	0	22	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	0	10	10	0	0	23	39	20	18
	MY TRAVEL AIRWAYS UK	C	30	0	1	47	17	23	13	0	0	25	73	9	26
	THOMAS COOK AIRLINES LTD	C	24	0	1	71	13	13	4	0	0	9	0	0	0
	<b>TOTAL LAS PALMAS</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	36	0	0	53	17	25	0	6	0	32	58	18	48
	AIR ATLANTA ICELANDIC	C	6	0	6	0	0	33	67	0	0	90	0	0	0
	AIR EUROPA	C	17	1	0	53	35	0	12	0	0	20	46	66	24
	BRITANNIA AIRWAYS	C	56	1	0	50	23	14	9	4	0	33	61	25	49
	CALEDONIAN AIRWAYS	C	20	0	0	40	25	25	10	0	0	23	61	22	36
	EXCEL AIRWAYS LTD	C	13	0	1	38	15	31	15	0	0	31	15	66	20
	FUTURA AIRLINES	C	16	1	0	6	25	38	31	0	0	52	29	49	28
	LEISURE INTERNATIONAL	C	25	0	0	44	32	20	4	0	0	21	0	0	0

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	C	25	0	2	32	20	32	8	0	8	63	30	70	30
	MY TRAVEL AIRWAYS UK	C	35	0	0	46	3	29	11	11	0	50	50	45	54
	SPANAIR	C	8	1	0	13	25	38	25	0	0	43	0	0	0
	THOMAS COOK AIRLINES LTD	C	24	0	0	54	33	13	0	0	0	13	0	0	0
	VIVA	C	8	0	0	63	38	0	0	0	0	14	0	175	2
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>289</b>	<b>4</b>	<b>9</b>	<b>43</b>	<b>22</b>	<b>22</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>46</b>	<b>43</b>	<b>309</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>550</b>	<b>5</b>	<b>11</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>36</b>	<b>554</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	44	0	0	91	2	7	0	0	0	1	85	4	20
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>4</b>	<b>20</b>
<b>TOTAL SWEDEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>3</b>	<b>22</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	52	0	1	69	21	8	2	0	0	13	79	7	104
<b>TOTAL BASLE MULHOUSE</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>7</b>	<b>104</b>
<b>GENEVA</b>															
AIR 2000		C	10	0	0	20	20	50	10	0	0	39	56	16	9
BRITANNIA AIRWAYS		C	10	0	0	10	30	60	0	0	0	31	20	39	10
BRITISH AIRWAYS PLC		S	48	2	0	58	27	6	8	0	0	19	55	21	62
BRITISH AIRWAYS PLC		C	8	0	0	75	0	25	0	0	0	11	80	5	10
MY TRAVEL AIRWAYS UK		C	10	0	0	10	40	50	0	0	0	29	30	48	10
<b>TOTAL GENEVA</b>			<b>86</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>27</b>	<b>115</b>
<b>ZURICH</b>															
AER LINGUS		S	51	0	1	75	12	4	8	2	0	18	92	3	51
SWISS AIRLINES		S	50	1	1	62	26	10	2	0	0	14	0	0	0
SWISSAIR		S	62	0	0	79	19	2	0	0	0	7	84	7	62
<b>TOTAL ZURICH</b>			<b>163</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>113</b>
<b>TOTAL SWITZERLAND</b>			<b>301</b>	<b>3</b>	<b>3</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>13</b>	<b>332</b>
<b>THAILAND</b>															
BANGKOK	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	13	50	0	0	47	75	6	4
<b>TOTAL BANGKOK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>75</b>	<b>6</b>	<b>4</b>
<b>TOTAL THAILAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>89</b>	<b>-9</b>	<b>9</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	10	0	0	0	30	40	30	0	0	48	10	92	10
	BRITANNIA AIRWAYS	C	18	0	0	89	0	0	11	0	0	5	56	11	18
	MY TRAVEL AIRWAYS UK	C	36	0	0	61	11	14	14	0	0	21	58	14	26
	NOUVELAIR TUNISIE	C	12	0	0	25	8	33	33	0	0	44	0	0	0
<b>TOTAL MONASTIR</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>11</b>	<b>17</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>28</b>	<b>54</b>
<b>TOTAL TUNISIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>11</b>	<b>17</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>28</b>	<b>54</b>
<b>TURKEY</b>															
ANTALYA	SUNWAYS	C	10	0	0	60	0	20	20	0	0	27	0	0	0
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	AIR 2000	C	3	0	1	67	0	33	0	0	0	16	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DALAMAN	SUNWAYS	C	3	0	2	67	33	0	0	0	0	-7	0	0	0
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	10	0	0	0	30	40	30	0	0	49	38	30	8
	MY TRAVEL AIRWAYS UK	C	9	0	1	33	0	22	22	22	0	71	0	0	0
	SUNWAYS	C	11	0	5	45	18	0	0	36	0	86	0	0	0
<b>TOTAL ISTANBUL</b>			<b>30</b>	<b>0</b>	<b>6</b>	<b>27</b>	<b>17</b>	<b>20</b>	<b>17</b>	<b>20</b>	<b>0</b>	<b>69</b>	<b>38</b>	<b>30</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>47</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>13</b>	<b>19</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>38</b>	<b>30</b>	<b>8</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	46	0	0	59	22	17	2	0	0	16	60	24	45
<b>TOTAL DUBAI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>24</b>	<b>45</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>24</b>	<b>61</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	159	0	2	86	11	3	1	0	0	2	90	3	105
	BRITISH AIRWAYS PLC	S	185	2	2	89	6	3	3	0	0	4	90	2	149
<b>TOTAL ABERDEEN</b>			<b>344</b>	<b>4</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>2</b>	<b>254</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	231	3	0	85	6	4	5	0	0	5	91	2	270
<b>TOTAL BELFAST CITY</b>			<b>231</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>270</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	217	0	1	83	9	4	2	2	0	10	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>-1</b>	<b>402</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	73	0	3	64	23	7	3	3	0	19	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>73</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>2</b>
DUNDEE	BMI REGIONAL	S	57	0	6	81	19	0	0	0	0	5	71	10	92
<b>TOTAL DUNDEE</b>			<b>57</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>10</b>	<b>92</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	211	2	1	87	6	3	4	0	0	5	86	4	212
<b>TOTAL EDINBURGH</b>			<b>211</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>3</b>	<b>233</b>
GATWICK	AIR ATLANTA ICELANDIC	C	2	1	0	0	0	0	100	0	0	72	0	0	0
	BRITANNIA AIRWAYS	C	17	1	0	71	18	6	6	0	0	10	36	34	14
	BRITISH AIRWAYS (EURO OPS) LG	S	358	0	8	72	14	9	5	0	0	12	80	10	328
	BRITISH AIRWAYS PLC	S	24	5	0	50	17	17	8	4	4	43	41	37	17
	MONARCH AIRLINES	C	4	1	2	0	50	0	50	0	0	60	100	-17	3
	MY TRAVEL AIRWAYS UK	C	21	0	1	33	14	29	24	0	0	49	22	93	9
<b>TOTAL GATWICK</b>			<b>428</b>	<b>11</b>	<b>13</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>20</b>	<b>390</b>
GLASGOW	AIR 2000	C	7	0	0	57	0	29	14	0	0	14	88	4	8
	BMI REGIONAL	S	130	0	2	86	11	2	1	0	0	3	89	3	111
	BRITISH AIRWAYS PLC	S	224	3	2	91	3	4	2	1	0	4	87	4	237
<b>TOTAL GLASGOW</b>			<b>361</b>	<b>3</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>356</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	66	0	0	82	11	5	2	2	0	9	89	0	65
<b>TOTAL GUERNSEY</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>0</b>	<b>65</b>
HEATHROW	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-13	0	0	0
	BRITISH AIRWAYS PLC	S	635	1	2	87	8	3	2	0	0	6	79	10	601



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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL HEATHROW			638	1	5	87	8	3	2	0	0	6	79	10	602
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	176	0	0	93	2	2	1	1	0	3	95	-1	176
TOTAL ISLE OF MAN			176	0	0	93	2	2	1	1	0	3	95	-1	176
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	104	0	2	70	12	9	9	1	0	16	89	3	64
TOTAL JERSEY			104	0	2	70	12	9	9	1	0	16	89	3	64
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	60	0	2	90	0	3	7	0	0	1	100	-8	2
TOTAL LONDONDERRY			60	0	2	90	0	3	7	0	0	1	98	-6	61
NEWCASTLE	EUROPEAN AIRWAYS LTD	S	74	1	6	91	4	1	4	0	0	5	0	0	0
TOTAL NEWCASTLE			74	1	6	91	4	1	4	0	0	5	85	8	131
NORWICH	SCOT AIRWAYS	S	72	0	7	89	4	3	4	0	0	4	0	0	0
TOTAL NORWICH			72	0	7	89	4	3	4	0	0	4	0	0	0
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	117	0	1	84	4	5	4	3	0	13	94	3	83
TOTAL SOUTHAMPTON			117	0	1	84	4	5	4	3	0	13	94	3	83
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	121	0	5	87	0	2	7	3	0	13	92	2	131
TOTAL STANSTED			121	0	5	87	0	2	7	3	0	13	90	2	133
TOTAL UNITED KINGDOM			3351	25	60	84	8	4	3	1	0	8	86	6	3494
USA															
ATLANTA	DELTA AIRLINES	S	58	1	4	66	10	10	10	3	0	24	63	27	62
TOTAL ATLANTA			58	1	4	66	10	10	10	3	0	24	63	27	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	2	0	85	5	6	3	0	0	-1	66	16	62
TOTAL CHICAGO (O'HARE)			62	2	0	85	5	6	3	0	0	-1	66	16	62
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	0	0	22	0	54	38	39	8
TOTAL LAS VEGAS			9	0	0	67	11	0	0	22	0	54	38	39	8
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	61	2	0	80	11	2	5	2	0	2	50	20	62
TOTAL NEW YORK (JF KENNEDY)			61	2	0	80	11	2	5	2	0	2	50	20	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	61	1	1	64	7	15	10	5	0	32	63	23	64
TOTAL NEW YORK (NEWARK)			61	1	1	64	7	15	10	5	0	32	63	23	64
ORLANDO	BRITANNIA AIRWAYS	C	6	0	0	83	17	0	0	0	0	6	41	19	17
	LAKER AIRWAYS INC	S	10	0	1	60	0	30	10	0	0	13	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	42	0	0	88	5	0	2	5	0	-4	0	0	0
TOTAL ORLANDO			58	0	1	83	5	5	3	3	0	0	54	23	81
SANFORD	BRITANNIA AIRWAYS	C	19	1	0	79	21	0	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	24	2	2	58	4	0	29	4	4	71	0	0	0
	LEISURE INTL AIRWAYS LTD	C	3	0	4	67	33	0	0	0	0	-1	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	22	11	11	6	0	35	0	0	0
TOTAL SANFORD			64	3	6	63	16	3	14	3	2	39	0	0	0
TOTAL USA			374	9	12	73	9	7	7	3	0	17	58	23	341
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	8	0	1	50	38	13	0	0	0	13	78	-5	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

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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 TASHKENT			8	0	1	50	38	13	0	0	0	13	78	-5	9
TOTAL UZBEKISTAN			8	0	1	50	38	13	0	0	0	13	78	-5	9
VENEZUELA															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	0	0	50	50	0	0	82	0	0	0
TOTAL PORLAMAR			4	0	0	0	0	50	50	0	0	82	100	2	4
TOTAL VENEZUELA			4	0	0	0	0	50	50	0	0	82	100	2	4
TOTAL MANCHESTER			10661	87	201	76	11	7	5	1	0	13	78	11	10464

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	AIR 2000	C	7	0	0	86	0	14	0	0	0	3	0	0	0
TOTAL SALZBURG			7	0	0	86	0	14	0	0	0	3	0	0	0
TOTAL AUSTRIA			7	0	0	86	0	14	0	0	0	3	0	0	0
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	206	0	2	89	8	2	0	0	0	5	0	0	0
TOTAL BRUSSELS			206	0	2	89	8	2	0	0	0	5	0	0	0
TOTAL BELGIUM			206	0	2	89	8	2	0	0	0	5	0	0	0
<b>CYPRUS</b>															
LARNACA	MY TRAVEL AIRWAYS UK	C	6	0	0	67	0	0	17	17	0	50	0	0	0
TOTAL LARNACA			6	0	0	67	0	0	17	17	0	50	0	0	0
TOTAL CYPRUS			6	0	0	67	0	0	17	17	0	50	0	0	0
<b>DENMARK</b>															
COPENHAGEN	SAS	S	95	0	12	78	15	5	2	0	0	4	0	0	0
TOTAL COPENHAGEN			95	0	12	78	15	5	2	0	0	4	0	0	0
TOTAL DENMARK			95	0	12	78	15	5	2	0	0	4	0	0	0
<b>FRANCE</b>															
LE HAVRE	EUROPEAN AIRWAYS LTD	S	38	0	0	89	0	3	5	3	0	12	0	0	0
TOTAL LE HAVRE			38	0	0	89	0	3	5	3	0	12	0	0	0
LYON	AIR 2000	C	4	1	0	0	0	100	0	0	0	43	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	50	30	20	0	0	0	15	0	0	0
TOTAL LYON			14	1	0	36	21	43	0	0	0	23	0	0	0
NICE	AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	6	0	0	17	17	33	33	0	0	50	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	22	0	0	0
	STAR EUROPE	C	2	0	0	50	0	0	50	0	0	45	0	0	0
TOTAL NICE			14	0	0	50	14	14	21	0	0	32	0	0	0
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	109	0	3	75	13	7	5	0	0	12	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			109	0	3	75	13	7	5	0	0	12	0	0	0
TOTAL FRANCE			175	1	3	73	11	10	6	1	0	14	0	0	0
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	41	0	1	85	5	0	10	0	0	11	0	0	0
TOTAL DUSSELDORF			41	0	1	85	5	0	10	0	0	11	0	0	0
MUNICH	LUFTHANSA CITY LINE	S	30	0	0	97	3	0	0	0	0	2	0	0	0
TOTAL MUNICH			30	0	0	97	3	0	0	0	0	2	0	0	0
TOTAL GERMANY			71	0	1	90	4	0	6	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
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				Actual (7)	Plan (8)										
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	114	0	0	96	3	0	2	0	0	1	0	0	0
TOTAL DUBLIN			114	0	0	96	3	0	2	0	0	1	0	0	0
TOTAL IRISH REPUBLIC			114	0	0	96	3	0	2	0	0	1	0	0	0
<b>ITALY</b>															
TURIN	BRITISH WORLD AIRLINES LTD	C	10	0	0	0	30	20	40	10	0	78	0	0	0
TOTAL TURIN			10	0	0	0	30	20	40	10	0	78	0	0	0
TOTAL ITALY			10	0	0	0	30	20	40	10	0	78	0	0	0
<b>MALTA</b>															
MALTA	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	50	0	0	63	0	0	0
TOTAL MALTA			8	0	0	25	25	0	50	0	0	63	0	0	0
TOTAL MALTA			8	0	0	25	25	0	50	0	0	63	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	188	0	2	81	8	9	3	0	0	8	0	0	0
TOTAL AMSTERDAM			188	0	2	81	8	9	3	0	0	8	0	0	0
TOTAL NETHERLANDS			189	0	2	81	8	8	3	0	0	8	0	0	0
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	52	0	0	92	8	0	0	0	0	3	0	0	0
TOTAL BERGEN			52	0	0	92	8	0	0	0	0	3	0	0	0
OSLO (FORNEBU)	BRAATHENS ASA	S	52	0	0	94	2	4	0	0	0	1	0	0	0
TOTAL OSLO (FORNEBU)			52	0	0	94	2	4	0	0	0	1	0	0	0
TOTAL NORWAY			104	0	0	93	5	2	0	0	0	2	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	10	0	0	50	0	20	10	20	0	70	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	3	0	0	0
TOTAL FARO			20	0	0	70	5	10	5	10	0	37	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			20	0	0	70	5	10	5	10	0	37	0	0	0
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	18	0	0	50	39	6	6	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	6	0	0	0
TOTAL ALICANTE			28	0	0	54	39	4	4	0	0	13	0	0	0
MALAGA	AIR 2000	C	10	0	0	80	10	10	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	10	8	0	60	10	0	30	0	0	34	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	1	0	56	11	22	11	0	0	28	0	0	0
TOTAL MALAGA			29	9	0	66	10	10	14	0	0	23	0	0	0
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	11	0	0	45	18	9	9	0	18	87	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PALMA DE MALLORCA			19	0	0	58	11	16	5	0	11	54	0	0	0
TOTAL SPAIN			76	9	0	59	21	9	8	0	3	27	0	0	0
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
	VIVA	C	4	4	0	0	50	50	0	0	0	31	0	0	0
TOTAL ARRECIFE			12	4	0	67	17	17	0	0	0	7	0	0	0
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL FUERTEVENTURA			8	0	0	100	0	0	0	0	0	5	0	0	0
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	0	75	13	13	0	0	0	8	0	0	0
TOTAL LAS PALMAS			18	1	0	72	17	11	0	0	0	8	0	0	0
TENERIFE (SURREINA SOFIA)	AIR 2000	C	17	0	0	35	35	18	6	6	0	35	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	59	18	12	12	0	0	19	0	0	0
	FUTURA AIRLINES	C	8	0	0	25	38	13	0	0	25	138	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	22	11	11	22	11	130	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			51	0	0	39	27	14	8	6	6	63	0	0	0
TOTAL SPAIN(CANARY ISLANDS)			89	5	0	55	21	12	4	3	3	39	0	0	0
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	102	0	0	76	6	4	11	3	0	19	0	0	0
	GILL AIRWAYS	S	47	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL ABERDEEN			149	0	0	84	4	3	7	2	0	12	0	0	0
BELFAST CITY	GILL AIRWAYS	S	192	0	12	79	8	5	8	0	0	12	0	0	0
TOTAL BELFAST CITY			192	0	12	79	8	5	8	0	0	12	0	0	0
BIRMINGHAM	DUO AIRWAYS LTD	S	148	0	8	93	3	3	2	0	0	3	0	0	0
TOTAL BIRMINGHAM			148	0	8	93	3	3	2	0	0	3	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	2	78	5	3	9	5	0	20	0	0	0
TOTAL BRISTOL			100	0	2	78	5	3	9	5	0	20	0	0	0
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	76	0	2	76	9	7	4	4	0	21	0	0	0
TOTAL CARDIFF WALES			76	0	2	76	9	7	4	4	0	21	0	0	0
EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	76	0	2	80	7	7	4	3	0	17	0	0	0
TOTAL EDINBURGH			76	0	2	80	7	7	4	3	0	17	0	0	0
GATWICK	CITY FLYER EXPRESS	S	260	2	9	81	9	3	7	0	0	11	0	0	0
TOTAL GATWICK			260	2	9	81	9	3	7	0	0	11	0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S	320	0	0	88	8	3	2	0	0	7	0	0	0
TOTAL HEATHROW			320	0	0	88	8	3	2	0	0	7	0	0	0
MANCHESTER	EUROPEAN AIRWAYS LTD	S	74	0	2	93	0	3	4	0	0	6	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	50	0	0	38	13	0	93	0	0	0
TOTAL MANCHESTER			83	0	2	89	0	2	7	1	0	14	0	0	0
PRESTWICK	GILL AIRWAYS	S	29	2	0	86	3	10	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: NEWCASTLE (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL PRESTWICK			29	2	0	86	3	10	0	0	0	1	0	0	0
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	37	0	20	89	3	3	5	0	0	7	0	0	0
TOTAL SOUTHAMPTON			37	0	20	89	3	3	5	0	0	7	0	0	0
STANSTED	KLM UK LTD	S	128	0	4	88	5	2	3	2	0	9	0	0	0
TOTAL STANSTED			128	0	4	88	5	2	3	2	0	9	0	0	0
WICK	GILL AIRWAYS	S	41	0	1	93	2	5	0	0	0	-2	0	0	0
TOTAL WICK			41	0	1	93	2	5	0	0	0	-2	0	0	0
TOTAL UNITED KINGDOM			1639	6	62	84	6	4	5	1	0	10	0	0	0
USA															
SANFORD	LEISURE INTERNATIONAL	C	8	0	0	50	0	0	38	13	0	91	0	0	0
TOTAL SANFORD			9	0	0	56	0	0	33	11	0	80	0	0	0
TOTAL USA			9	0	0	56	0	0	33	11	0	80	0	0	0
TOTAL NEWCASTLE			2818	25	82	82	8	5	5	1	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1997

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	7	0	1	86	14	0	0	0	0	0	0	0	0	0
TOTAL HASSI MESSAOUD			7	0	1	86	14	0	0	0	0	0	0	0	0	0
TOTAL ALGERIA			7	0	1	86	14	0	0	0	0	0	0	0	0	0
<b>AUSTRIA</b>																
INNSBRUCK	KLM UK LTD	C	4	0	4	75	25	0	0	0	0	8	0	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	50	10	20	20	0	0	30	90	3	10	10
TOTAL INNSBRUCK			14	0	4	57	14	14	14	0	0	24	65	12	20	20
SALZBURG	KLM UK LTD	C	9	0	1	22	11	22	44	0	0	64	100	-2	8	8
TOTAL SALZBURG			9	0	1	22	11	22	44	0	0	64	100	-2	8	8
VIENNA	AUSTRIAN AIR TRANSPORT	C	9	0	1	67	33	0	0	0	0	6	0	0	0	0
TOTAL VIENNA			9	0	1	67	33	0	0	0	0	6	0	0	0	0
TOTAL AUSTRIA			32	0	6	50	19	13	19	0	0	30	70	14	30	30
<b>BELGIUM</b>																
BRUSSELS	KLM UK LTD	S	186	0	6	65	19	10	6	1	0	15	69	25	178	178
	VIRGIN EXPRESS	C	2	0	0	50	0	50	0	0	0	24	0	0	0	0
TOTAL BRUSSELS			188	0	6	64	19	10	6	1	0	15	69	25	178	178
TOTAL BELGIUM			188	0	6	64	19	10	6	1	0	15	69	25	178	178
<b>CZECH REPUBLIC</b>																
PRAGUE	CSA	S	28	0	8	86	7	7	0	0	0	6	100	8	2	2
TOTAL PRAGUE			28	1	8	86	7	7	0	0	0	6	100	8	2	2
TOTAL CZECH REPUBLIC			28	1	8	86	7	7	0	0	0	6	100	8	2	2
<b>DENMARK</b>																
BILLUND	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	72	22	6	0	0	0	10	0	0	0	0
TOTAL BILLUND			19	0	0	68	21	5	5	0	0	14	56	16	18	18
COPENHAGEN	BRITISH WORLD AIRLINES LTD	C	13	0	1	15	23	8	38	15	0	76	0	0	0	0
	KLM UK LTD	S	150	0	8	85	8	5	1	1	0	5	75	14	104	104
	MYTRAVEL AIRWAYS (DENMARK)	C	18	6	0	67	11	6	17	0	0	35	61	18	18	18
TOTAL COPENHAGEN			181	6	9	78	9	5	5	2	0	13	75	14	148	148
TOTAL DENMARK			200	6	9	78	11	5	5	2	0	13	73	14	166	166
<b>FINLAND</b>																
HELSINKI	FINNAIR	C	22	0	2	77	14	9	0	0	0	6	0	0	0	0
TOTAL HELSINKI			22	0	2	77	14	9	0	0	0	6	76	6	21	21
TOTAL FINLAND			22	0	2	77	14	9	0	0	0	6	76	6	21	21
<b>FRANCE</b>																
CHAMBERY	KLM UK LTD	C	7	1	1	14	29	14	43	0	0	62	0	0	0	0
TOTAL CHAMBERY			7	1	1	14	29	14	43	0	0	62	50	18	10	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
LYON	BRITISH WORLD AIRLINES LTD	C	10	0	0	20	30	30	20	0	0	37	0	0	0
	KLM UK LTD	C	10	0	0	70	20	10	0	0	0	13	0	0	0
<b>TOTAL LYON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>10</b>	<b>26</b>	10
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	221	0	5	87	6	4	3	0	0	3	90	6	220
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>221</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	220
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	6	0	1	0	17	50	33	0	0	53	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL FRANCE</b>			<b>256</b>	<b>1</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	368
<b>GERMANY</b>															
DUSSELDORF	KLM UK LTD	S	164	0	0	86	5	6	1	1	0	6	78	5	156
<b>TOTAL DUSSELDORF</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>5</b>	156
FRANKFURT MAIN	KLM UK LTD	S	171	0	0	80	8	9	4	0	0	6	82	14	104
<b>TOTAL FRANKFURT MAIN</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>14</b>	105
HAMBURG	KLM UK LTD	S	118	0	6	88	6	3	3	0	0	6	76	17	104
<b>TOTAL HAMBURG</b>			<b>118</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>17</b>	104
<b>TOTAL HANOVER</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>72</b>	2
MUNICH	KLM UK LTD	S	111	0	3	70	19	8	2	1	0	13	75	11	103
<b>TOTAL MUNICH</b>			<b>111</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	103
<b>TOTAL GERMANY</b>			<b>566</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	472
<b>HUNGARY</b>															
BUDAPEST	EUROFLY SPA	C	4	0	0	25	0	0	25	50	0	131	0	0	0
<b>TOTAL BUDAPEST</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL HUNGARY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>0</b>	0
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	93	2	9	86	8	1	5	0	0	4	75	12	76
<b>TOTAL CONNAUGHT</b>			<b>93</b>	<b>2</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	76
CORK	RYANAIR	S	196	0	7	81	9	9	1	2	0	8	84	10	132
<b>TOTAL CORK</b>			<b>196</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>10</b>	132
DUBLIN	AER LINGUS	S	225	0	1	79	8	4	9	0	0	15	0	0	0
	RYANAIR	S	672	4	84	86	8	4	2	0	0	12	79	11	668
<b>TOTAL DUBLIN</b>			<b>897</b>	<b>4</b>	<b>85</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>11</b>	668
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	51	0	1	92	2	0	4	2	0	5	87	11	52
<b>TOTAL WATERFORD</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>11</b>	52
<b>TOTAL IRISH REPUBLIC</b>			<b>1237</b>	<b>6</b>	<b>102</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	928
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	20	0	6	75	5	5	10	0	5	29	75	3	32
<b>TOTAL TEL AVIV</b>			<b>20</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>29</b>	<b>75</b>	<b>3</b>	32



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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ISRAEL			20	0	6	75	5	5	10	0	5	29	75	3	32
ITALY															
BERGAMO	AZZURRA AIR	S	22	0	18	86	0	5	9	0	0	6	0	0	0
TOTAL BERGAMO			22	0	18	86	0	5	9	0	0	6	0	0	0
CAGLIARI (ELMAS)	TRANSAVIA	C	2	0	0	50	0	0	0	50	0	102	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	50	0	0	0	50	0	102	0	0	0
FLORENCE	KLM UK LTD	S	61	0	1	64	18	2	11	5	0	33	45	26	62
TOTAL FLORENCE			61	0	1	64	18	2	11	5	0	33	45	26	62
MILAN (LINATE)	KLM UK LTD	S	149	0	2	60	19	10	10	0	0	20	49	23	106
TOTAL MILAN (LINATE)			149	0	2	60	19	10	10	0	0	20	49	23	106
MILAN (MALPENSA)	EUROFLY SPA	C	3	0	1	33	0	33	0	33	0	82	0	0	0
TOTAL MILAN (MALPENSA)			3	0	1	33	0	33	0	33	0	82	0	0	0
TURIN	BRITISH WORLD AIRLINES LTD	C	10	0	0	40	10	10	30	10	0	72	0	0	0
TOTAL TURIN			10	0	0	40	10	10	30	10	0	72	0	0	0
VERONA	LEISURE INTERNATIONAL	C	10	0	0	70	20	10	0	0	0	10	0	0	0
TOTAL VERONA			10	0	0	70	20	10	0	0	0	10	0	0	0
TOTAL ITALY			258	0	22	62	17	8	10	2	0	25	47	24	169
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	88	0	6	77	20	2	0	0	0	6	90	6	52
TOTAL LUXEMBOURG			88	0	6	77	20	2	0	0	0	6	90	6	52
TOTAL LUXEMBOURG			88	0	6	77	20	2	0	0	0	6	90	6	52
MALTA															
MALTA	AIR MALTA	C	8	0	0	63	13	0	25	0	0	27	63	8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	63	18	8
TOTAL MALTA			16	0	0	81	6	0	13	0	0	15	63	13	16
TOTAL MALTA			16	0	0	81	6	0	13	0	0	15	63	13	16
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	347	3	10	75	12	7	5	1	0	14	89	5	228
TOTAL AMSTERDAM			347	3	10	75	12	7	5	1	0	14	89	5	228
MAASTRICHT	KLM EXEL	S	142	0	4	76	10	7	4	3	0	18	83	13	144
TOTAL MAASTRICHT			142	0	4	76	10	7	4	3	0	18	83	13	144
ROTTERDAM	SCOT AIRWAYS	S	131	0	37	66	20	7	6	1	0	17	0	0	0
TOTAL ROTTERDAM			131	0	37	66	20	7	6	1	0	17	0	57	1
TOTAL NETHERLANDS			620	3	51	74	13	7	5	1	0	15	87	8	373
NORWAY															
OSLO (GARDERMOEN)	BRITANNIA AB	C	18	0	0	61	11	22	6	0	0	18	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	1	0	67	11	11	0	11	0	41	0	0	0

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Reporting Airport: STANSTED (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL OSLO (GARDERMOEN)			36	1	0	64	11	17	3	6	0	30	0	45	5
TOTAL NORWAY			36	11	0	64	11	17	3	6	0	30	63	17	19
POLAND															
RZESZOW	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	34	0	0	0
TOTAL RZESZOW			2	0	0	50	0	50	0	0	0	34	0	0	0
TOTAL POLAND			2	0	0	50	0	50	0	0	0	34	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	LEISURE INTERNATIONAL	C	14	0	0	21	21	43	14	0	0	43	100	6	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	8	50	39	10
TOTAL FARO			24	0	0	42	25	25	8	0	0	28	72	24	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			24	0	0	42	25	25	8	0	0	28	72	24	18
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	16	0	0	38	13	19	31	0	0	47	63	18	8
	KLM UK LTD	C	4	0	0	50	0	0	50	0	0	49	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	10	40	105	10
TOTAL ALICANTE			30	0	0	47	20	10	23	0	0	35	47	64	19
BARCELONA	AVIACO	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL BARCELONA			2	0	0	50	50	0	0	0	0	15	0	0	0
MALAGA	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	1	50	13	8
	LEISURE INTERNATIONAL	C	9	1	0	0	0	56	0	44	0	138	0	63	10
TOTAL MALAGA			25	1	0	60	4	20	0	16	0	50	30	37	20
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-1	13	25	8
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	1	90	10	0	0	0	0	0	100	3	5
TOTAL PALMA DE MALLORCA			22	0	1	91	5	5	0	0	0	2	46	16	13
TOTAL SPAIN			83	1	1	61	12	12	10	5	0	31	69	18	166
SPAIN(CANARY ISLANDS)															
ARRECIFE	LEISURE INTERNATIONAL	C	8	0	0	100	0	0	0	0	0	6	38	23	8
	MY TRAVEL AIRWAYS UK	C	6	1	2	100	0	0	0	0	0	-3	50	34	8
TOTAL ARRECIFE			14	2	2	100	0	0	0	0	0	2	44	29	16
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-3	63	17	8
TOTAL FUERTEVENTURA			8	0	0	88	13	0	0	0	0	-3	75	8	16
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	20	0	0	0	16	10	138	10
TOTAL LAS PALMAS			10	0	0	50	30	20	0	0	0	16	39	82	18
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	50	38	0	13	0	0	17	25	20	8
	LEISURE INTERNATIONAL	C	17	0	0	18	12	18	41	12	0	78	20	22	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	13	38	25	0	121	50	23	10
TOTAL TENERIFE (SURREINA SOFIA)			33	0	0	27	15	12	33	12	0	74	40	43	40
TOTAL SPAIN(CANARY ISLANDS)			65	2	2	54	14	9	17	6	0	40	47	42	90

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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>SWEDEN</b>															
GOTEBORG	BRITANNIA AB	C	18	0	0	78	17	6	0	0	0	5	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	72	22	6	0	0	0	4	0	0	0
<b>TOTAL GOTEBORG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>36</b>	<b>31</b>	<b>11</b>
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	28	0	0	36	32	21	4	7	0	34	39	25	18
	MYTRAVEL AIRWAYS (DENMARK)	C	20	0	0	25	10	40	15	0	10	82	38	33	34
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>29</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>54</b>	<b>38</b>	<b>30</b>	<b>52</b>
<b>TOTAL SWEDEN</b>			<b>84</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>38</b>	<b>30</b>	<b>63</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	FLIGHTLINE LTD	C	9	0	0	56	11	22	11	0	0	23	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	FLIGHTLINE LTD	C	22	0	0	41	27	27	5	0	0	24	0	0	0
<b>TOTAL GENEVA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	FLIGHTLINE LTD	C	29	0	0	52	31	10	7	0	0	19	0	0	0
	KLM UK LTD	S	149	0	7	72	19	6	3	0	0	10	70	15	106
<b>TOTAL ZURICH</b>			<b>178</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>21</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>106</b>
<b>TOTAL SWITZERLAND</b>			<b>209</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>15</b>	<b>106</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	9	1	0	67	11	0	22	0	0	27	50	45	10
<b>TOTAL MONASTIR</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>45</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>45</b>	<b>10</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	26	0	0	58	19	12	12	0	0	14	65	15	17
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>15</b>	<b>17</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	10	0	0	0	10	60	30	0	0	55	25	28	8
<b>TOTAL ISTANBUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>28</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>19</b>	<b>25</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	157	0	27	89	9	1	2	0	0	-1	84	11	146
<b>TOTAL ABERDEEN</b>			<b>157</b>	<b>0</b>	<b>27</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>84</b>	<b>11</b>	<b>146</b>
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	224	0	4	82	5	5	8	0	0	9	79	21	116
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>224</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>16</b>	<b>222</b>
EDINBURGH	KLM UK LTD	S	267	0	6	85	6	4	5	0	0	4	77	13	240
<b>TOTAL EDINBURGH</b>			<b>267</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>13</b>	<b>240</b>
GLASGOW	KLM UK LTD	S	217	1	9	80	8	7	4	0	0	7	85	5	152
<b>TOTAL GLASGOW</b>			<b>217</b>	<b>1</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	<b>152</b>
GUERNSEY	KLM UK LTD	S	2	0	0	50	50	0	0	0	0	20	0	0	0

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				Actual (7)	Plan (8)										
<b>TOTAL GUERNSEY</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>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
INVERNESS	KLM UK LTD	S	51	0	1	71	16	8	6	0	0	12	0	0	0
<b>TOTAL INVERNESS</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	KLM UK LTD	S	64	0	3	67	11	11	11	0	0	17	65	21	46
<b>TOTAL JERSEY</b>			<b>64</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>21</b>	<b>46</b>
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	119	0	7	87	0	3	8	3	0	12	91	6	127
<b>TOTAL MANCHESTER</b>			<b>119</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>7</b>	<b>128</b>
NEWCASTLE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-8	63	13	8
	KLM UK LTD	S	127	0	5	88	5	2	3	2	0	5	93	8	122
<b>TOTAL NEWCASTLE</b>			<b>135</b>	<b>0</b>	<b>45</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>10</b>	<b>135</b>
PRESTWICK	RYANAIR	S	230	0	13	87	8	1	2	1	0	6	80	20	222
<b>TOTAL PRESTWICK</b>			<b>230</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>20</b>	<b>222</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1466</b>	<b>2</b>	<b>116</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>1511</b>
<b>USA</b>															
NEW YORK (NEWARK)	EL AL	S	10	1	2	60	10	10	20	0	0	22	42	27	24
<b>TOTAL NEW YORK (NEWARK)</b>			<b>10</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>27</b>	<b>24</b>
<b>TOTAL USA</b>			<b>10</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>27</b>	<b>24</b>
<b>TOTAL STANSTED</b>			<b>5568</b>	<b>39</b>	<b>368</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>4879</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	30	0	0	90	7	0	3	0	0	5	87	3	31
	HEATHROW	SAS	S	D	29	0	0	79	10	10	0	0	0	9	93	1	30
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>2</b>	<b>2</b>
ABERDEEN	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	76	1	0	87	4	1	7	1	0	6	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	77	0	0	78	16	1	4	1	0	9	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	48	0	41	90	10	0	0	0	0	3	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	48	1	0	85	8	4	2	0	0	8	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	70	0	1	77	20	1	1	0	0	8	87	5	63
	MANCHESTER	BMI REGIONAL	S	D	89	0	1	92	4	3	0	0	0	-2	95	-1	42
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	83	0	2	75	13	6	5	1	0	13	62	20	82
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	2	80	10	5	6	0	0	10	79	13	82
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	0	78	6	4	10	2	0	17	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	75	6	4	12	4	0	21	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	44	0	0	91	5	0	5	0	0	3	86	5	28
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	45	0	0	96	4	0	0	0	0	3	85	7	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	1	81	12	3	3	0	0	6	83	6	192
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	0	1	91	6	3	0	0	0	2	90	3	192
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	93	1	1	87	10	2	1	0	0	5	88	5	72
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	92	1	1	90	2	3	4	0	0	2	92	-1	77
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	60	1	0	80	13	7	0	0	0	7	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	60	1	0	78	5	12	5	0	0	11	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	23	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	NEWCASTLE	GILL AIRWAYS	S	D	24	0	0	100	0	0	0	0	0	-6	0	0	0
	EDINBURGH	KLM UK LTD	S	A	43	0	1	95	0	2	0	2	0	3	0	0	0
	EDINBURGH	KLM UK LTD	S	D	41	1	3	56	27	12	0	5	0	24	0	0	0
	STANSTED	KLM UK LTD	S	A	79	0	13	94	5	0	1	0	0	-7	85	9	73
	STANSTED	KLM UK LTD	S	D	78	0	14	83	13	1	3	0	0	5	82	12	73
<b>TOTAL ABERDEEN</b>					<b>1740</b>	<b>11</b>	<b>82</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>6</b>
ABU DHABI INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	0	6	3	0	4	100	-13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	6	0	3	0	18	87	6	31
	GATWICK	EMIRATES	S	A	4	0	0	25	0	50	25	0	0	36	61	17	18
	GATWICK	EMIRATES	S	D	4	0	0	25	50	25	0	0	0	25	88	10	8
	HEATHROW	GULF AIR	S	A	33	0	0	48	15	12	18	3	3	50	48	26	23
	HEATHROW	GULF AIR	S	D	27	0	0	89	11	0	0	0	0	0	67	10	21
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>72</b>	<b>11</b>	<b>11</b>
ACCRA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	30	0	30	20	10	10	107	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	22	11	11	44	0	11	94	0	65	1
	GATWICK	DAS AIR CARGO(DAIRO AIR SVCS)	C	D	2	0	2	0	0	0	100	0	0	135	0	0	0
	HEATHROW	GHANA AIRWAYS	S	A	13	0	0	15	31	8	23	23	0	102	50	22	12
	HEATHROW	GHANA AIRWAYS	S	D	13	0	0	0	0	31	46	15	8	133	17	117	12
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	0	50	0	199	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	0	50	0	142	0	0	0
<b>TOTAL ACCRA</b>					<b>51</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>10</b>	<b>20</b>	<b>33</b>	<b>16</b>	<b>6</b>	<b>116</b>	<b>32</b>	<b>69</b>	<b>69</b>
ADDIS ABABA																	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	23	0	0	9	30	22	39	0	0	52	4	64	23
	HEATHROW	ETHIOPIAN AIRLINES	S	D	23	0	0	35	22	26	17	0	0	32	43	43	23
<b>TOTAL ADDIS ABABA</b>					<b>47</b>	<b>0</b>	<b>4</b>	<b>21</b>	<b>26</b>	<b>23</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>24</b>	<b>53</b>	<b>53</b>
ADELAIDE																	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ADELAIDE																		
<b>TOTAL ADELAIDE</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ADEN																		
AGADIR																		
	GATWICK	GB AIRWAYS LTD		S D	4	0	0	25	25	0	50	0	0	53	0	0	0	
<b>TOTAL AGADIR</b>					<b>8</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>77</b>	<b>11</b>	<b>11</b>	
AJACCIO																		
AKROTIRI																		
<b>TOTAL AKROTIRI</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALESUND																		
ALGIERS																		
	HEATHROW	AIR ALGERIE		S A	13	0	0	77	15	8	0	0	0	10	43	42	14	
	HEATHROW	AIR ALGERIE		S D	13	0	0	15	38	46	0	0	0	29	0	47	14	
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>21</b>	<b>44</b>	<b>44</b>	
ALICANTE																		
	BIRMINGHAM	AIR 2000		C A	4	0	0	25	0	25	25	25	0	121	0	0	0	
	BIRMINGHAM	AIR 2000		C D	4	0	0	0	25	25	25	25	0	127	0	0	0	
	GATWICK	AIR 2000		C A	10	0	0	20	0	50	30	0	0	54	56	20	9	
	GATWICK	AIR 2000		C D	10	0	0	60	0	20	20	0	0	33	78	10	9	
	GLASGOW	AIR 2000		C A	9	0	0	11	22	33	11	11	11	93	50	21	4	
	GLASGOW	AIR 2000		C D	9	0	0	22	33	33	0	0	11	66	100	2	4	
	MANCHESTER	AIR 2000		C A	13	0	0	0	46	23	23	8	0	75	38	27	13	
	MANCHESTER	AIR 2000		C D	13	0	0	54	23	8	8	8	0	45	77	12	13	
	MANCHESTER	AIR ATLANTA ICELANDIC		C A	5	0	0	20	20	20	20	20	0	103	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC		C D	5	0	0	20	20	0	40	20	0	97	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	13	0	0	62	15	23	0	0	0	15	23	42	13	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	13	0	0	69	15	8	8	0	0	17	54	26	13	
	EDINBURGH	BRITANNIA AIRWAYS		C A	4	0	0	50	0	25	25	0	0	45	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	33	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1996					
			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)											
ALICANTE	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	48	89	18	9
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	32	50	23	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	22	40	23	10
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	25	40	23	10
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	33	0	33	33	0	0	43	50	16	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	58	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	30	0	0	67	7	13	7	7	0	32	68	12	25
	MANCHESTER	BRITANNIA AIRWAYS	C	D	30	0	0	77	10	3	3	7	0	27	65	12	26
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	44	44	0	11	0	0	22	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	11	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	13	25	25	38	0	0	56	75	20	4
	STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	13	25	0	0	37	50	17	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	39	100	-51	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	3	50	22	2
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	13	38	13	0	0	38	50	35	10
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	38	13	25	13	13	0	51	40	39	10
	HEATHROW	IBERIA	S	A	31	0	0	48	32	10	10	0	0	21	100	11	1
	HEATHROW	IBERIA	S	D	31	0	0	84	0	6	10	0	0	10	0	36	1
	STANSTED	KLM UK LTD	C	A	2	0	0	0	0	0	100	0	0	95	0	0	0
	STANSTED	KLM UK LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	50	0	0	56	60	19	5
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	30	80	15	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-4	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-1	0	115	1
	GATWICK	MONARCH AIRLINES	C	A	18	1	2	6	17	11	67	0	0	74	33	38	18
	GATWICK	MONARCH AIRLINES	C	D	19	0	1	11	16	26	42	5	0	60	56	33	18
	LUTON	MONARCH AIRLINES	S	A	13	0	0	0	46	15	31	8	0	60	15	26	13
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	31	8	8	0	0	27	83	7	12
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	50	17	6	22	6	0	43	60	43	10
	MANCHESTER	MONARCH AIRLINES	C	D	18	0	0	44	22	11	22	0	0	45	80	40	10



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ALICANTE																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	39	80	19	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	16	100	3	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	10	50	20	20	0	0	40	22	52	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	0	20	10	0	0	23	89	6	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	100	4	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	0	0	50	9	18	18	5	0	34	44	31	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	22	0	0	77	9	5	9	0	0	10	44	33	18	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	80	0	0	0	0	19	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-7	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	80	0	0	0	0	20	20	115	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	60	94	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	36	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	26	0	0	0	
	GATWICK	TRANSAER	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	TRANSAER	C	D	3	0	0	0	67	33	0	0	0	39	0	0	0	
<b>TOTAL ALICANTE</b>					<b>559</b>	<b>2</b>	<b>3</b>	<b>49</b>	<b>18</b>	<b>14</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>27</b>	<b>27</b>	
ALMERIA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	100	6	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	50	13	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	75	0	0	0	38	0	64	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	25	25	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	50	13	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	25	22	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	50	0	0	68	0	50	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	36	75	8	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	75	0	0	0	40	50	12	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	11	100	-1	4	
<b>TOTAL ALMERIA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>21</b>	<b>21</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AMMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	72	0	28	0	0	0	6	92	0	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	60	20	10	5	5	0	23	71	11	14	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	46	31	23	0	0	0	17	56	22	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	85	8	8	0	0	0	7	100	-5	8	
	GATWICK	ROYAL JORDANIAN	C	A	2	0	1	50	0	0	50	0	0	26	0	0	0	
	GATWICK	ROYAL JORDANIAN	C	D	2	0	1	0	0	100	0	0	0	34	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	71	13	6	10	0	0	17	65	9	26	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	81	13	6	0	0	0	10	70	15	27	
<b>TOTAL AMMAN</b>					<b>130</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>10</b>	
AMSTERDAM																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	116	0	2	84	7	4	5	0	0	7	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	116	0	3	80	8	7	5	0	0	12	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	233	0	1	76	13	7	4	0	0	10	87	6	238	
	HEATHROW	BMI BRITISH MIDLAND	S	D	233	0	1	85	7	5	3	0	0	5	87	5	239	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	1	68	14	9	9	0	0	16	82	8	206	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	1	80	7	5	8	0	0	10	88	3	206	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	103	1	0	80	9	7	5	0	0	10	94	0	100	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	102	1	1	87	4	6	3	0	0	5	91	2	100	
	GATWICK	CITY FLYER EXPRESS	S	A	116	0	2	74	13	9	2	2	0	16	82	8	112	
	GATWICK	CITY FLYER EXPRESS	S	D	117	0	1	84	9	7	0	1	0	8	89	5	113	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	103	0	1	79	14	5	3	0	0	9	97	-1	104	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	103	0	1	84	12	1	3	0	0	7	94	3	104	
	BIRMINGHAM	KLM	S	A	139	1	1	79	10	9	1	0	0	10	96	-1	119	
	BIRMINGHAM	KLM	S	D	138	0	0	75	16	7	2	0	0	11	91	7	118	
	HEATHROW	KLM	S	A	246	1	1	80	11	6	3	0	0	9	82	8	247	
	HEATHROW	KLM	S	D	246	1	1	82	7	7	3	1	0	10	83	7	248	
	BIRMINGHAM	KLM UK LTD	S	A	8	0	0	100	0	0	0	0	0	-14	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
AMSTERDAM																		
	BIRMINGHAM	KLM UK LTD	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0	
	EDINBURGH	KLM UK LTD	S	A	100	0	0	72	17	6	5	0	0	13	0	0	0	
	EDINBURGH	KLM UK LTD	S	D	100	0	0	71	15	11	3	0	0	14	0	0	0	
	GLASGOW	KLM UK LTD	S	A	93	0	1	78	8	9	4	1	0	11	90	-2	86	
	GLASGOW	KLM UK LTD	S	D	94	0	0	72	14	9	5	0	0	14	80	9	87	
	MANCHESTER	KLM UK LTD	S	A	168	1	1	84	5	10	1	0	0	5	86	3	118	
	MANCHESTER	KLM UK LTD	S	D	167	0	3	88	5	6	1	1	0	5	88	4	119	
	NEWCASTLE	KLM UK LTD	S	A	94	0	1	78	11	11	1	0	0	9	0	0	0	
	NEWCASTLE	KLM UK LTD	S	D	94	0	1	84	5	6	4	0	0	8	0	0	0	
	STANSTED	KLM UK LTD	S	A	174	2	6	78	10	6	5	1	1	14	92	2	113	
	STANSTED	KLM UK LTD	S	D	173	1	4	72	14	9	5	0	0	13	86	8	115	
	GATWICK	TRANSAVIA	S	A	121	0	5	57	31	7	4	1	0	19	63	15	127	
	GATWICK	TRANSAVIA	S	D	122	1	3	72	18	7	2	1	0	14	81	11	128	
	GATWICK	TRANSBRASIL	S	A	8	0	0	88	0	13	0	0	0	11	0	0	0	
	GATWICK	TRANSBRASIL	S	D	8	0	0	100	0	0	0	0	0	-30	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	5	0	1	80	20	0	0	0	0	6	33	18	9	
	HEATHROW	UNITED AIRLINES	S	D	5	0	1	100	0	0	0	0	0	-5	38	21	8	
<b>TOTAL AMSTERDAM</b>					<b>4067</b>	<b>10</b>	<b>45</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>5</b>	<b>5</b>	
ANTALYA																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	13	0	0	85	15	0	0	0	0	-6	89	-9	9	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	13	0	0	31	23	23	23	0	0	34	38	41	8	
	GATWICK	SUNWAYS	C	A	5	0	0	40	20	20	20	0	0	40	0	0	0	
	GATWICK	SUNWAYS	C	D	5	0	0	40	0	40	20	0	0	49	0	0	0	
	MANCHESTER	SUNWAYS	C	A	5	0	0	60	0	20	20	0	0	27	0	0	0	
	MANCHESTER	SUNWAYS	C	D	5	0	0	60	0	20	20	0	0	26	0	0	0	
<b>TOTAL ANTALYA</b>					<b>46</b>	<b>5</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>15</b>	<b>15</b>	
ANTIGUA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	39	25	113	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	22	22	11	11	0	65	50	236	6	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ANTIGUA																	
<b>TOTAL ANTIGUA</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>57</b>	<b>40</b>	<b>187</b>	<b>187</b>
ANTWERP																	
	GATWICK	CITY FLYER EXPRESS	S	A	82	0	4	85	6	4	4	1	0	8	82	7	83
	GATWICK	CITY FLYER EXPRESS	S	D	81	0	4	83	10	5	2	0	0	7	75	10	85
	HEATHROW	SABENA	S	A	44	0	0	89	9	0	2	0	0	9	87	5	45
	HEATHROW	SABENA	S	D	44	0	0	86	2	5	7	0	0	10	84	11	45
<b>TOTAL ANTWERP</b>					<b>251</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>8</b>
ARRECIFE																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-17	100	-30	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	7	100	-5	4
	GATWICK	AIR 2000	C	A	17	1	0	53	18	18	12	0	0	19	69	8	13
	GATWICK	AIR 2000	C	D	18	1	0	78	17	6	0	0	0	8	92	7	13
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	14	100	-2	4
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	12	100	-6	4
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-35	100	-39	4
	LUTON	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	14	100	-2	4
	MANCHESTER	AIR 2000	C	A	15	0	0	53	27	0	13	7	0	30	88	-2	8
	MANCHESTER	AIR 2000	C	D	15	0	0	67	13	0	20	0	0	32	67	12	9
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	50	50	0	0	0	0	20	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	6	60	51	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	11	20	343	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	15	44	28	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	21	67	11	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-14	100	-3	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	9	100	-7	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					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)											
ARRECIFE	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	0	77	9	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	69	13	13
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	44	11	44	0	0	0	22	50	31	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	33	44	22	0	0	0	20	13	32	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	18	13	53	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	15	13	45	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	17	0	17	33	17	17	146	14	79	7
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	1	20	20	20	20	20	0	108	29	41	7
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	25	25	0	0	31	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	25	0	0	17	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	50	0	0	0	36	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	50	0	0	0	29	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	5	25	22	4
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	7	50	24	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	75	9	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	75	6	4
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	23	31	15	23	8	0	58	23	44	13
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	31	31	8	23	8	0	50	46	36	13
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	11	75	8	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	26	100	5	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	0	0	25	0	0	31	25	64	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	38	0	25	0	0	39	13	41	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	21	33	73	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	83	57	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	19	75	81	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	21	75	89	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	1	0	63	13	13	13	0	0	21	44	36	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	0	38	0	0	0	20	56	31	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	1	1	100	0	0	0	0	0	-10	50	30	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ARRECIFE	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	5	50	38	4	
	GLASGOW	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	4	0	0	0	
	GLASGOW	SPANAIR	C	D	4	0	0	50	25	25	0	0	0	13	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	5	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	-6	0	0	0	0	
	GATWICK	VIVA	C	A	4	0	0	100	0	0	0	0	-7	0	0	0	0	
	GATWICK	VIVA	C	D	4	0	0	75	25	0	0	0	10	0	0	0	0	
	NEWCASTLE	VIVA	C	D	4	0	0	0	50	50	0	0	31	0	0	0	0	
<b>TOTAL ARRECIFE</b>					<b>370</b>	<b>12</b>	<b>3</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>30</b>	<b>30</b>	
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	4	0	0	25	0	50	0	25	0	107	0	0	0	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	4	0	0	25	0	25	25	25	0	110	0	0	0	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	5	0	0	40	0	20	0	40	0	105	0	0	0	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	5	0	0	20	20	20	20	20	0	92	0	0	0	
<b>TOTAL ASHKHABAD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>28</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>103</b>	<b>78</b>	<b>-3</b>	<b>-3</b>	
ASWAN	GATWICK	MONARCH AIRLINES	C	A	4	0	1	25	50	0	25	0	0	56	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	20	0	90	0	0	0	
<b>TOTAL ASWAN</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>75</b>	<b>88</b>	<b>7</b>	<b>7</b>	
ATHENS	GATWICK	AIR 2000	C	A	11	0	1	45	18	9	27	0	0	30	67	22	3	
	GATWICK	AIR 2000	C	D	13	0	0	38	23	0	38	0	0	42	67	20	3	
	HEATHROW	BMI BRITISH MIDLAND	C	A	3	0	0	0	0	67	0	0	33	213	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	2	100	0	0	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	52	23	26	0	0	0	14	10	73	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	42	26	29	3	0	0	23	40	32	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	69	19	8	3	0	0	10	73	22	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	10	6	0	0	0	3	84	4	63	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ATHENS																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	2	100	0	0	0	0	0	9	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	67	17	0	11	6	0	20	21	55	24
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	71	6	12	6	6	0	31	56	27	27
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	55	0	124	1
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	50	0	108	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	2	0	0	100	0	0	0	47	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	84	0	0	0
	HEATHROW	OLYMPIC AIRWAYS	S	A	68	0	0	57	21	15	7	0	0	18	58	22	65
	HEATHROW	OLYMPIC AIRWAYS	S	D	69	0	0	78	12	7	3	0	0	9	58	10	65
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	2	0	0	50	0	0	50	0	0	43	100	10	1
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	50	0	0	50	0	0	58	0	53	1
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	3	6	3	0	3	20	68	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	10	6	10	0	0	13	84	4	31
<b>TOTAL ATHENS</b>					<b>473</b>	<b>1</b>	<b>7</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>23</b>	<b>23</b>
ATLANTA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	63	30	3	3	0	0	13	26	67	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	48	29	10	6	3	3	61	61	21	31
	GATWICK	DELTA AIRLINES	S	A	62	0	0	55	21	19	5	0	0	16	29	37	62
	GATWICK	DELTA AIRLINES	S	D	62	0	0	82	11	5	2	0	0	9	77	16	62
	MANCHESTER	DELTA AIRLINES	S	A	29	0	2	62	17	7	7	7	0	26	42	36	31
	MANCHESTER	DELTA AIRLINES	S	D	29	1	2	69	3	14	14	0	0	23	84	18	31
<b>TOTAL ATLANTA</b>					<b>243</b>	<b>1</b>	<b>5</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>31</b>	<b>31</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	23	0	0	70	13	0	13	0	4	37	57	16	23
	HEATHROW	AIR NEW ZEALAND LTD	S	D	23	0	0	78	13	0	0	9	0	30	78	18	23
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	50	25	0	123	100	-7	2
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	2	0	75	25	0	0	0	23	100	9	2
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>38</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 MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	28	0	0	29	7	39	21	4	0	49	56	22	34	
	HEATHROW	GULF AIR	S	D	17	0	0	59	29	6	0	6	0	29	93	2	28	
<b>TOTAL BAHRAIN</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>16</b>	<b>27</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>73</b>	<b>13</b>	<b>13</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	8	0	0	13	63	25	0	0	0	24	25	41	4	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	7	1	0	57	43	0	0	0	0	10	50	19	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	8	8	0	0	24	0	0	0	
<b>TOTAL BAKU</b>					<b>41</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>28</b>	<b>28</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	10	0	0	10	0	30	60	0	0	82	33	87	9	
	GATWICK	GARUDA INDONESIA	S	D	10	0	0	100	0	0	0	0	0	4	78	8	9	
<b>TOTAL BALI INTERNATIONAL</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>56</b>	<b>48</b>	<b>48</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	71	16	6	6	0	0	11	35	28	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	3	3	0	0	13	87	10	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>19</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	47	23	13	13	3	0	32	67	18	18	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	80	13	3	3	0	0	8	56	18	18	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>18</b>	<b>18</b>	
BANGKOK																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	26	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	53	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	42	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	52	75	6	4	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	65	16	16	3	0	0	12	52	57	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	87	6	6	0	0	0	7	71	42	31	
<b>TOTAL BANGKOK</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</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 MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BANJUL																		
	GATWICK	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	42	40	35	5	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	20	50	21	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	30	25	68	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	14	75	11	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	1	0	25	25	50	0	0	30	0	0	0		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	14	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	45	0	37	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	24	0	25	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	12	0	42	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	7	100	9	4		
<b>TOTAL BANJUL</b>					<b>40</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>28</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>27</b>	<b>27</b>	
BARCELONA																		
	GATWICK	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	0	50	0	0	32	0	0	0		
	GATWICK	AIR ATLANTA ICELANDIC	C	D	2	0	0	50	50	0	0	0	16	0	0	0		
	GATWICK	AIR EUROPA	S	A	26	0	0	42	27	15	15	0	28	35	41	26		
	GATWICK	AIR EUROPA	S	D	26	0	0	69	12	0	19	0	30	62	38	26		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	33	1	2	64	18	9	9	0	23	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	33	2	0	79	0	12	9	0	14	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	16	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	3	0	1	67	0	0	33	0	20	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	4	0	0	100	0	0	0	0	4	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	26	0	0	85	8	8	0	0	-2	92	4	26		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	26	0	0	96	0	0	4	0	5	77	9	26		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	1	78	8	6	8	0	9	87	4	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	69	18	10	3	0	13	66	13	93		
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	30	3	1	83	0	3	13	0	7	0	0	0		
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	31	1	1	77	16	3	0	3	17	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BARCELONA																		
	HEATHROW	IBERIA	S	A	93	0	0	83	4	9	4	0	0	5	89	3	93	
	HEATHROW	IBERIA	S	D	93	0	0	88	3	1	8	0	0	6	85	5	93	
	MANCHESTER	IBERIA	S	A	31	0	0	81	13	6	0	0	0	4	100	-5	1	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	0	82	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	55	0	77	2	
	GATWICK	MONARCH AIRLINES	C	D	4	0	1	25	25	25	25	0	0	47	0	159	2	
	GATWICK	TRANSAER	C	D	2	1	0	0	50	0	0	0	50	251	0	0	0	
<b>TOTAL BARCELONA</b>					<b>664</b>	<b>8</b>	<b>7</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>11</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	25	1	2	100	0	0	0	0	0	-2	96	-2	26	
	GLASGOW	LOGANAIR	S	D	25	0	4	88	8	0	4	0	0	-15	88	2	26	
<b>TOTAL BARRA</b>					<b>50</b>	<b>1</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>92</b>	<b>0</b>	<b>0</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	63	23	8	6	0	0	15	72	12	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	5	3	0	0	7	86	8	57	
	STANSTED	FLIGHTLINE LTD	C	A	5	0	0	60	20	20	0	0	0	17	0	0	0	
	STANSTED	FLIGHTLINE LTD	C	D	4	0	0	50	0	25	25	0	0	31	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	0	88	12	0	0	0	0	3	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	D	26	0	0	42	35	23	0	0	0	19	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	91	0	2	74	19	5	2	0	0	10	78	10	60	
	HEATHROW	SWISS AIRLINES	S	D	91	0	2	79	11	7	3	0	0	8	75	10	60	
	MANCHESTER	SWISS AIRLINES	S	A	26	0	1	62	23	15	0	0	0	14	69	9	52	
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	77	19	0	4	0	0	12	88	4	52	
<b>TOTAL BASLE MULHOUSE</b>					<b>419</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>9</b>	
BASTIA																		
BEAUVAIS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	8	100	-4	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	13	83	5	6	
<b>TOTAL BEAUVAIS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>1</b>	<b>1</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

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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)
BEIJING	HEATHROW	AIR CHINA	S	A	10	0	0	100	0	0	0	0	0	-20	89	-31	9
	HEATHROW	AIR CHINA	S	D	9	0	0	100	0	0	0	0	0	-2	67	9	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	-4	89	-15	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	79	0	21	0	0	0	12	78	7	9
<b>TOTAL BEIJING</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>81</b>	<b>-8</b>	<b>-8</b>
BEIRUT	HEATHROW	MEA	S	A	18	0	0	56	33	6	6	0	0	16	72	12	18
	HEATHROW	MEA	S	D	18	0	0	67	28	6	0	0	0	10	83	7	18
<b>TOTAL BEIRUT</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>31</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>9</b>
BELFAST CITY	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	76	0	0	80	11	8	1	0	0	8	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	77	0	0	81	9	6	4	0	0	10	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	84	1	1	73	10	10	7	1	0	14	96	0	76
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	83	0	0	80	5	7	7	1	0	16	92	4	76
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	24	1	0	96	4	0	0	0	0	-4	77	9	31
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	0	96	4	0	0	0	0	1	84	7	31
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	116	1	0	83	8	4	5	0	0	6	88	5	135
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	115	2	0	88	4	3	4	0	0	4	93	0	135
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	106	1	0	86	6	2	7	0	0	8	90	3	108
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	104	1	1	89	5	3	3	0	0	8	91	6	107
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	150	2	2	87	5	3	5	1	0	4	81	6	116
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	150	2	2	87	3	2	7	1	0	12	81	11	116
	NEWCASTLE	GILL AIRWAYS	S	A	94	0	9	81	6	6	6	0	0	10	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	98	0	3	77	9	4	10	0	0	15	0	0	0
<b>TOTAL BELFAST CITY</b>					<b>1302</b>	<b>11</b>	<b>19</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>
BELFAST INTERNATIONAL	HEATHROW	BMI BRITISH MIDLAND	S	A	250	0	3	88	5	4	3	0	0	4	86	5	242
	HEATHROW	BMI BRITISH MIDLAND	S	D	250	0	2	90	6	4	1	0	0	1	92	2	243
	HEATHROW	BRITISH AIRWAYS PLC	S	A	181	0	0	86	6	4	4	0	0	8	66	13	180

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

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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)											
BELFAST INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	181	0	0	89	5	3	3	0	0	4	85	6	180
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	85	1	2	78	12	5	6	0	0	11	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	87	1	1	76	9	9	6	0	0	13	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	109	0	0	77	13	6	3	2	0	13	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	108	0	1	89	6	3	1	2	0	6	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	109	0	1	83	11	3	3	1	0	8	90	4	108
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	109	0	0	84	9	5	2	0	0	8	96	2	108
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	112	0	2	84	4	4	7	0	0	6	83	13	58
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	112	0	2	79	5	6	9	0	0	12	76	29	58
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1695</b>	<b>2</b>	<b>15</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>5</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	1	93	7	0	0	0	0	-4	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	14	0	1	71	21	7	0	0	0	13	0	0	0
	HEATHROW	JATAIRWAYS	S	A	22	0	1	86	5	5	0	5	0	11	74	6	23
	HEATHROW	JATAIRWAYS	S	D	22	0	1	82	5	9	5	0	0	13	74	15	23
<b>TOTAL BELGRADE</b>					<b>72</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>10</b>	<b>10</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	85	0	12	0	4	0	10	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	65	19	4	8	4	0	22	0	0	0
<b>TOTAL BENBECULA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>8</b>	<b>8</b>
BERGAMO																	
	GATWICK	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	39	60	51	5
	GATWICK	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	27	40	59	5
	MANCHESTER	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	26	50	59	4
	MANCHESTER	AIR 2000	C	D	4	0	1	50	25	0	25	0	0	35	50	54	4
	STANSTED	AZZURRA AIR	S	A	11	0	9	91	0	9	0	0	0	-2	0	0	0
	STANSTED	AZZURRA AIR	S	D	11	0	9	82	0	0	18	0	0	14	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	30	40	20	10	0	0	23	10	32	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
BERGAMO																	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	70	10	20	0	0	0	13	90	10	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	20	20	0	0	42	0	28	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	23	50	14	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	15	75	7	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	11	100	10	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	20	20	0	20	155	40	21	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	20	0	20	146	60	20	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	20	0	0	34	0	54	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	8	60	16	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	20	0	0	31	0	65	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	12	60	34	5
<b>TOTAL BERGAMO</b>					<b>111</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>21</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>46</b>	<b>32</b>	<b>32</b>
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	90	7	3	0	0	0	-3	68	6	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	7	3	3	0	0	5	71	9	31
	GATWICK	BRAATHENS ASA	S	A	31	0	0	71	26	3	0	0	0	8	97	-2	32
	GATWICK	BRAATHENS ASA	S	D	31	0	0	65	23	6	6	0	0	17	81	8	32
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	88	12	0	0	0	0	3	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	96	4	0	0	0	0	3	0	0	0
<b>TOTAL BERGEN</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>6</b>	<b>6</b>
BERLIN (SCHONEFELD)																	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	1	38	25	13	25	0	0	34	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	1	13	13	38	25	13	0	73	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERLIN (TEGEL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	81	10	6	2	0	0	7	87	3	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	81	12	6	1	0	0	6	85	6	119
	GATWICK	DEUTSCHE BA	S	A	68	0	0	68	22	4	6	0	0	15	50	31	56
	GATWICK	DEUTSCHE BA	S	D	68	0	0	71	16	6	7	0	0	17	54	27	56

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					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
BERLIN (TEGEL)																	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	85	15	0	0	0	0	8	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	LUFTHANSA	S	A	61	0	0	69	26	2	3	0	0	11	77	6	61
	HEATHROW	LUFTHANSA	S	D	61	0	0	93	3	2	2	0	0	-2	98	-4	61
<b>TOTAL BERLIN (TEGEL)</b>					<b>558</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>9</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	8	8	8	0	24	93	18	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	0	8	0	18	85	3	13
<b>TOTAL BERMUDA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>11</b>	<b>11</b>
BILBAO																	
	GATWICK	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	36	0	0	0
	GATWICK	AIR 2000	C	D	2	0	0	0	0	50	50	0	0	60	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	97	3	0	0	0	0	-6	100	-3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	88	6	6	0	0	0	4	84	8	31
	HEATHROW	IBERIA	S	A	31	0	0	77	6	3	13	0	0	11	77	4	31
	HEATHROW	IBERIA	S	D	31	0	0	81	10	3	6	0	0	7	94	-2	31
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	77	0	0	0
<b>TOTAL BILBAO</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>2</b>	<b>2</b>
BILLUND																	
	GATWICK	MAERSK AIR	S	A	86	0	1	64	26	8	2	0	0	14	68	13	62
	GATWICK	MAERSK AIR	S	D	87	0	1	74	18	5	3	0	0	12	79	11	62
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	78	11	11	0	0	0	8	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	67	33	0	0	0	0	12	0	0	0
	BIRMINGHAM	NEWAIR AIR SERVICE	S	A	45	0	0	96	2	0	2	0	0	0	89	-6	47
	BIRMINGHAM	NEWAIR AIR SERVICE	S	D	45	0	0	96	2	0	2	0	0	2	98	-2	47
	MANCHESTER	NEWAIR AIR SERVICE	S	A	43	0	2	81	14	2	2	0	0	11	94	1	47
	MANCHESTER	NEWAIR AIR SERVICE	S	D	43	0	2	95	2	0	2	0	0	-5	94	-6	47
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	40	0	7	78	20	0	3	0	0	8	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BILLUND	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	40	0	7	88	5	5	3	0	0	4	0	0	0
<b>TOTAL BILLUND</b>					<b>449</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>4</b>	<b>4</b>
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS PLC	S	A	44	1	0	98	2	0	0	0	2	0	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	48	0	1	90	8	2	0	0	5	0	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	188	1	1	86	10	5	0	0	8	84	8	193	0
	GLASGOW	BRITISH AIRWAYS PLC	S	D	184	0	1	95	3	2	0	0	0	89	3	194	0
	NEWCASTLE	DUO AIRWAYS LTD	S	A	74	0	4	93	3	1	3	0	4	0	0	0	0
	NEWCASTLE	DUO AIRWAYS LTD	S	D	74	0	4	92	3	4	1	0	2	0	0	0	0
<b>TOTAL BIRMINGHAM</b>					<b>614</b>	<b>2</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>6</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	2	0	0	100	0	0	0	0	-44	0	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	2	0	0	50	50	0	0	0	12	0	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-16</b>	<b>75</b>	<b>-8</b>	<b>-8</b>	<b>-8</b>
BOGOTA	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	1	25	50	0	25	0	23	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	75	0	0	0	17	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	4	89	13	9	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	60	40	0	0	0	15	60	14	10	0
<b>TOTAL BOGOTA</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>39</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>14</b>	<b>14</b>
BOLOGNA	GATWICK	ALITALIA	S	A	31	0	0	35	48	6	10	0	29	41	24	29	0
	GATWICK	ALITALIA	S	D	31	0	0	84	3	3	10	0	12	35	30	31	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	84	10	3	3	0	7	39	26	31	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	1	77	16	3	3	0	9	29	26	31	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	50	0	0	29	0	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	0	50	0	52	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BOLOGNA																	
<b>TOTAL BOLOGNA</b>					<b>130</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>20</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>37</b>	<b>26</b>	<b>26</b>
BORDEAUX																	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	6	0	0	67	17	0	17	0	0	21	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	6	0	0	50	33	17	0	0	0	17	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	68	0	0	69	22	3	6	0	0	15	80	7	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	68	1	3	75	12	3	9	1	0	18	74	14	31
<b>TOTAL BORDEAUX</b>					<b>148</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>18</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>12</b>	<b>12</b>
BOSTON																	
	GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	82	8	6	2	2	0	5	18	43	60
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	90	8	2	0	0	0	3	85	4	61
	GLASGOW	BRITISH AIRWAYS PLC	S	A	19	0	0	68	21	5	5	0	0	-3	40	42	20
	GLASGOW	BRITISH AIRWAYS PLC	S	D	20	0	0	60	20	5	15	0	0	24	68	43	19
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	1	0	90	5	3	0	2	0	-4	57	26	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	84	5	10	2	0	0	10	76	15	59
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	63	17	10	0	10	0	24	52	87	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	19	0	3	0	0	7	81	25	31
<b>TOTAL BOSTON</b>					<b>348</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>30</b>	<b>30</b>
BOURNEMOUTH																	
BREMEN																	
	GATWICK	CITY FLYER EXPRESS	S	A	6	0	0	83	0	17	0	0	0	-2	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	6	0	1	83	17	0	0	0	0	6	0	0	0
	GATWICK	DEUTSCHE BA	S	A	84	0	3	83	11	4	2	0	0	6	78	12	85
	GATWICK	DEUTSCHE BA	S	D	83	0	4	86	10	4	1	0	0	5	86	10	85
	HEATHROW	LUFTHANSA	S	A	31	0	0	48	29	16	3	3	0	24	52	16	31
	HEATHROW	LUFTHANSA	S	D	31	0	0	84	10	0	3	3	0	13	94	4	31



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BREMEN																	
<b>TOTAL BREMEN</b>					<b>241</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>11</b>
BREST																	
	GATWICK	BRIT AIR	S	A	31	0	0	61	23	16	0	0	0	13	90	5	30
	GATWICK	BRIT AIR	S	D	31	0	0	87	6	6	0	0	0	7	87	3	30
<b>TOTAL BREST</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>4</b>
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	75	32	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	75	28	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	100	-3	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	1	77	15	0	8	0	0	7	40	28	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	38	0	8	0	0	23	22	91	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	-6	80	8	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	8	80	10	10
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	40	30	10	20	0	0	33	0	24	1
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	0	0	50	17	17	17	153	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	0	17	17	0	0	26	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	60	20	0	0	0	18	75	-1	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	16	60	10	5
<b>TOTAL BRIDGETOWN</b>					<b>94</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>61</b>	<b>64</b>	<b>64</b>
BRISBANE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	1	0	75	8	8	8	0	0	4	7	47	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	21	14	0	0	0	10	100	5	13
<b>TOTAL BRISBANE</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>54</b>	<b>26</b>	<b>26</b>
BRISTOL																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	100	3	5	70	10	6	12	2	0	25	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	99	3	5	66	15	7	10	2	0	28	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					130	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BRISTOL																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	130	1	1	65	10	7	17	2	0	30	87	6	102	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	128	1	2	74	7	5	12	2	0	25	91	4	102	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	2	73	6	4	12	4	0	22	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	82	4	2	6	6	0	18	0	0	0	
<b>TOTAL BRISTOL</b>					<b>557</b>	<b>8</b>	<b>15</b>	<b>70</b>	<b>9</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>89</b>	<b>5</b>	<b>5</b>	
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	64	0	0	80	14	0	5	2	0	11	63	21	68	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	64	0	0	84	9	0	5	2	0	12	82	17	68	
	HEATHROW	BMI BRITISH MIDLAND	S	A	180	0	2	73	18	4	3	1	0	12	73	18	181	
	HEATHROW	BMI BRITISH MIDLAND	S	D	181	0	1	88	7	3	2	1	0	4	87	8	182	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	94	0	2	70	20	5	3	1	0	14	64	21	104	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	94	0	2	87	7	4	1	0	0	5	77	13	106	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	48	0	1	88	6	4	0	2	0	10	85	17	52	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	48	0	1	96	2	0	2	0	0	2	94	7	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	73	16	5	6	0	0	15	62	22	194	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	87	5	5	2	1	0	6	85	9	195	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	57	0	1	77	19	2	2	0	0	8	81	17	48	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	57	0	0	77	7	14	2	0	0	10	77	17	48	
	STANSTED	KLM UK LTD	S	A	93	0	3	69	16	9	6	0	0	11	66	23	89	
	STANSTED	KLM UK LTD	S	D	93	0	3	60	22	11	6	1	0	19	71	28	89	
	EDINBURGH	SABENA	S	A	55	0	2	80	18	2	0	0	0	7	0	0	0	
	EDINBURGH	SABENA	S	D	55	0	2	67	27	4	0	2	0	17	0	0	0	
	GLASGOW	SABENA	S	A	57	0	0	88	9	4	0	0	0	6	82	7	55	
	GLASGOW	SABENA	S	D	55	0	2	85	5	5	4	0	0	11	82	8	56	
	HEATHROW	SABENA	S	A	245	0	9	73	16	7	3	0	0	11	76	9	242	
	HEATHROW	SABENA	S	D	242	0	11	84	7	6	2	1	0	10	86	9	241	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BRUSSELS																		
	MANCHESTER	SABENA	S	A	31	0	0	94	6	0	0	0	0	3	69	22	26	
	MANCHESTER	SABENA	S	D	53	1	2	96	4	0	0	0	0	1	93	6	30	
	NEWCASTLE	SABENA	S	A	103	0	1	86	11	3	0	0	0	5	0	0	0	
	NEWCASTLE	SABENA	S	D	103	0	1	92	6	1	0	1	0	5	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	2	0	0	100	0	0	0	0	0	-4	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL BRUSSELS</b>					<b>2410</b>	<b>1</b>	<b>49</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>14</b>	<b>14</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	27	0	1	48	30	4	19	0	0	27	46	26	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	37	26	19	19	0	0	34	69	16	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	5	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	1	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	TAROM	S	A	31	0	0	61	19	6	13	0	0	18	81	-6	27	
	HEATHROW	TAROM	S	D	32	0	0	78	6	6	9	0	0	8	74	13	27	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>124</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>21</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>10</b>	<b>10</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	10	8	6	0	0	12	76	9	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	6	5	5	0	0	6	73	10	62	
	STANSTED	EUROFLY SPA	C	A	2	0	0	0	0	0	50	50	0	151	0	0	0	
	STANSTED	EUROFLY SPA	C	D	2	0	0	50	0	0	0	50	0	111	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	53	23	16	8	0	0	23	79	8	62	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	74	19	2	5	0	0	10	82	7	62	
<b>TOTAL BUDAPEST</b>					<b>252</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>8</b>	<b>8</b>	
BUENOS AIRES																		
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	7	0	0	0	57	29	14	0	0	33	64	17	11	
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	7	0	0	57	14	29	0	0	0	8	64	7	11	
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	71	29	0	0	0	0	-19	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	86	14	0	0	0	0	6	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					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)											
BUENOS AIRES	HEATHROW	BRITISH AIRWAYS PLC	S	A	6	0	0	83	17	0	0	0	0	-4	92	-5	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	86	0	0	14	0	0	19	69	10	13
<b>TOTAL BUENOS AIRES</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>7</b>	<b>7</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					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
CAGLIARI (ELMAS)																		
	GATWICK	MERIDIANA AIR	S	A	29	0	0	41	21	24	14	0	0	29	74	18	31	
	GATWICK	MERIDIANA AIR	S	D	31	0	0	32	26	29	10	0	3	45	58	37	31	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>23</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>66</b>	<b>28</b>	<b>28</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	16	6	10	0	0	15	81	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	26	13	6	0	0	21	77	8	31	
	HEATHROW	EGYPT AIR	S	A	31	0	0	6	29	32	32	0	0	49	3	65	32	
	HEATHROW	EGYPT AIR	S	D	31	0	0	6	29	23	42	0	0	52	3	65	32	
	MANCHESTER	EGYPT AIR	C	D	2	0	0	0	0	0	100	0	0	130	0	0	0	
<b>TOTAL CAIRO</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>25</b>	<b>18</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>41</b>	<b>35</b>	<b>35</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	63	0	13	0	0	25	163	50	10	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	60	10	10	0	0	20	224	67	12	9	
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>197</b>	<b>59</b>	<b>11</b>	<b>11</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	8	0	0	88	0	13	0	0	0	-15	46	24	13	
	HEATHROW	AIR CANADA	S	D	8	0	0	100	0	0	0	0	0	0	53	39	19	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	0	33	11	0	53	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	22	0	0	37	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	36	0	0	61	17	11	11	0	0	18	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	36	0	0	58	25	11	6	0	0	16	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	0	11	78	0	11	135	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	11	11	11	0	50	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	0	22	56	11	11	141	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	11	22	11	0	56	0	0	0	
<b>TOTAL CALGARY</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>11</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>50</b>	<b>33</b>	<b>33</b>	
CALVI																		
CAMAGUEY																		
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CAMAGUEY																	
<b>TOTAL CAMAGUEY</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>-51</b>	<b>-51</b>
CAMBRIDGE																	
CAMPBELTOWN																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	22	0	0	91	5	5	0	0	0	5	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	92	0	0	8	0	0	9	0	0	0
<b>TOTAL CAMPBELTOWN</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>6</b>
CANCUN																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	-40	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	59	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
<b>TOTAL CANCUN</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAPE TOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	32	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	1	0	50	38	6	6	0	0	17	84	4	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	6	6	6	0	0	12	67	13	18
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	14	0	0	29	57	7	7	0	0	23	67	5	9
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	14	0	0	93	7	0	0	0	0	5	67	26	9
<b>TOTAL CAPE TOWN</b>					<b>70</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>11</b>
CARACAS																	
CARDIFF WALES																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	57	0	2	75	9	9	4	4	0	20	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	57	0	2	88	2	5	4	2	0	13	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	0	80	10	10	0	0	0	9	93	4	61
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	0	86	5	8	0	0	0	6	93	1	61
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	36	0	2	36	47	11	3	3	0	28	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	37	0	1	92	0	3	3	3	0	9	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	38	0	1	63	18	8	5	5	0	28	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
CARDIFF WALES	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	38	0	1	89	0	5	3	3	0	13	0	0	0
<b>TOTAL CARDIFF WALES</b>					<b>382</b>	<b>1</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>4</b>	<b>4</b>
CASABLANCA MOHAMED V	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	45	13	13	23	6	0	49	68	6	22
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	39	13	6	26	16	0	74	50	24	22
	HEATHROW	ROYAL AIR MAROC	S	A	27	0	0	22	41	26	11	0	0	33	30	32	27
	HEATHROW	ROYAL AIR MAROC	S	D	27	0	0	63	26	11	0	0	0	10	67	17	27
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>53</b>	<b>20</b>	<b>20</b>
CATANIA (FONTANAROSSA)	GATWICK	ALITALIA	S	A	29	0	0	72	17	0	10	0	0	14	29	32	31
	GATWICK	ALITALIA	S	D	29	0	0	55	24	14	7	0	0	23	59	20	29
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>39</b>	<b>28</b>	<b>28</b>
CHAMBERY	MANCHESTER	AER LINGUS	C	A	5	0	0	40	60	0	0	0	0	19	60	12	5
	MANCHESTER	AER LINGUS	C	D	5	0	0	100	0	0	0	0	0	7	40	15	5
	GLASGOW	AERIS	C	A	5	0	0	20	0	40	40	0	0	51	0	0	0
	GLASGOW	AERIS	C	D	5	0	0	0	20	40	40	0	0	59	0	0	0
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	C	A	5	0	0	20	20	60	0	0	0	29	0	0	0
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	C	D	5	0	0	20	20	60	0	0	0	35	0	29	5
	GATWICK	KLM UK LTD	C	A	15	0	0	27	13	53	7	0	0	29	20	49	5
	GATWICK	KLM UK LTD	C	D	15	0	0	47	40	13	0	0	0	18	60	-11	5
	STANSTED	KLM UK LTD	C	A	4	0	1	25	50	25	0	0	0	26	0	0	0
	STANSTED	KLM UK LTD	C	D	3	1	0	0	0	0	100	0	0	110	0	0	0
<b>TOTAL CHAMBERY</b>					<b>69</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>25</b>	<b>30</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>27</b>	<b>27</b>
CHANIA																	
CHARLOTTE	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	84	10	3	3	0	0	0	55	21	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	19	16	0	0	0	15	81	11	31
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>16</b>	<b>16</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
CHICAGO (O'HARE)	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	90	0	3	6	0	0	-21	68	17	31	
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	84	3	10	3	0	0	8	77	21	31	
	HEATHROW	AMERICAN AIRLINES	S	A	85	0	2	71	7	16	6	0	0	5	25	44	84	
	HEATHROW	AMERICAN AIRLINES	S	D	85	1	2	84	11	6	0	0	0	7	81	14	84	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	1	0	84	10	6	0	0	0	-14	42	26	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	1	0	87	0	6	6	0	0	11	90	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	6	3	0	0	-3	58	31	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	10	3	0	0	14	34	21	32	
	HEATHROW	UNITED AIRLINES	S	A	31	0	2	87	3	6	3	0	0	-1	52	18	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	2	77	13	6	3	0	0	14	90	10	31	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>418</b>	<b>3</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>23</b>	<b>23</b>	
CINCINNATI	GATWICK	DELTA AIRLINES	S	A	31	0	0	68	26	6	0	0	0	8	23	41	31	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	65	26	10	0	0	0	12	87	6	31	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>23</b>	<b>23</b>	
COLOGNE (BONN)	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	74	18	2	7	0	0	15	79	11	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	91	5	4	0	0	0	3	88	8	57	
	GATWICK	CITY FLYER EXPRESS	S	A	78	0	4	82	10	4	3	1	0	11	75	11	67	
	GATWICK	CITY FLYER EXPRESS	S	D	78	0	4	94	3	3	1	0	0	2	91	5	69	
	HEATHROW	LUFTHANSA	S	A	39	0	2	95	5	0	0	0	0	-3	88	4	40	
	HEATHROW	LUFTHANSA	S	D	40	0	1	100	0	0	0	0	0	-3	98	-2	40	
<b>TOTAL COLOGNE (BONN)</b>					<b>350</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>7</b>	
COLOMBO	GATWICK	BRITISH AIRWAYS PLC	S	A	8	1	0	50	13	0	13	13	111	50	122	8		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	0	11	0	11	74	78	5	9	
	HEATHROW	SRILANKAN AIRLINES	S	A	18	0	0	61	11	11	6	11	0	36	89	-13	18	
	HEATHROW	SRILANKAN AIRLINES	S	D	18	0	0	50	22	11	11	6	0	32	72	13	18	
<b>TOTAL COLOMBO</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>52</b>	<b>75</b>	<b>19</b>	<b>19</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CONNAUGHT																	
	BIRMINGHAM	AER LINGUS	S	A	5	0	0	100	0	0	0	0	0	-13	75	16	4
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	100	0	0	0	0	0	6	60	15	5
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	14	0	0	86	0	7	7	0	0	-1	79	18	14
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	14	0	0	86	0	7	7	0	0	9	79	6	14
	STANSTED	RYANAIR	S	A	46	1	5	89	4	0	7	0	0	-4	86	5	37
	STANSTED	RYANAIR	S	D	47	1	4	83	11	2	4	0	0	11	64	18	39
<b>TOTAL CONNAUGHT</b>					<b>130</b>	<b>2</b>	<b>9</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>12</b>
COPENHAGEN																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	25	0	1	92	8	0	0	0	0	-1	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	26	0	0	81	19	0	0	0	0	9	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	51	0	0	96	2	0	0	2	0	0	77	8	52
	GLASGOW	BMI BRITISH MIDLAND	S	D	51	0	0	94	6	0	0	0	0	2	92	5	52
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	63	23	10	5	0	0	14	60	20	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	66	16	8	10	0	0	17	63	21	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	86	8	3	2	1	0	6	73	10	122
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	1	88	5	5	2	0	0	5	82	8	122
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	51	0	0	82	4	8	2	4	0	6	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	52	0	0	75	10	8	8	0	0	17	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	6	0	1	17	33	0	33	17	0	75	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	7	0	0	14	14	14	43	14	0	76	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	45	0	1	53	24	20	2	0	0	20	65	14	48
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	45	0	1	80	16	0	4	0	0	9	87	7	47
	STANSTED	KLM UK LTD	S	A	74	0	4	91	4	4	0	1	0	-2	69	14	52
	STANSTED	KLM UK LTD	S	D	76	0	4	80	12	5	1	1	0	11	81	15	52
	GATWICK	MAERSK AIR	S	A	27	0	0	74	19	4	4	0	0	14	81	9	26
	GATWICK	MAERSK AIR	S	D	26	0	0	62	19	12	8	0	0	22	69	12	26
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	3	0	89	11	0	0	0	0	8	78	11	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	3	0	44	11	11	33	0	0	62	44	25	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					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
COPENHAGEN																		
	HEATHROW	SAS	S	A	143	0	2	78	15	5	1	0	0	8	66	14	150	
	HEATHROW	SAS	S	D	147	0	2	82	12	4	2	0	0	6	83	6	155	
	MANCHESTER	SAS	S	A	81	0	0	85	9	6	0	0	0	2	82	9	82	
	MANCHESTER	SAS	S	D	54	0	0	81	19	0	0	0	0	3	90	3	81	
	NEWCASTLE	SAS	S	A	47	0	6	68	19	9	4	0	0	11	0	0	0	
	NEWCASTLE	SAS	S	D	48	0	6	88	10	2	0	0	0	-2	0	0	0	
	HEATHROW	VARIG	S	A	13	0	0	62	31	8	0	0	0	9	50	21	14	
	HEATHROW	VARIG	S	D	13	0	0	54	15	31	0	0	0	22	43	49	14	
<b>TOTAL COPENHAGEN</b>					<b>1489</b>	<b>6</b>	<b>30</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>11</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	31	0	0	94	0	3	3	0	0	-4	85	12	26	
	BIRMINGHAM	AER LINGUS	S	D	52	0	0	69	25	2	4	0	0	13	92	10	26	
	HEATHROW	AER LINGUS	S	A	95	0	0	80	4	5	11	0	0	16	61	22	94	
	HEATHROW	AER LINGUS	S	D	95	0	0	69	15	3	13	0	0	20	66	20	94	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	62	0	0	85	5	2	6	2	0	11	76	10	51	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	62	0	0	89	5	0	3	3	0	9	92	4	51	
	GATWICK	CITY FLYER EXPRESS	S	A	69	0	0	80	9	9	3	0	0	6	75	8	57	
	GATWICK	CITY FLYER EXPRESS	S	D	69	0	0	78	13	7	1	0	0	12	66	17	58	
	STANSTED	RYANAIR	S	A	96	0	5	85	7	5	1	1	0	0	88	6	66	
	STANSTED	RYANAIR	S	D	100	0	2	76	10	12	0	2	0	15	80	15	66	
<b>TOTAL CORK</b>					<b>735</b>	<b>1</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>13</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	19	1	4	16	5	26	21	11	21	264	44	48	18	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	19	1	4	37	16	11	16	0	21	219	22	30	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	6	0	6	0	6	58	83	41	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	12	6	0	0	6	70	59	14	17	
<b>TOTAL DACCA</b>					<b>73</b>	<b>2</b>	<b>8</b>	<b>52</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>14</b>	<b>156</b>	<b>52</b>	<b>33</b>	<b>33</b>	
DALAMAN																		
	GATWICK	AIR 2000	C	D	2	0	0	50	0	50	0	0	0	37	0	0	0	
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	SUNWAYS	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	SUNWAYS	C	D	2	0	1	50	50	0	0	0	0	3	0	0	0	
<b>TOTAL DALAMAN</b>					<b>16</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>6</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>44</b>	<b>44</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	60	0	0	65	12	12	7	5	0	19	19	39	52	
	GATWICK	AMERICAN AIRLINES	S	D	60	0	0	80	8	3	8	0	0	18	31	37	52	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	68	16	3	3	10	0	26	40	55	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	19	10	10	6	0	30	57	27	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>182</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>34</b>	<b>39</b>	<b>39</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	56	11	22	0	11	0	38	89	-5	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	75	13	0	13	0	0	10	70	10	10	
	HEATHROW	SYRIANAIR	S	A	14	0	0	50	36	7	7	0	0	19	46	91	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	38	15	23	23	0	0	31	50	20	12	
<b>TOTAL DAMASCUS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>24</b>	<b>24</b>	
DAR-ES-SALAAM																		
	HEATHROW	ALLIANCE	S	A	9	0	0	33	11	33	22	0	0	30	44	20	9	
	HEATHROW	ALLIANCE	S	D	9	0	0	56	22	22	0	0	0	19	67	13	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	1	64	7	0	29	0	0	37	55	72	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	15	0	0	0	9	100	3	6	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DAR-ES-SALAAM																	
<b>TOTAL DAR-ES-SALAAM</b>					<b>45</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>11</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>29</b>	<b>29</b>
DEAUVILLE																	
<b>TOTAL DEAUVILLE</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>53</b>	<b>44</b>	<b>44</b>
DELHI																	
	HEATHROW	AIR CANADA	S	A	17	1	1	24	24	41	12	0	0	35	89	-6	18
	HEATHROW	AIR CANADA	S	D	17	1	0	35	6	35	18	6	0	53	22	72	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	1	0	100	0	0	0	0	0	-11	80	-9	5
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	0	75	25	0	0	0	28	40	36	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	46	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL DELHI</b>					<b>51</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>18</b>	<b>31</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>57</b>	<b>29</b>	<b>29</b>
DETROIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	10	6	10	0	0	5	42	36	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	32	6	6	0	0	19	52	21	31
	GATWICK	NORTHWEST AIRLINES	S	A	43	0	2	47	14	14	23	2	0	35	28	64	39
	GATWICK	NORTHWEST AIRLINES	S	D	43	0	2	88	5	2	2	2	0	8	74	16	39
<b>TOTAL DETROIT</b>					<b>148</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>14</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>35</b>	<b>35</b>
DHAHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	89	4	0	7	0	0	2	96	-4	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	85	7	0	4	4	0	10	73	9	26
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	56	11	22	11	0	0	21	80	1	5
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	67	22	11	0	0	0	17	100	9	6
<b>TOTAL DHAHRAN</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>3</b>	<b>3</b>
DIJON																	
DOHA																	
	HEATHROW	GULF AIR	S	A	4	0	0	25	0	75	0	0	0	36	0	0	0
	HEATHROW	GULF AIR	S	D	4	0	0	50	0	25	25	0	0	31	100	-5	4
	GATWICK	QATAR AIRWAYS	S	A	8	0	0	25	50	25	0	0	0	23	22	31	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
DOHA		GATWICK		S D	8	0	0	63	38	0	0	0	0	13	89	7	9	
		HEATHROW		S A	2	0	0	50	50	0	0	0	0	6	0	0	0	
<b>TOTAL DOHA</b>					<b>27</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>30</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>14</b>	<b>14</b>	
DONEGAL		GLASGOW		S A	10	2	1	70	20	10	0	0	0	10	0	0	0	
		GLASGOW		S D	11	1	0	91	9	0	0	0	0	5	0	0	0	
<b>TOTAL DONEGAL</b>					<b>21</b>	<b>3</b>	<b>1</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>149</b>	<b>149</b>	
DORTMUND		GATWICK		S A	2	0	0	100	0	0	0	0	0	-12	0	0	0	
		GATWICK		S D	2	0	0	100	0	0	0	0	0	-3	0	0	0	
<b>TOTAL DORTMUND</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DOUALA		GATWICK		S A	3	0	1	33	67	0	0	0	0	18	0	64	4	
		GATWICK		S D	5	0	0	100	0	0	0	0	0	-18	25	34	4	
<b>TOTAL DOUALA</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>13</b>	<b>49</b>	<b>49</b>	
DRESDEN		HEATHROW		S A	37	0	0	68	22	5	5	0	0	15	74	8	42	
		HEATHROW		S D	44	0	0	86	7	2	5	0	0	7	79	10	47	
<b>TOTAL DRESDEN</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>9</b>	<b>9</b>	
DUBAI		GATWICK		C D	2	0	1	0	0	0	50	50	0	204	0	0	0	
		GATWICK		S A	27	0	0	48	26	26	0	0	0	13	67	25	12	
		GATWICK		S D	26	0	0	42	46	4	8	0	0	20	73	16	22	
		HEATHROW		S A	62	0	0	32	24	37	6	0	0	26	55	24	53	
		HEATHROW		S D	62	0	0	65	18	11	6	0	0	16	72	14	53	
		MANCHESTER		S A	23	0	0	48	35	13	4	0	0	17	55	27	22	
		MANCHESTER		S D	23	0	0	70	9	22	0	0	0	14	65	20	23	
<b>TOTAL DUBAI</b>					<b>227</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>24</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>20</b>	<b>20</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAR 1996				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
DUBLIN																	
	BIRMINGHAM	AER LINGUS	S	A	147	1	1	92	3	3	2	0	0	-1	87	5	132
	BIRMINGHAM	AER LINGUS	S	D	124	1	1	84	9	6	2	0	0	6	77	13	133
	EDINBURGH	AER LINGUS	S	A	100	2	1	87	8	1	4	0	0	4	0	0	0
	EDINBURGH	AER LINGUS	S	D	101	1	2	76	11	7	6	0	0	15	0	0	0
	GLASGOW	AER LINGUS	S	A	89	0	5	89	4	3	2	1	0	2	88	7	91
	GLASGOW	AER LINGUS	S	D	89	0	5	89	4	4	1	1	0	8	86	12	90
	HEATHROW	AER LINGUS	S	A	358	0	2	82	10	4	4	0	0	8	74	11	363
	HEATHROW	AER LINGUS	S	D	356	0	4	85	6	6	3	0	0	7	85	6	365
	MANCHESTER	AER LINGUS	S	A	146	0	0	90	3	2	4	0	0	3	91	2	152
	MANCHESTER	AER LINGUS	S	D	146	0	0	86	6	4	3	1	0	7	90	4	153
	NEWCASTLE	AER LINGUS	S	A	57	0	0	96	2	0	2	0	0	-2	0	0	0
	NEWCASTLE	AER LINGUS	S	D	57	0	0	95	4	0	2	0	0	4	0	0	0
	STANSTED	AER LINGUS	S	A	112	0	0	80	9	1	10	0	0	11	0	0	0
	STANSTED	AER LINGUS	S	D	113	0	1	77	8	6	9	0	0	19	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	262	0	1	73	18	5	5	0	0	12	69	13	242
	HEATHROW	BMI BRITISH MIDLAND	S	D	262	1	3	85	9	3	3	0	0	6	86	6	243
	GATWICK	CITY FLYER EXPRESS	S	A	124	0	0	71	16	4	7	2	0	18	75	15	116
	GATWICK	CITY FLYER EXPRESS	S	D	124	0	0	77	12	4	5	2	0	16	75	13	117
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	50	0	0	0	32	0	0	0
	BIRMINGHAM	RYANAIR	S	A	166	5	4	92	3	1	3	1	0	3	85	7	151
	BIRMINGHAM	RYANAIR	S	D	168	2	4	86	10	1	3	0	0	8	79	12	145
	EDINBURGH	RYANAIR	C	D	2	0	0	0	0	50	50	0	0	50	0	0	0
	GATWICK	RYANAIR	S	A	126	0	0	85	7	5	3	0	0	7	84	7	123
	GATWICK	RYANAIR	S	D	127	0	0	84	6	6	4	0	0	10	78	10	125
	LUTON	RYANAIR	S	A	95	7	3	91	1	3	1	3	1	18	89	0	90
	LUTON	RYANAIR	S	D	99	5	2	92	0	4	1	3	0	10	89	2	89
	MANCHESTER	RYANAIR	S	A	166	1	5	91	4	4	1	0	0	2	87	5	168
	MANCHESTER	RYANAIR	S	D	169	3	3	89	5	4	2	0	0	5	89	4	172
	STANSTED	RYANAIR	S	A	336	2	42	88	7	2	2	0	1	11	82	8	336
	STANSTED	RYANAIR	S	D	336	2	42	84	8	5	2	0	0	13	76	13	332

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DUBLIN																		
	EDINBURGH	TRANSAER	C	D	2	0	0	0	0	100	0	0	0	55	0	0	0	0
<b>TOTAL DUBLIN</b>					<b>4568</b>	<b>37</b>	<b>131</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>	
DUNDEE																		
	EDINBURGH	BMI REGIONAL	S	A	18	0	4	100	0	0	0	0	0	0	0	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	20	0	21	60	35	5	0	0	12	0	0	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	37	0	5	86	14	0	0	0	5	63	13	46	46	46
	MANCHESTER	BMI REGIONAL	S	D	20	0	1	70	30	0	0	0	5	78	7	46	46	46
<b>TOTAL DUNDEE</b>					<b>95</b>	<b>0</b>	<b>31</b>	<b>80</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>10</b>	<b>10</b>	<b>10</b>	
DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	50	29	7	14	0	20	92	3	13	13	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	2	92	3	12	12	12
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	12	0	0	8	25	25	42	0	51	50	22	14	14	14
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	69	23	8	0	0	11	54	15	13	13	13
<b>TOTAL DURBAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>11</b>	
DUSSELDORF																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	102	0	1	95	2	2	1	0	1	96	-4	109	109	109
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	102	0	4	90	7	2	1	0	5	95	2	109	109	109
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	55	0	2	96	2	2	0	0	0	0	0	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	56	0	1	89	7	4	0	0	7	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	80	13	3	4	0	8	88	3	119	119	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	82	12	3	3	1	8	78	11	119	119	119
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	80	0	0	88	6	4	3	0	3	91	-1	79	79	79
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	80	1	0	89	8	1	3	0	4	86	4	79	79	79
	GATWICK	CITY FLYER EXPRESS	S	A	67	0	0	85	4	3	6	1	13	67	19	67	67	67
	GATWICK	CITY FLYER EXPRESS	S	D	67	0	0	85	7	6	1	0	8	75	14	67	67	67
	NEWCASTLE	GILL AIRWAYS	S	A	20	0	1	80	10	0	10	0	12	0	0	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	90	0	0	10	0	11	0	0	0	0	0
	STANSTED	KLM UK LTD	S	A	82	0	0	90	2	5	1	1	2	87	-3	78	78	78
	STANSTED	KLM UK LTD	S	D	82	0	0	82	9	7	1	1	10	69	13	78	78	78

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 1996			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
DUSSELDORF	BIRMINGHAM	LUFTHANSA	S	A	25	0	0	96	4	0	0	0	0	0	0	0	0	
	BIRMINGHAM	LUFTHANSA	S	D	25	2	0	96	0	0	4	0	0	3	0	0	0	
	HEATHROW	LUFTHANSA	S	A	99	0	0	66	25	6	3	0	0	13	78	9	96	
	HEATHROW	LUFTHANSA	S	D	98	0	0	95	3	2	0	0	0	-1	97	-2	97	
	MANCHESTER	LUFTHANSA	S	A	51	0	0	92	6	2	0	0	0	-5	90	-1	52	
	MANCHESTER	LUFTHANSA	S	D	51	0	0	92	6	2	0	0	0	4	92	5	52	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	27	0	0	89	4	7	0	0	0	4	88	4	51	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	25	0	2	84	8	8	0	0	0	10	78	10	51	
<b>TOTAL DUSSELDORF</b>					<b>1453</b>	<b>4</b>	<b>11</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>5</b>	<b>5</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	87	0	1	90	7	1	2	0	0	5	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	86	1	2	86	10	1	2	0	0	9	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	89	0	1	90	6	2	2	0	0	5	85	6	68
	GLASGOW	BMI BRITISH MIDLAND	S	D	89	0	1	90	4	3	2	0	0	6	89	4	45
<b>TOTAL EAST MIDLANDS</b>					<b>351</b>	<b>1</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>4</b>
EDINBURGH																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	136	1	4	87	5	4	4	1	0	4	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	137	1	4	84	6	6	4	1	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	283	0	8	83	9	4	4	0	0	7	74	10	238
	HEATHROW	BMI BRITISH MIDLAND	S	D	284	0	6	90	6	2	2	0	0	2	85	4	238
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	159	0	3	74	9	7	9	1	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	156	0	5	68	15	12	5	0	0	15	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	179	0	3	95	3	2	0	0	0	-1	97	0	185
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	176	1	2	95	3	2	0	0	0	2	91	2	185
	HEATHROW	BRITISH AIRWAYS PLC	S	A	315	0	4	84	8	3	5	0	0	9	77	9	333
	HEATHROW	BRITISH AIRWAYS PLC	S	D	315	0	4	87	8	3	2	0	0	3	88	4	333
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	105	2	1	90	5	3	3	0	0	5	88	5	104
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	106	0	0	85	8	3	5	0	0	6	84	3	108
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	38	0	1	87	5	5	3	0	0	11	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	38	0	1	74	8	8	5	5	0	24	0	0	0
	STANSTED	KLM UK LTD	S	A	133	0	3	90	2	4	4	0	0	-3	85	6	124
	STANSTED	KLM UK LTD	S	D	134	0	3	79	10	4	7	0	0	11	68	20	116
<b>TOTAL EDINBURGH</b>					<b>2694</b>	<b>5</b>	<b>52</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>7</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	23	0	0	43	30	22	4	0	0	18	38	75	8
	HEATHROW	AIR CANADA	S	D	23	0	0	87	4	4	4	0	0	8	100	3	4
<b>TOTAL EDMONTON</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>51</b>	<b>51</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					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
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	34	1	9	88	9	0	3	0	0	-4	81	5	42
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	33	1	10	91	6	0	3	0	0	-3	76	12	42
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	36	1	7	78	6	11	0	6	0	16	90	1	41
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	37	0	6	78	3	11	5	3	0	19	95	-3	41
	HEATHROW	KLM	S	A	40	0	10	80	15	0	0	5	0	16	76	7	41
	HEATHROW	KLM	S	D	39	0	11	92	5	0	0	3	0	6	98	-2	41
<b>TOTAL EINDHOVEN</b>					<b>219</b>	<b>3</b>	<b>53</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>3</b>	<b>3</b>
ENTEBBE	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	2	55	18	9	9	0	9	87	33	24	3
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	64	7	14	7	0	7	100	83	12	6
	GATWICK	DAS AIR CARGO(DAIRO AIR SVCS)	C	D	3	0	2	0	0	0	33	67	0	186	0	0	0
<b>TOTAL ENTEBBE</b>					<b>28</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>104</b>	<b>47</b>	<b>26</b>	<b>26</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
FARO	GATWICK	AIR 2000	C	A	9	0	0	44	22	11	22	0	0	38	56	16	9
	GATWICK	AIR 2000	C	D	9	0	0	22	33	22	22	0	0	47	56	16	9
	GLASGOW	AIR 2000	C	A	7	0	0	86	0	0	0	14	0	27	20	55	5
	GLASGOW	AIR 2000	C	D	7	0	0	71	14	0	0	14	0	41	17	69	6
	MANCHESTER	AIR 2000	C	A	9	0	0	56	11	22	0	11	0	42	67	12	9
	MANCHESTER	AIR 2000	C	D	9	0	0	78	0	22	0	0	0	12	67	17	9
	NEWCASTLE	AIR 2000	C	A	5	0	0	40	0	20	20	20	0	85	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	60	0	20	0	20	0	55	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	19	0	0	79	11	11	0	0	0	9	47	23	19
	HEATHROW	AIR PORTUGAL	S	D	19	0	0	84	11	5	0	0	0	7	63	21	19
	EDINBURGH	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	-5	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	-7	75	5	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	6	0	0	83	17	0	0	0	0	7	100	3	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	100	-4	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	100	2	4
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	0	20	0	59	17	68	6
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	0	20	0	53	40	58	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	80	0	0	0	36	100	-1	3
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	60	0	0	0	37	80	5	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	7	40	20	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	13	40	20	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	42	0	0	55	29	12	2	2	0	19	63	15	49
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	42	0	0	67	12	17	5	0	0	18	65	19	49
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	1	0	50	0	0	0	50	0	155	13	97	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	0	0	0	67	0	204	14	109	7
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	4	40	25	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	0	37	5
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	26	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	55	18	18	9	0	0	21	22	31	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	36	36	18	0	9	0	34	64	29	11
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-15	11	36	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	0	100	0	0	0	0	20	60	27	10
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	7	0	0	43	29	14	0	14	0	56	33	35	6
	MANCHESTER	LEISURE INTERNATIONAL	C	D	7	0	0	57	29	0	0	14	0	51	67	31	6
	STANSTED	LEISURE INTERNATIONAL	C	A	7	0	0	0	14	57	29	0	0	62	100	4	4
	STANSTED	LEISURE INTERNATIONAL	C	D	7	0	0	43	29	29	0	0	0	23	100	9	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	53	43	30	7
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	40	0	0	20	0	68	29	33	7
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	28	17	39	17	0	0	32	8	67	25
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	56	11	11	22	0	0	29	28	53	25
	MANCHESTER	MONARCH AIRLINES	C	A	16	0	0	44	31	13	13	0	0	28	21	33	14
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	50	38	0	6	0	6	45	40	25	15
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	17	75	15	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	12	100	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	60	20	0	20	0	0	25	50	15	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	20	0	10	0	0	16	88	3	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	8	75	8	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	40	20	0	0	34	75	16	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	67	20	13	0	0	0	14	64	18	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	93	7	0	0	0	0	3	80	18	15
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	12	20	44	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	4	80	34	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	1	75	25	0	0	0	0	9	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
FARO																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	11	0	0	0	
	GATWICK	TRANSAER	C	A	7	0	0	29	14	29	29	0	0	50	0	0	0	
	GATWICK	TRANSAER	C	D	7	0	0	0	71	14	0	14	0	50	0	0	0	
<b>TOTAL FARO</b>					<b>513</b>	<b>5</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>30</b>	<b>30</b>	
FLORENCE																		
	STANSTED	KLM UK LTD	S	A	31	0	0	58	19	3	13	6	0	36	52	26	31	
	STANSTED	KLM UK LTD	S	D	30	0	1	70	17	0	10	3	0	29	39	26	31	
	GATWICK	MERIDIANA AIR	S	A	33	0	0	42	24	18	12	0	3	39	48	35	31	
	GATWICK	MERIDIANA AIR	S	D	31	0	0	55	10	26	10	0	0	25	68	17	31	
<b>TOTAL FLORENCE</b>					<b>125</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>52</b>	<b>26</b>	<b>26</b>	
FORT LAUDERDALE																		
	GATWICK	LAKER AIRWAYS INC	S	A	8	1	0	88	13	0	0	0	0	-7	0	0	0	
	GATWICK	LAKER AIRWAYS INC	S	D	10	0	0	60	0	20	20	0	0	30	0	0	0	
<b>TOTAL FORT LAUDERDALE</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	119	0	1	76	17	3	5	0	0	9	82	7	119	
	HEATHROW	BMI BRITISH MIDLAND	S	D	119	0	0	83	10	4	3	0	0	7	87	4	119	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	82	8	7	3	0	0	9	68	17	88	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	84	10	3	2	0	0	7	85	8	88	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	74	0	1	91	8	1	0	0	0	2	86	0	77	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	74	0	1	96	3	1	0	0	0	2	82	7	77	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	158	0	0	80	10	6	4	1	0	11	81	6	158	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	158	0	0	83	9	6	2	0	0	7	78	10	158	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	84	0	1	85	10	2	4	0	0	5	87	1	62	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	84	0	1	87	10	1	2	0	0	7	86	4	63	
	STANSTED	KLM UK LTD	S	A	83	0	0	81	7	10	2	0	0	1	85	11	52	
	STANSTED	KLM UK LTD	S	D	88	0	0	78	9	8	5	0	0	11	79	18	52	
	BIRMINGHAM	LUFTHANSA	S	A	31	0	0	97	3	0	0	0	0	-1	100	-7	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1996					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
FRANKFURT MAIN																	
	BIRMINGHAM	LUFTHANSA	S	D	31	0	0	97	3	0	0	0	0	4	100	1	31
	GLASGOW	LUFTHANSA	S	A	9	0	0	78	22	0	0	0	0	8	100	-6	7
	GLASGOW	LUFTHANSA	S	D	9	0	0	89	11	0	0	0	0	7	100	0	7
	HEATHROW	LUFTHANSA	S	A	152	1	0	82	11	6	1	1	0	8	57	15	155
	HEATHROW	LUFTHANSA	S	D	152	0	0	93	4	2	1	0	0	1	92	3	155
	MANCHESTER	LUFTHANSA	S	A	89	0	0	98	1	1	0	0	0	-2	89	3	63
	MANCHESTER	LUFTHANSA	S	D	89	0	0	96	4	0	0	0	0	-1	82	6	62
<b>TOTAL FRANKFURT MAIN</b>					<b>1780</b>	<b>1</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>7</b>
FUERTEVENTURA																	
	GATWICK	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	28	25	18	4
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	16	100	3	4
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	16	75	0	4
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	20	75	10	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	75	6	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	8	33	28	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	15	33	26	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	100	-3	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	60	9	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	1	75	3	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	3	4
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	75	0	0	0	0	21	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	75	0	0	0	0	16	25	60	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	75	39	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-4	75	-1	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	67	15	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	304	75	18	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	23	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	1	75	0	13	13	0	0	19	33	46	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
FUERTEVENTURA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	33	0	22	0	0	36	56	39	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	33	44	0	0	0	27	44	45	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	33	22	0	0	0	22	56	41	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-15	75	15	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	50	18	4	
<b>TOTAL FUERTEVENTURA</b>					<b>141</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>56</b>	<b>38</b>	<b>38</b>	
FUNCHAL																		
	GATWICK	AIR 2000	C	A	9	0	0	33	33	11	11	0	11	150	50	15	4	
	GATWICK	AIR 2000	C	D	9	0	0	44	33	11	0	0	11	146	100	2	4	
	GLASGOW	AIR 2000	C	A	5	0	0	80	0	0	0	0	20	171	0	0	0	
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	0	0	20	188	0	0	0	
	MANCHESTER	AIR 2000	C	A	9	0	0	67	0	11	11	0	11	141	50	18	4	
	MANCHESTER	AIR 2000	C	D	9	0	0	67	11	0	11	0	11	144	75	12	4	
	HEATHROW	AIR PORTUGAL	S	A	9	0	1	11	11	33	22	11	11	123	33	29	9	
	HEATHROW	AIR PORTUGAL	S	D	9	0	1	22	33	0	22	11	11	114	67	22	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	20	20	50	10	0	0	38	25	30	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	50	50	0	0	0	0	15	25	24	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	1	0	46	15	15	15	8	0	31	79	-1	14	
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	71	7	7	14	0	0	27	29	27	14	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	1	50	30	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	9	50	16	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	20	60	0	0	65	0	61	8	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	40	0	0	43	63	25	8	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	5	50	37	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-5	75	5	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	26	50	38	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 1996			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
FUNCHAL	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	5	100	2	4	
<b>TOTAL FUNCHAL</b>					<b>162</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>16</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>70</b>	<b>48</b>	<b>27</b>	<b>27</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	78	11	11	0	0	0	5	78	5	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	7	44	15	9	
<b>TOTAL GABORONE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>10</b>	<b>10</b>	
GATWICK																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	1	0	67	17	17	0	0	0	17	30	31	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	0	73	18	0	9	0	0	7	50	42	4	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	155	2	4	70	11	13	6	1	0	15	0	0	0	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	156	1	4	66	12	11	11	1	0	24	0	0	0	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	7	0	0	71	29	0	0	0	0	9	0	0	0	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	6	0	0	83	0	17	0	0	0	7	0	0	0	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	179	0	4	70	16	9	6	0	0	13	76	12	164	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	179	0	4	75	12	8	5	0	0	11	83	8	164	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	12	1	0	83	17	0	0	0	0	4	75	7	8	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	12	4	0	17	17	33	17	8	8	83	11	65	9	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	130	1	4	80	10	4	6	0	0	11	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	130	1	5	82	8	3	8	0	0	11	0	0	0	
	GLASGOW	KLM UK LTD	S	A	137	0	0	85	5	5	3	2	0	10	70	10	145	
	GLASGOW	KLM UK LTD	S	D	134	0	0	82	7	6	3	1	0	10	74	11	144	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	58	100	-2	2	
	MANCHESTER	MONARCH AIRLINES	C	D	2	1	2	0	50	0	50	0	0	63	100	-48	1	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	59	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	20	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	22	11	11	0	0	29	20	87	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	1	17	8	42	33	0	0	64	25	101	4	
<b>TOTAL GATWICK</b>					<b>1293</b>	<b>16</b>	<b>30</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>15</b>	<b>15</b>	

GEILO (DAGALI)

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	GATWICK	KLM UK LTD	C	A	5	0	0	0	40	60	0	0	0	36	0	64	5	
	GATWICK	KLM UK LTD	C	D	5	0	0	80	0	20	0	0	12	40	57	5		
	MANCHESTER	TITAN AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	-3	0	0	0		
	MANCHESTER	TITAN AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	-2	0	0	0		
<b>TOTAL GEILO (DAGALI)</b>					<b>20</b>	<b>10</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>20</b>	<b>61</b>	<b>61</b>		
GENEVA																		
	BIRMINGHAM	AIR 2000	C	A	6	0	0	33	17	17	33	0	38	60	17	5		
	BIRMINGHAM	AIR 2000	C	D	6	0	0	33	67	0	0	0	19	80	7	5		
	GATWICK	AIR 2000	C	A	10	0	0	50	20	30	0	0	20	80	21	10		
	GATWICK	AIR 2000	C	D	10	0	0	40	20	40	0	0	24	90	7	10		
	GLASGOW	AIR 2000	C	A	5	0	0	20	0	60	20	0	45	0	25	5		
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	20	0	18	100	0	5		
	MANCHESTER	AIR 2000	C	A	5	0	0	0	0	80	20	0	56	75	15	4		
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	20	0	0	23	40	17	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	80	20	0	51	0	51	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	10	80	14	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	15	0	0	20	13	47	20	0	35	19	69	16		
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	0	73	20	7	0	0	11	25	46	16		
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	80	20	0	58	0	39	5		
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	20	20	20	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	100	0	0	42	0	55	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	20	40	22	5		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	65	20	10	5	0	16	66	16	88		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	85	7	5	3	0	9	74	14	88		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	62	25	8	5	0	16	58	16	146		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	153	0	1	77	15	5	3	0	9	72	12	146		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	24	1	0	50	33	8	8	0	21	58	16	31		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	12	60	12	5		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					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)										
GENEVA	MANCHESTER	BRITISH AIRWAYS PLC	S	D	24	1	0	67	21	4	8	0	0	18	52	27	31
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	11	100	-2	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	15	1	0	0	13	33	53	0	0	72	8	69	25
	GATWICK	CALEDONIAN AIRWAYS	C	D	15	1	0	7	20	27	47	0	0	65	16	59	25
	STANSTED	FLIGHTLINE LTD	C	A	11	0	0	45	18	36	0	0	0	23	0	0	0
	STANSTED	FLIGHTLINE LTD	C	D	11	0	0	36	36	18	9	0	0	26	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	20	0	0	20	96	17	94	6
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	0	0	20	89	0	87	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	17	0	70	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	0	52	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	60	0	0	0	27	20	55	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	60	40	0	0	0	30	40	40	5
	HEATHROW	SWISSAIR	S	A	124	0	0	71	19	8	2	0	0	11	74	9	124
	HEATHROW	SWISSAIR	S	D	124	0	0	71	17	10	2	0	0	12	69	12	124
<b>TOTAL GENEVA</b>					<b>981</b>	<b>4</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>22</b>	<b>22</b>
GENOA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	54	0	2	72	15	6	2	6	0	22	67	14	57
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	53	0	2	62	21	8	4	6	0	27	58	23	57
<b>TOTAL GENOA</b>					<b>107</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>19</b>	<b>19</b>
GERONA	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	79	50	10	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	40	75	6	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	11	100	-1	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	3	75	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
<b>TOTAL GERONA</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>5</b>	<b>5</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	23	0	0	43	26	9	9	9	4	62	64	26	22

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GIBRALTAR																	
	GATWICK	GB AIRWAYS LTD	S	D	23	0	0	26	26	30	13	0	4	62	50	19	22
	HEATHROW	GB AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	-17	63	8	8
	HEATHROW	GB AIRWAYS LTD	S	D	2	0	0	50	0	0	0	50	0	135	25	19	8
	MANCHESTER	GB AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	5	44	18	9
	MANCHESTER	GB AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	0	5	33	28	9
<b>TOTAL GIBRALTAR</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>52</b>	<b>51</b>	<b>20</b>	<b>20</b>
GLASGOW																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	1	75	7	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	0	40	20	40	0	0	56	67	4	3
	MANCHESTER	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	14	100	1	4
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	14	75	6	4
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	135	1	5	86	4	5	5	0	0	6	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	136	2	8	83	8	3	5	1	0	10	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	A	26	0	0	85	15	0	0	0	0	9	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	25	1	1	100	0	0	0	0	0	-5	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	266	0	5	86	9	2	3	0	0	7	82	8	238
	HEATHROW	BMI BRITISH MIDLAND	S	D	269	0	2	92	6	1	1	0	0	0	92	2	238
	MANCHESTER	BMI REGIONAL	S	A	65	0	1	82	14	3	2	0	0	9	86	8	65
	MANCHESTER	BMI REGIONAL	S	D	65	0	1	91	8	2	0	0	0	-2	93	-3	46
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	6	0	1	83	0	17	0	0	0	2	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	7	0	0	100	0	0	0	0	0	-3	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	208	1	2	92	7	1	0	0	0	-1	87	7	214
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	212	1	1	93	5	2	0	0	0	3	87	6	215
	HEATHROW	BRITISH AIRWAYS PLC	S	A	318	0	2	81	9	4	5	1	0	11	81	9	331
	HEATHROW	BRITISH AIRWAYS PLC	S	D	319	0	2	90	5	3	1	0	0	4	89	4	332
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	111	2	1	91	3	3	3	1	0	4	84	8	119
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	113	1	1	90	3	4	2	1	0	4	90	1	118

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					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)										
GLASGOW																	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	100	0	0	0	0	0	-7	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	KLM UK LTD	S	A	134	0	6	86	4	7	2	1	0	5	72	14	148
	GATWICK	KLM UK LTD	S	D	137	0	3	85	4	6	3	2	0	12	73	11	117
	STANSTED	KLM UK LTD	S	A	109	0	5	86	5	6	3	0	1	3	90	0	73
	STANSTED	KLM UK LTD	S	D	108	1	4	74	12	8	6	0	0	12	80	10	79
<b>TOTAL GLASGOW</b>					<b>2795</b>	<b>10</b>	<b>51</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>6</b>
GOA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	55	50	29	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	40	37	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	13	25	36	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	1	0	100	0	0	0	0	0	1	20	70	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	22	11	0	44	22	0	109	40	97	10
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	38	13	0	38	13	0	70	33	86	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	0	0	40	0	84	50	51	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	45	100	6	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	7	0	24	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	40	40	20	0	0	44	0	27	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	63	20	44	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	50	35	4
<b>TOTAL GOA</b>					<b>54</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>7</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>54</b>	<b>42</b>	<b>45</b>	<b>45</b>
GOTEBORG																	
	STANSTED	BRITANNIA AB	C	A	9	0	0	78	22	0	0	0	0	-1	0	0	0
	STANSTED	BRITANNIA AB	C	D	9	0	0	78	11	11	0	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	68	16	3	6	6	0	25	93	-2	28
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	68	19	6	6	0	0	13	71	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	77	11	3	8	0	0	10	82	6	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	89	8	0	3	0	0	3	94	4	62

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GOTEBORG																	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	100	0	0	0	0	0	-7	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	44	44	11	0	0	0	16	0	0	0
	HEATHROW	SAS	S	A	63	0	1	86	11	3	0	0	0	4	83	7	86
	HEATHROW	SAS	S	D	64	0	0	89	6	3	2	0	0	3	91	3	88
<b>TOTAL GOTEBORG</b>					<b>351</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>6</b>
GRAND CAYMAN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	2	0	14	29	29	14	14	0	63	25	43	8
<b>TOTAL GRAND CAYMAN</b>					<b>7</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>63</b>	<b>42</b>	<b>34</b>	<b>34</b>
GRAZ																	
<b>TOTAL GRAZ</b>					<b>5</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>20</b>	<b>62</b>	<b>62</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	33	11	0	0	0	6	57	37	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	56	0	0	0	0	15	56	21	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	32	0	44	4
<b>TOTAL GRENADA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>41</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>33</b>	<b>33</b>
GRENOBLE																	
	GATWICK	AIR 2000	C	A	5	0	0	40	0	60	0	0	0	30	10	60	10
	GATWICK	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	22	60	32	10
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	60	0	0	0	27	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	34	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	19	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	31	0	0	0
<b>TOTAL GRENOBLE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>37</b>	<b>40</b>	<b>40</b>
GUERNSEY																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	33	0	0	82	9	6	0	3	0	8	88	1	33
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	33	0	0	82	12	3	3	0	0	10	91	-2	32
	GATWICK	CITY FLYER EXPRESS	S	A	74	1	8	84	8	4	3	0	1	9	80	6	60
	GATWICK	CITY FLYER EXPRESS	S	D	74	0	0	85	7	3	4	0	1	14	73	11	60
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	2	84	6	6	3	0	0	1	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
GUERNSEY																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	39	0	2	74	10	10	5	0	0	14	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	111	0	3	79	9	6	5	0	0	7	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	107	1	2	79	7	7	6	1	0	11	0	0	0	
	HEATHROW	KLM UK LTD	S	A	113	0	3	89	1	4	5	0	1	8	90	1	114	
	HEATHROW	KLM UK LTD	S	D	112	0	4	91	1	2	4	1	1	10	89	2	114	
<b>TOTAL GUERNSEY</b>					<b>730</b>	<b>2</b>	<b>31</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>6</b>	
GURYEV																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	1	72	17	6	6	0	0	14	24	43	21	
	HEATHROW	AIR CANADA	S	D	23	0	0	91	4	0	4	0	0	7	77	29	26	
<b>TOTAL HALIFAX INT</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>35</b>	<b>35</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	21	0	0	90	5	5	0	0	0	5	71	11	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	85	9	2	4	0	0	8	83	5	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	89	10	0	1	0	0	4	77	9	93	
	GATWICK	DEUTSCHE BA	S	A	73	0	0	90	5	3	1	0	0	-3	0	0	0	
	GATWICK	DEUTSCHE BA	S	D	73	0	0	78	14	7	1	0	0	7	0	0	0	
	STANSTED	KLM UK LTD	S	A	59	0	3	86	8	3	2	0	0	2	81	8	52	
	STANSTED	KLM UK LTD	S	D	59	0	3	90	3	3	3	0	0	9	71	25	52	
	HEATHROW	LUFTHANSA	S	A	120	0	0	84	11	3	3	0	0	4	79	7	123	
	HEATHROW	LUFTHANSA	S	D	120	0	0	96	1	3	1	0	0	-4	93	-1	123	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	25	0	0	80	16	0	4	0	0	8	88	1	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	25	0	0	68	28	0	4	0	0	14	92	11	26	
<b>TOTAL HAMBURG</b>					<b>764</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>7</b>	<b>7</b>	
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	21	0	0	95	5	0	0	0	0	-5	90	-5	21	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	28	0	0	89	7	0	4	0	0	9	90	6	31	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	28	1	0	96	0	0	4	0	0	3	84	8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	1	0	89	4	2	4	0	0	6	83	1	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	46	2	0	80	13	7	0	0	0	8	84	6	38	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	2	0	96	0	4	0	0	0	-1	97	-5	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	2	0	96	0	0	4	0	0	1	94	5	31	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	50	0	0	68	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	33	33	0	33	0	0	44	0	0	0	
	HEATHROW	LUFTHANSA	S	A	63	0	1	86	8	3	2	2	0	8	91	3	64	
	HEATHROW	LUFTHANSA	S	D	63	0	1	89	5	3	2	2	0	4	95	0	63	
<b>TOTAL HANOVER</b>					<b>360</b>	<b>8</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>3</b>	<b>3</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	17	2	2	65	0	12	18	6	0	47	50	54	16	
	GATWICK	AIR ZIMBABWE	S	D	17	1	3	82	0	0	6	12	0	41	87	6	15	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	60	0	0	20	20	0	66	33	209	3	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	9	50	67	2	
<b>TOTAL HARARE</b>					<b>43</b>	<b>3</b>	<b>5</b>	<b>74</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>68</b>	<b>44</b>	<b>44</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	4	0	0	75	25	0	0	0	0	-7	0	0	0	
	GATWICK	AIR ALGERIE	C	D	4	0	0	25	25	50	0	0	0	24	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-12	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>15</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAUGESUND																		
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	56	22	22	0	0	0	4	0	0	0	
	GATWICK	CUBANA	S	D	9	0	0	11	44	44	0	0	0	34	0	0	0	
<b>TOTAL HAVANA</b>					<b>18</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>19</b>	<b>75</b>	<b>-2</b>	<b>-2</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	283	1	11	82	12	4	2	0	0	7	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	283	0	12	86	8	2	4	0	0	12	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	269	1	5	82	14	2	2	0	0	8	81	8	238	
	GLASGOW	BMI BRITISH MIDLAND	S	D	268	1	6	93	1	2	3	0	0	6	91	5	235	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	315	1	4	82	11	5	2	0	0	8	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	314	0	5	78	14	4	4	0	0	14	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	319	0	0	77	16	5	2	0	0	11	77	11	332	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	318	0	0	86	5	5	4	1	0	11	89	7	331	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	318	0	2	87	8	4	1	0	0	6	69	14	301	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	317	1	0	87	7	3	3	0	0	6	88	6	300	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	160	0	0	82	12	4	2	0	0	9	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	160	0	0	93	3	1	3	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
HEATHROW																	
<b>TOTAL HEATHROW</b>					<b>3328</b>	<b>5</b>	<b>48</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>
HELSINKI																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	65	23	12	0	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	54	31	0	15	0	0	25	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	15	8	2	0	0	9	88	-1	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	92	5	2	2	0	0	2	74	9	58
	GATWICK	FINNAIR	S	A	36	0	0	86	8	3	3	0	0	2	88	4	57
	GATWICK	FINNAIR	S	D	31	0	0	61	16	6	16	0	0	27	86	20	57
	HEATHROW	FINNAIR	S	A	92	0	0	67	21	7	5	0	0	13	78	5	89
	HEATHROW	FINNAIR	S	D	92	0	0	80	11	5	3	0	0	7	85	6	89
	MANCHESTER	FINNAIR	S	A	31	0	0	84	6	3	6	0	0	3	84	0	31
	MANCHESTER	FINNAIR	S	D	31	0	0	90	0	6	3	0	0	6	77	9	31
	STANSTED	FINNAIR	C	A	12	0	0	92	0	8	0	0	0	-2	0	0	0
	STANSTED	FINNAIR	C	D	10	0	2	60	30	10	0	0	0	15	0	0	0
	MANCHESTER	SAS	S	D	27	0	0	96	4	0	0	0	0	-3	100	8	1
<b>TOTAL HELSINKI</b>					<b>538</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>7</b>
HERAKLION																	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	47	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	1	0	100	0	0	0	0	0	1	0	27	1
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	0	33	67	0	0	67	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	0	33	0	0	51	0	0	0
<b>TOTAL HERAKLION</b>					<b>10</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>33</b>	<b>19</b>	<b>19</b>
HONG KONG (CHEP LAP KOK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	13	10	0	0	3	34	81	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	3	6	3	0	3	40	87	6	31
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	46	0	0	96	2	0	0	0	2	1	88	5	41
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	46	0	0	93	0	4	2	0	0	3	85	5	41
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	84	3	6	6	0	0	-5	94	-6	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					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
HONG KONG (CHEP LAP KOK)																	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	1	1	80	10	3	7	0	0	11	97	0	31
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	65	19	10	3	0	3	32	81	4	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	61	19	13	6	0	0	20	61	24	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	97	0	0	0	0	3	8	77	-12	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	10	3	6	0	0	11	90	12	30
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>340</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>84</b>	<b>5</b>	<b>5</b>
HOUSTON																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	58	16	13	10	3	0	23	42	64	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	48	13	23	16	0	0	32	58	37	31
	GATWICK	CONTINENTAL AIRLINES	S	A	54	0	0	72	9	6	7	6	0	18	45	33	44
	GATWICK	CONTINENTAL AIRLINES	S	D	54	0	0	69	19	7	4	2	0	20	85	6	46
<b>TOTAL HOUSTON</b>					<b>170</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>32</b>	<b>32</b>
HURGHADA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL HURGHADA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>40</b>	<b>38</b>	<b>38</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: I				PERCENTAGE OF FLIGHTS LATE							MAR 1996			
				CHARTER/ SCHED		NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	MATCHED											UNMATCHED
				Actual (7)	Plan (8)													
IBIZA																		
	GATWICK	EXCEL AIRWAYS LTD	C A	3	0	0	33	0	33	0	33	0	83	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C D	3	0	0	0	0	67	0	33	0	87	100	-15	1		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C D	2	0	0	50	50	0	0	0	0	13	0	0	0		
<b>TOTAL IBIZA</b>				<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>49</b>	<b>43</b>	<b>176</b>	<b>176</b>		
INNSBRUCK																		
	GATWICK	CALEDONIAN AIRWAYS	C A	13	0	0	0	62	31	8	0	0	31	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C D	13	0	0	77	15	8	0	0	0	12	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C A	4	0	1	0	50	50	0	0	0	30	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C D	4	0	1	50	50	0	0	0	0	15	0	0	0		
	STANSTED	KLM UK LTD	C A	2	0	1	100	0	0	0	0	0	8	0	0	0		
	STANSTED	KLM UK LTD	C D	2	0	3	50	50	0	0	0	0	7	0	0	0		
	GATWICK	LAUDA-AIR	C A	4	0	0	75	25	0	0	0	0	2	67	3	3		
	GATWICK	LAUDA-AIR	C D	4	0	0	75	25	0	0	0	0	7	25	64	4		
	GLASGOW	LAUDA-AIR	C A	4	0	0	25	50	25	0	0	0	26	0	0	0		
	GLASGOW	LAUDA-AIR	C D	4	0	0	50	0	50	0	0	0	24	0	0	0		
	BIRMINGHAM	LEISURE INTERNATIONAL	C A	5	0	0	60	20	0	20	0	0	28	0	62	5		
	BIRMINGHAM	LEISURE INTERNATIONAL	C D	5	0	0	0	40	40	20	0	0	44	60	14	5		
	GATWICK	LEISURE INTERNATIONAL	C A	10	0	0	0	0	20	80	0	0	100	25	53	20		
	GATWICK	LEISURE INTERNATIONAL	C D	10	0	0	10	10	10	70	0	0	87	20	48	20		
	MANCHESTER	LEISURE INTERNATIONAL	C A	10	0	0	20	60	20	0	0	0	24	20	53	10		
	MANCHESTER	LEISURE INTERNATIONAL	C D	10	0	0	30	60	10	0	0	0	20	33	35	9		
	STANSTED	LEISURE INTERNATIONAL	C A	5	0	0	20	20	40	20	0	0	41	80	8	5		
	STANSTED	LEISURE INTERNATIONAL	C D	5	0	0	80	0	0	20	0	0	20	100	-2	5		
<b>TOTAL INNSBRUCK</b>				<b>116</b>	<b>0</b>	<b>6</b>	<b>34</b>	<b>31</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>32</b>	<b>42</b>	<b>42</b>		
INVERNESS																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S A	30	0	0	87	3	3	7	0	0	4	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S D	31	0	0	81	10	3	6	0	0	10	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S A	81	0	2	78	16	1	5	0	0	10	76	10	84		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAR 1996				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
INVERNESS		HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	2	91	5	2	1	0	0	1	95	2	84			
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	22	0	1	95	0	0	5	0	0	1	0	0	0			
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	0	67	21	4	8	0	0	17	0	0	0			
		STANSTED	KLM UK LTD	S	A	25	0	1	88	4	0	8	0	0	0	0	0	0			
		STANSTED	KLM UK LTD	S	D	26	0	0	54	27	15	4	0	0	23	0	0	0			
<b>TOTAL INVERNESS</b>						<b>320</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>6</b>			
ISLAMABAD		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23	8	38	15	8	8	77	22	64	9			
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4	75	12	8			
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	12	1	0	33	8	25	17	8	8	76	11	71	9			
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	12	1	0	42	25	17	8	8	0	46	25	36	8			
		HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	11	22	22	0	0	38	11	56	9			
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	44	44	0	0	0	33	33	39	9			
		MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	1	1	13	13	25	38	13	0	79	0	62	9			
		MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	1	1	25	13	38	13	13	0	55	22	49	9			
<b>TOTAL ISLAMABAD</b>						<b>84</b>	<b>4</b>	<b>2</b>	<b>38</b>	<b>15</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>50</b>	<b>24</b>	<b>49</b>	<b>49</b>			
ISLAY		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	24	1	1	79	13	4	4	0	0	5	0	0	0			
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	21	1	0	86	10	5	0	0	0	7	0	0	0			
<b>TOTAL ISLAY</b>						<b>45</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>14</b>			
ISLE OF MAN		BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	90	6	2	2	0	0	0	94	4	52			
		BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	88	6	4	2	0	0	7	96	6	52			
		GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	30	0	0	87	10	3	0	0	0	2	92	0	25			
		GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	29	0	0	76	14	10	0	0	0	8	89	12	27			
		HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	82	0	0	83	12	2	2	0	0	7	69	13	85			
		HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	82	0	0	93	1	4	2	0	0	3	74	9	84			
		LUTON	BA CITIEXPRESS (IOM) LTD	S	A	13	2	0	100	0	0	0	0	0	-8	86	-1	14			
		LUTON	BA CITIEXPRESS (IOM) LTD	S	D	14	1	0	100	0	0	0	0	0	2	100	-4	14			

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAR 1996				
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	UNMATCHED Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ISLE OF MAN																	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	88	0	0	93	3	2	0	1	0	5	94	1	88
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	88	0	0	93	1	2	2	1	0	2	97	-3	88
<b>TOTAL ISLE OF MAN</b>					<b>530</b>	<b>3</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>5</b>
ISTANBUL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	56	19	16	6	2	0	18	66	12	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	6	6	3	0	0	8	74	12	61
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	3	0	0	67	0	33	0	0	0	13	67	5	3
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	3	0	0	67	33	0	0	0	0	6	67	4	3
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	11	0	0	45	18	18	18	0	0	32	40	39	10
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	11	0	0	36	18	27	18	0	0	32	50	42	10
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	5	0	0	0	20	40	40	0	0	55	25	38	4
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	40	40	20	0	0	44	50	23	4
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	5	0	0	0	20	60	20	0	0	51	25	28	4
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	0	60	40	0	0	60	25	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	1	25	0	0	50	25	0	96	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	40	0	20	0	50	0	0	0
	GATWICK	ONUR AIR	C	A	9	0	0	44	33	22	0	0	0	23	6	34	17
	GATWICK	ONUR AIR	C	D	9	0	0	33	11	33	22	0	0	34	41	27	17
	GATWICK	SUNWAYS	C	A	14	0	0	7	7	21	43	21	0	125	56	69	9
	GATWICK	SUNWAYS	C	D	13	0	0	8	8	23	38	23	0	123	56	70	9
	MANCHESTER	SUNWAYS	C	A	6	0	2	67	0	0	0	33	0	74	0	0	0
	MANCHESTER	SUNWAYS	C	D	5	0	3	20	40	0	0	40	0	101	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	61	0	1	46	21	25	7	2	0	28	43	23	58
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	61	0	1	72	8	10	8	2	0	19	72	10	58
<b>TOTAL ISTANBUL</b>					<b>360</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>14</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>21</b>	<b>21</b>
IZMIR (ADNAM MENDERES)																	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	10	0	0	70	20	0	10	0	0	7	78	0	9

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
IZMIR (ADNAM MENDERES)	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	10	0	0	40	30	20	10	0	0	28	22	30	9	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>32</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</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 MARCH 1997

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	0	0	67	19	5	10	0	0	12	39	33	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	73	5	18	5	0	0	15	78	13	18
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>23</b>	<b>23</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	22	0	0	0	0	2	82	8	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	24	6	0	0	0	8	78	17	18
	MANCHESTER	ROYAL JORDANIAN	C	D	3	0	0	67	33	0	0	0	0	3	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	0	0	53	35	6	0	6	0	30	59	20	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	17	0	0	65	24	12	0	0	0	13	89	7	18
<b>TOTAL JEDDAH</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>26</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>13</b>	<b>13</b>
JERBA	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	20	0	40	0	127	0	48	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	20	20	0	40	0	126	80	20	5
<b>TOTAL JERBA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>127</b>	<b>40</b>	<b>34</b>	<b>34</b>
JEREZ	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	44	0	22	33	0	0	39	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	6	0	0	50	33	0	0	17	0	68	0	0	0
<b>TOTAL JEREZ</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>36</b>	<b>34</b>	<b>34</b>
JERSEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	4	74	10	7	7	2	0	19	82	9	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	107	1	3	76	13	7	4	0	0	8	93	3	124
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	1	67	13	8	10	2	0	18	84	6	32
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	52	0	1	73	10	10	8	0	0	14	94	0	32
	GATWICK	CITY FLYER EXPRESS	S	A	110	0	5	65	19	12	1	4	0	22	80	8	113
	GATWICK	CITY FLYER EXPRESS	S	D	110	0	5	78	10	8	1	3	0	17	81	7	113
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	39	0	1	79	8	5	8	0	0	6	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	1	81	10	6	3	0	0	11	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	112	0	3	77	9	4	9	2	0	7	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	115	1	3	74	8	9	8	1	1	21	0	0	0



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
JERSEY																		
	STANSTED	KLM UK LTD	S	A	32	0	1	75	9	6	9	0	0	12	78	23	23	
	STANSTED	KLM UK LTD	S	D	32	0	2	59	13	16	13	0	0	23	52	18	23	
<b>TOTAL JERSEY</b>					<b>906</b>	<b>6</b>	<b>31</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>9</b>	<b>9</b>	
JOHANNESBURG																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	1	0	50	25	25	0	0	0	12	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	58	25	8	6	3	0	22	91	1	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	91	6	3	0	0	0	1	75	9	24	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	33	0	0	21	18	42	18	0	0	38	44	54	27	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	32	0	0	78	16	0	3	0	3	38	50	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	3	13	38	33	13	4	0	49	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	2	88	4	0	4	0	4	39	0	0	0	
<b>TOTAL JOHANNESBURG</b>					<b>193</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>29</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 MARCH 1997

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					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)											
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	11	44	0	0	0	26	37	38	19
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	33	44	22	0	0	0	20	63	16	19
<b>TOTAL KARACHI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>27</b>	<b>27</b>
KATHMANDU	GATWICK	ROYAL NEPAL AIRLINES	S	A	9	0	0	0	22	11	67	0	0	83	20	42	10
	GATWICK	ROYAL NEPAL AIRLINES	S	D	9	0	0	22	0	33	44	0	0	63	30	21	10
<b>TOTAL KATHMANDU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>32</b>	<b>32</b>
KEFLAVIK	GLASGOW	ICELANDAIR	S	A	26	0	0	85	8	0	8	0	0	8	78	9	9
	GLASGOW	ICELANDAIR	S	D	26	0	0	100	0	0	0	0	0	-3	56	21	9
	HEATHROW	ICELANDAIR	S	A	40	0	0	88	5	3	5	0	0	-3	65	13	31
	HEATHROW	ICELANDAIR	S	D	40	0	0	68	23	8	3	0	0	11	61	18	31
<b>TOTAL KEFLAVIK</b>					<b>135</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>64</b>	<b>15</b>	<b>15</b>
KERRY COUNTY	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	8	3	0	100	0	0	0	0	0	-5	100	-4	14
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	9	2	0	100	0	0	0	0	0	4	86	-15	14
<b>TOTAL KERRY COUNTY</b>					<b>17</b>	<b>5</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>-8</b>	<b>-8</b>
KHARTOUM																	
KIEV (BORISPOL)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	12	0	0	42	42	8	8	0	0	22	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	12	0	0	58	17	8	17	0	0	29	0	0	0
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	17	0	0	47	35	18	0	0	0	15	82	3	17
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	17	0	0	47	41	12	0	0	0	16	71	12	17
<b>TOTAL KIEV (BORISPOL)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>7</b>	<b>7</b>
KINGSTON	HEATHROW	AIR JAMAICA	S	A	15	0	0	73	13	7	0	7	0	18	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	D	15	0	0	67	7	27	0	0	0	19	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	15	8	31	0	0	43	43	36	14	
<b>TOTAL KINGSTON</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>36</b>	<b>36</b>	
KIRKWALL																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	85	12	0	0	4	0	13	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	1	0	73	15	4	8	0	0	18	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>10</b>	<b>10</b>	
KRAKOW																		
<b>TOTAL KRAKOW</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>80</b>	<b>1</b>	<b>1</b>	
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR	S	A	26	0	0	65	19	4	12	0	0	22	81	11	26	
	GATWICK	MAERSK AIR	S	D	26	0	0	73	23	0	4	0	0	14	88	6	26	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>8</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	65	18	11	5	0	2	23	55	40	62	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	76	16	3	2	0	3	24	80	24	61	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>67</b>	<b>32</b>	<b>32</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	85	12	4	0	0	0	4	95	-1	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	100	0	0	0	0	0	1	86	4	22	
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	29	19	42	10	0	0	29	50	18	32	
	HEATHROW	KUWAIT AIRWAYS	S	D	30	1	0	73	20	0	3	3	0	18	47	27	30	
<b>TOTAL KUWAIT</b>					<b>114</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	<b>14</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	13	0	0	100	0	0	0	0	0	-8	0	0	0
	GATWICK	AVIACO	S	D	13	0	0	92	8	0	0	0	0	0	0	0	0
<b>TOTAL LA CORUNA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>92</b>	<b>2</b>	<b>2</b>
LAGOS	GATWICK	ADC AIRLINES	C	D	2	0	0	0	50	50	0	0	0	36	50	27	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	71	6	10	6	6	0	25	55	38	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	16	29	32	23	0	0	48	27	50	30
	GATWICK	DAS AIR CARGO(DAIRO AIR SVCS)	C	D	2	1	2	50	0	0	50	0	0	46	0	0	0
<b>TOTAL LAGOS</b>					<b>68</b>	<b>1</b>	<b>29</b>	<b>41</b>	<b>18</b>	<b>22</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>76</b>	<b>76</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	11	22	33	22	11	0	68	0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	44	22	0	33	0	0	31	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	1	0	0	0	25	75	0	0	77	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	0	25	0	75	0	0	0	34	0	0	0
<b>TOTAL LAHORE</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>27</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
LARNACA	GATWICK	AIR 2000	S	A	6	0	0	0	33	17	50	0	0	74	60	7	5
	GATWICK	AIR 2000	S	D	6	0	0	17	17	17	50	0	0	76	40	29	5
	MANCHESTER	AIR 2000	S	D	4	0	0	75	25	0	0	0	0	14	100	-5	4
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	1	0	100	0	0	0	0	21	50	4	2
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	21	100	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	1	50	1	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	3	67	7	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	91	6	3	0	0	0	-6	85	-5	33
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	72	22	6	0	0	0	12	44	20	32
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	5	0	0	40	40	20	0	0	0	9	88	3	8
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	5	0	0	40	40	20	0	0	0	17	25	54	4
	GATWICK	CYPRUS AIRWAYS	S	A	11	0	0	36	18	0	36	9	0	50	33	45	12

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	CYPRUS AIRWAYS	S	D	12	0	0	33	17	17	25	8	0	53	17	46	12	
	HEATHROW	CYPRUS AIRWAYS	S	A	49	0	0	51	29	16	4	0	0	18	44	23	36	
	HEATHROW	CYPRUS AIRWAYS	S	D	44	0	1	82	11	7	0	0	0	9	53	18	36	
	MANCHESTER	CYPRUS AIRWAYS	S	A	10	0	0	70	20	0	10	0	0	9	78	0	9	
	MANCHESTER	CYPRUS AIRWAYS	S	D	10	0	0	60	20	10	10	0	0	23	67	16	9	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	1	75	0	0	25	0	0	40	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	50	33	0	17	0	0	31	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	7	0	0	29	29	29	14	0	0	32	67	15	6	
	LUTON	MONARCH AIRLINES	C	D	7	0	0	43	14	29	14	0	0	26	83	16	6	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	15	22	54	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	78	20	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	1	33	22	33	11	0	0	30	0	45	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	20	10	0	0	0	10	56	47	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	0	33	0	64	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	37	0	0	0	
<b>TOTAL LARNACA</b>					<b>301</b>	<b>10</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>54</b>	<b>21</b>	<b>21</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	5	75	-13	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	2	100	-1	4	
	GATWICK	AIR 2000	C	A	10	0	0	30	10	40	20	0	0	35	69	8	13	
	GATWICK	AIR 2000	C	D	10	0	0	50	10	20	20	0	0	30	85	9	13	
	GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-12	100	-16	4	
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	9	100	0	4	
	MANCHESTER	AIR 2000	C	A	5	0	0	20	40	40	0	0	0	29	78	10	9	
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	0	67	12	9	
	GLASGOW	AIR EUROPA	C	A	5	0	0	20	20	0	60	0	0	65	0	0	0	
	GLASGOW	AIR EUROPA	C	D	4	1	0	25	25	0	50	0	0	57	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	22	25	50	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	12	75	8	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	56	22	0	0	0	23	13	33	8	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7	75	10	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	1	75	-2	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	33	33	0	33	0	0	34	50	25	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	15	75	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	6	67	10	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	15	56	14	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	50	73	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	1	100	0	0	0	0	0	0	60	57	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	60	26	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-8	40	58	5
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	20	0	60	20	0	0	45	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	20	20	20	0	0	38	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	40	20	40	0	0	0	22	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	40	40	0	20	0	0	22	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	0	0	17	67	0	17	125	50	28	6
	GATWICK	MONARCH AIRLINES	C	D	6	1	0	17	17	33	17	17	0	87	83	18	6
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-2	100	-3	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	13	80	5	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	34	11	26	9
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	11	67	13	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	0	48	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	0	37	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	12	31	36	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	11	0	0	22	38	25	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	42	80	11	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	8	100	7	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	1	29	21	29	21	0	0	35	62	13	13

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LAS PALMAS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	63	13	19	6	0	0	16	85	6	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	1	0	100	0	0	0	0	0	-2	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	20	0	143	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	11	20	133	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	1	55	9	27	9	0	0	21	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	15	0	0	0	0	0	0	0	0	
<b>TOTAL LAS PALMAS</b>					<b>313</b>	<b>4</b>	<b>3</b>	<b>64</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>24</b>	<b>24</b>	
LAS VEGAS																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	46	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	0	40	0	0	46	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	25	0	68	50	35	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	43	25	44	4	
<b>TOTAL LAS VEGAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>41</b>	<b>41</b>	
LE HAVRE																		
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	19	0	0	89	0	0	5	5	0	16	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	19	0	0	89	0	5	5	0	0	8	0	0	0	
<b>TOTAL LE HAVRE</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LEEDS BRADFORD																		
	GLASGOW	BMI BRITISH MIDLAND	S	A	61	0	2	75	13	11	0	0	0	9	89	9	46	
	GLASGOW	BMI BRITISH MIDLAND	S	D	60	0	3	80	7	7	7	0	0	12	89	3	45	
	HEATHROW	BMI BRITISH MIDLAND	S	A	132	0	0	79	13	5	2	2	0	10	78	11	135	
	HEATHROW	BMI BRITISH MIDLAND	S	D	133	0	0	85	10	4	2	0	0	5	88	5	138	
	GATWICK	CITY FLYER EXPRESS	S	A	69	0	3	81	7	1	6	4	0	12	68	20	71	
	GATWICK	CITY FLYER EXPRESS	S	D	69	0	3	68	22	7	3	0	0	10	81	8	69	
	EDINBURGH	GILL AIRWAYS	S	A	59	0	2	90	7	0	3	0	0	5	0	0	0	
	EDINBURGH	GILL AIRWAYS	S	D	59	0	2	92	3	3	2	0	0	3	0	0	0	
<b>TOTAL LEEDS BRADFORD</b>					<b>642</b>	<b>3</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>9</b>	
LEIPZIG																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	5	97	-3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	2	82	10	33
	HEATHROW	LUFTHANSA	S	A	43	0	0	63	26	5	7	0	0	19	68	11	50
	HEATHROW	LUFTHANSA	S	D	24	0	0	88	0	13	0	0	0	3	85	6	26
<b>TOTAL LEIPZIG</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>7</b>
LIBREVILLE	GATWICK	AIR GABON	S	A	4	0	1	0	25	25	25	25	0	85	0	0	0
	GATWICK	AIR GABON	S	D	5	0	0	60	0	40	0	0	0	20	0	0	0
<b>TOTAL LIBREVILLE</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
LILLE	HEATHROW	AIR FRANCE	S	A	20	0	0	70	20	10	0	0	0	15	0	0	0
	HEATHROW	AIR FRANCE	S	D	20	0	0	95	5	0	0	0	0	-10	0	0	0
<b>TOTAL LILLE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>20</b>	<b>20</b>
LILONGWE	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	20	0	0	11	50	14	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	1	0	67	33	0	0	0	0	6	50	17	2
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>13</b>	<b>13</b>
LIMOGES					<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>40</b>	<b>50</b>	<b>21</b>	<b>21</b>
<b>TOTAL LIMOGES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>21</b>	<b>21</b>
LINZ					<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LINZ</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
LISBON	HEATHROW	AIR PORTUGAL	S	A	81	0	0	64	14	11	7	4	0	28	73	15	81
	HEATHROW	AIR PORTUGAL	S	D	81	0	0	72	12	9	5	2	0	21	70	17	81
	MANCHESTER	AIR PORTUGAL	C	D	2	0	0	0	50	50	0	0	0	37	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	2	0	0	100	0	0	0	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	2	0	0	100	0	0	0	0	0	8	0	0	0



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LISBON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	86	6	2	5	0	0	6	89	-2	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	78	13	5	3	0	0	11	63	13	93	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	19	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	SATA	C	A	5	0	0	0	40	40	20	0	0	41	44	27	9	
	GATWICK	SATA	C	D	5	0	0	40	40	0	20	0	0	29	67	21	9	
<b>TOTAL LISBON</b>					<b>378</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>12</b>	<b>12</b>	
LIVERPOOL																		
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	23	0	0	87	9	0	4	0	0	7	77	6	30	
	HEATHROW	ADRIA AIRWAYS	S	D	23	0	0	78	13	9	0	0	0	2	87	5	30	
<b>TOTAL LJUBLJANA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>5</b>	<b>5</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	69	0	1	88	7	1	3	0	0	1	0	0	0	
	EDINBURGH	KLM UK LTD	S	D	69	0	2	90	9	0	1	0	0	7	0	0	0	
<b>TOTAL LONDON CITY</b>					<b>138</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LONDONDERRY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	77	6	10	6	0	0	9	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	77	0	13	10	0	0	15	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	1	90	0	3	7	0	0	-3	100	-12	1	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	1	90	0	3	7	0	0	4	100	-4	1	
<b>TOTAL LONDONDERRY</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>-4</b>	<b>-4</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	81	6	3	3	3	3	13	19	35	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	81	13	3	3	0	0	9	74	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	61	16	8	7	3	5	74	63	12	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	58	26	8	6	0	2	39	73	12	60	
	HEATHROW	UNITED AIRLINES	S	A	30	1	0	50	27	7	17	0	0	21	19	36	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	74	19	3	0	3	0	15	81	9	31	

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
LOS ANGELES INTERNATIONAL		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	3	3	3	0	0	-6	61	12	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	39	35	19	6	0	0	23	55	28	31
<b>TOTAL LOS ANGELES INTERNATIONAL</b>						<b>308</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>58</b>	<b>18</b>	<b>18</b>
LUSAKA		GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	0	0	13	0	32	75	10	4
		GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	9	75	9	4
<b>TOTAL LUSAKA</b>						<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>6</b>	<b>6</b>
LUTON		EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	A	139	0	5	86	4	4	4	1	0	8	0	0	0
		EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	D	139	2	4	76	14	5	5	1	0	15	0	0	0
		GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	A	138	1	2	82	8	3	7	1	0	11	0	0	0
		GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	D	138	1	1	84	5	5	6	0	0	11	0	0	0
<b>TOTAL LUTON</b>						<b>554</b>	<b>4</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>1</b>	<b>1</b>
LUXEMBOURG		HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	88	12	0	0	0	0	3	81	5	26
		HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	92	8	0	0	0	0	-1	92	0	26
		HEATHROW	LUXAIR	S	A	62	1	0	66	24	6	3	0	0	14	56	17	57
		HEATHROW	LUXAIR	S	D	62	1	0	94	3	3	0	0	0	-3	89	0	57
		MANCHESTER	LUXAIR	S	A	13	0	0	77	23	0	0	0	0	7	81	5	21
		MANCHESTER	LUXAIR	S	D	13	0	0	92	0	8	0	0	0	0	90	0	21
		STANSTED	LUXAIR	S	A	44	0	3	64	32	5	0	0	0	11	85	9	26
		STANSTED	LUXAIR	S	D	44	0	3	91	9	0	0	0	0	2	96	3	26
<b>TOTAL LUXEMBOURG</b>						<b>290</b>	<b>2</b>	<b>6</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>6</b>	<b>6</b>
LUXOR		GATWICK	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	13	80	2	5
		GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	56	11	0	0	0	15	0	36	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	8	70	9	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	40	22	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	100	3	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	83	0	8	0	8	0	32	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	14	0	0	0	
	HEATHROW	EGYPT AIR	S	A	5	0	0	20	0	40	20	20	0	73	60	4	5	
	HEATHROW	EGYPT AIR	S	D	5	0	0	0	20	20	40	20	0	92	40	37	5	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	22	11	22	33	0	104	0	40	6	
	GATWICK	MONARCH AIRLINES	C	D	9	0	2	56	0	0	11	33	0	79	50	12	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	0	29	29	43	0	0	61	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	14	0	0	0	17	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	75	0	0	0	42	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	9	0	0	0	
<b>TOTAL LUXOR</b>					<b>97</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>41</b>	<b>43</b>	<b>28</b>	<b>28</b>	
LYON																		
	GATWICK	AIR 2000	C	A	11	0	0	45	9	45	0	0	0	22	67	14	6	
	GATWICK	AIR 2000	C	D	12	0	0	42	17	25	17	0	0	29	100	4	5	
	GLASGOW	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	35	0	0	0	
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	75	0	0	0	36	0	0	0	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	27	80	7	5	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	8	100	-4	5	
	NEWCASTLE	AIR 2000	C	A	2	1	0	0	0	100	0	0	0	37	0	0	0	
	NEWCASTLE	AIR 2000	C	D	2	0	0	0	0	100	0	0	0	50	0	0	0	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	81	0	6	59	30	7	4	0	0	16	68	16	28	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	81	0	6	73	17	6	2	1	0	16	68	20	31	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	28	20	54	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	20	39	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	22	22	44	6	6	0	46	12	76	26	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITANNIA AIRWAYS	C	D	18	0	1	72	17	6	6	0	0	12	42	47	26
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	63	20	33	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	0	0	60	40	0	0	65	0	31	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	1	20	60	20	0	0	0	27	20	48	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	80	11	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	11	0	0	0	27	45	27	0	0	53	0	50	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	0	36	45	9	9	0	0	34	70	24	10
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	40	0	0	0	30	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	2	0	0	50	0	0	50	0	0	66	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	2	67	25	3	5	0	0	13	64	13	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	64	0	0	89	6	5	0	0	0	2	83	6	92
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	10	0	0	10	60	30	0	0	0	26	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	10	0	0	80	20	0	0	0	0	11	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	20	20	40	20	0	0	39	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	40	20	20	0	0	35	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	17	0	0	24	29	29	12	0	6	62	13	84	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	0	29	41	12	12	0	6	54	25	77	8
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	81	16	3	0	0	0	6	61	16	31
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	81	10	10	0	0	0	9	77	18	31
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	22	100	4	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	8	100	-63	2
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	57	7
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	17	71	27	7
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	83	0	0	63	17	11	8	0	1	23	0	0	0
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	82	0	1	77	9	6	9	0	0	11	0	0	0
	STANSTED	KLM UK LTD	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0
	STANSTED	KLM UK LTD	C	D	5	0	0	60	40	0	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	25	0	0	4	12	20	48	16	0	95	11	67	19

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
LYON	GATWICK	MONARCH AIRLINES	C	D	25	0	0	32	28	0	28	12	0	62	24	33	21
	LUTON	MONARCH AIRLINES	C	A	3	0	0	0	33	67	0	0	0	33	0	43	5
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	2	100	5	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	95	0	58	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	20	40	40	0	0	54	0	34	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	62	20	67	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	41	40	47	5
<b>TOTAL LYON</b>					<b>828</b>	<b>1</b>	<b>17</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>24</b>	<b>24</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	42	0	2	57	29	7	0	7	0	28	64	13	44	
	GATWICK	B A S E BUSINESS AIRLINES	S	D	42	0	2	52	33	5	2	7	0	28	73	7	44	
	STANSTED	KLM EXEL	S	A	71	0	2	69	14	8	6	3	0	23	81	15	72	
	STANSTED	KLM EXEL	S	D	71	0	2	83	6	6	3	3	0	13	86	11	72	
<b>TOTAL MAASTRICHT</b>					<b>226</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>12</b>	<b>12</b>	
MADRAS/CHENNAI																		
MADRID																		
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	6	0	0	33	33	17	17	0	0	30	0	0	0	
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	6	0	0	83	17	0	0	0	0	2	0	0	0	
	GATWICK	AIR EUROPA	S	A	26	0	0	35	50	0	15	0	0	31	58	45	26	
	GATWICK	AIR EUROPA	S	D	26	0	0	65	8	19	8	0	0	19	62	34	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	59	16	12	12	1	0	25	67	13	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	73	10	10	8	0	0	18	65	16	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	1	69	13	9	9	0	0	15	65	13	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	1	70	19	7	4	0	0	13	55	14	94	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	36	1	2	64	19	6	11	0	0	17	85	2	26	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	37	0	1	84	5	5	5	0	0	14	88	2	26	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	55	2	0	67	7	15	11	0	0	21	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	57	0	0	91	2	4	2	2	0	12	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	1	67	0	33	0	0	0	26	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	1	0	67	0	0	33	0	0	35	0	0	0	
	GATWICK	IBERIA	S	A	26	0	0	50	35	8	8	0	0	22	71	12	21	
	GATWICK	IBERIA	S	D	25	1	1	36	40	16	8	0	0	21	76	8	21	
	HEATHROW	IBERIA	S	A	148	0	2	83	7	7	3	0	0	9	79	7	150	
	HEATHROW	IBERIA	S	D	148	0	2	82	11	4	3	0	0	8	89	2	150	
	MANCHESTER	IBERIA	S	D	31	0	0	26	35	35	3	0	0	27	86	10	21	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	100	0	0	90	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	100	0	0	0	34	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MADRID																		
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	67	17	0	17	0	0	35	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	1	0	80	0	20	0	0	11	0	0	0		
	GATWICK	SPANAIR	S	A	9	0	0	11	56	22	11	0	32	0	0	0		
	GATWICK	SPANAIR	S	D	9	0	0	44	11	33	11	0	26	0	0	0		
<b>TOTAL MADRID</b>					<b>1101</b>	<b>6</b>	<b>11</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>11</b>	<b>11</b>		
MAHON																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	17	0	0	0		
	LUTON	MONARCH AIRLINES	S	A	10	0	0	30	50	20	0	0	16	40	15	5		
	LUTON	MONARCH AIRLINES	S	D	10	0	0	70	0	20	10	0	18	100	4	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	21	0	0	0		
<b>TOTAL MAHON</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>15</b>	<b>15</b>		
MALAGA																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	0	20	0	20	72	80	-1	5		
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	0	0	20	66	100	-2	5		
	GATWICK	AIR 2000	C	A	13	0	0	15	31	31	23	0	47	40	42	10		
	GATWICK	AIR 2000	C	D	13	0	0	54	8	23	15	0	23	70	27	10		
	GLASGOW	AIR 2000	C	A	5	0	0	0	0	40	60	0	77	60	20	5		
	GLASGOW	AIR 2000	C	D	5	0	0	20	20	20	40	0	52	20	261	5		
	MANCHESTER	AIR 2000	C	A	16	0	0	13	38	31	19	0	38	29	51	14		
	MANCHESTER	AIR 2000	C	D	17	0	0	65	18	6	12	0	20	67	31	15		
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	20	20	0	0	18	0	0	0		
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	-3	0	0	0		
	GATWICK	AIR ATLANTA ICELANDIC	C	A	7	1	0	14	0	14	29	29	14	176	0	0	0	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	8	1	0	13	13	13	25	25	13	141	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	8	0	0	13	25	50	13	0	44	0	0	0		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	8	0	0	50	13	25	13	0	30	0	0	0		
	MANCHESTER	AIR EUROPA	C	A	5	0	0	60	20	20	0	0	21	0	0	0		
	MANCHESTER	AIR EUROPA	C	D	5	0	0	40	20	40	0	0	27	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	11	0	0	17	44	21	9		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALAGA	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	6	67	12	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	22	22	0	0	33	0	44	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	44	0	11	0	0	17	78	14	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	20	56	15	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	78	7	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	1	0	25	25	50	0	0	0	33	56	27	9
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	78	18	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	72	6	11	11	0	0	16	74	10	19
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	78	0	11	11	0	0	13	84	5	19
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	4	0	40	20	0	40	0	0	48	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	4	0	80	0	0	20	0	0	20	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-4	25	18	4
	STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	5	75	8	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	0	64	21	5	10	0	0	19	30	29	63
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	0	60	17	12	10	0	0	24	43	25	63
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	10	0	0	90	0	0	10	0	0	3	100	-6	10
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	10	0	0	100	0	0	0	0	0	4	100	3	10
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	2	38	13	13	13	13	126	20	92	5	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	2	1	75	0	0	0	13	13	105	40	79	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	1	0	0	75	25	0	0	78	33	92	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	1	1	25	0	50	0	25	0	71	29	108	7
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	1	20	20	20	40	0	0	51	22	55	9
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	55	0	18	18	0	9	67	40	36	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	27	26	43	19
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	29	44	20	18
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	58	23	10	10	0	0	23	68	16	31
	HEATHROW	IBERIA	S	D	31	0	0	65	16	10	10	0	0	16	55	15	31



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MALAGA	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	1	11	0	22	56	11	0	94	44	26	9	
	GATWICK	LEISURE INTERNATIONAL	C	D	10	0	0	0	10	40	40	10	0	80	63	23	8	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	20	0	60	0	20	0	98	0	214	1	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	0	20	60	0	20	0	97	0	198	1	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	1	0	0	0	50	0	50	0	155	0	63	5	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	0	0	60	0	40	0	125	0	63	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	12	20	34	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	6	100	-1	5	
	GATWICK	MONARCH AIRLINES	C	A	32	0	2	19	22	38	16	6	0	53	29	72	24	
	GATWICK	MONARCH AIRLINES	C	D	34	0	0	50	18	9	18	6	0	47	58	54	24	
	LUTON	MONARCH AIRLINES	C	A	6	0	0	50	0	33	0	17	0	44	60	3	5	
	LUTON	MONARCH AIRLINES	S	A	14	0	0	71	7	14	7	0	0	14	71	7	14	
	LUTON	MONARCH AIRLINES	C	D	6	0	0	67	17	17	0	0	0	14	100	2	5	
	LUTON	MONARCH AIRLINES	S	D	14	0	0	86	0	14	0	0	0	9	86	4	14	
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	16	21	42	5	16	0	72	37	26	19	
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	53	16	11	5	16	0	55	68	14	19	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	33	17	0	0	0	20	50	29	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	6	0	0	33	17	33	17	0	0	26	75	8	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	11	22	0	0	34	22	39	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	12	78	20	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	6	0	1	33	50	17	0	0	0	19	40	37	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	17	0	0	26	20	55	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	0	31	44	13	13	0	0	32	12	39	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	93	0	7	0	0	0	5	83	15	18	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	0	50	0	0	0	26	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	30	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	60	20	0	0	42	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	60	0	0	0	30	0	0	0	
	GATWICK	TRANSAER	C	A	6	1	0	17	0	33	17	33	0	111	0	0	0	
	GATWICK	TRANSAER	C	D	6	1	0	17	0	17	33	17	17	193	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALAGA																	
	GATWICK	VIVA	C	A	4	0	0	50	0	25	25	0	0	34	75	4	4
	GATWICK	VIVA	C	D	4	0	0	50	25	0	25	0	0	25	75	20	4
	GLASGOW	VIVA	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	VIVA	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	VIVA	C	A	2	0	0	100	0	0	0	0	0	-5	100	11	1
	MANCHESTER	VIVA	C	D	2	0	0	50	50	0	0	0	0	18	0	31	1
<b>TOTAL MALAGA</b>					<b>825</b>	<b>18</b>	<b>10</b>	<b>52</b>	<b>15</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>37</b>	<b>50</b>	<b>33</b>	<b>33</b>
MALE INTERNATIONAL																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	0	25	52	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	60	48	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	0	0	50	0	0	55	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	20	40	0	0	52	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>					<b>19</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>11</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>36</b>	<b>36</b>
MALMO																	
MALTA																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	0	75	25	0	0	0	28	50	63	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	7	50	74	4
	GATWICK	AIR 2000	C	A	5	0	0	20	40	20	20	0	0	35	50	37	4
	GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	38	50	27	4
	MANCHESTER	AIR 2000	C	A	4	0	0	25	25	0	25	25	0	79	20	43	10
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	0	50	0	0	54	45	24	11
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	100	0	0	0	0	0	0	75	8	4
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	100	0	0	0	0	0	6	75	19	4
	GATWICK	AIR MALTA	S	A	32	0	0	50	19	19	13	0	0	24	53	18	30
	GATWICK	AIR MALTA	C	A	5	0	0	60	40	0	0	0	0	7	86	8	7
	GATWICK	AIR MALTA	C	D	5	0	0	60	20	20	0	0	0	12	86	5	7
	GATWICK	AIR MALTA	S	D	32	0	0	28	28	28	16	0	0	31	43	20	30
	GLASGOW	AIR MALTA	S	A	4	0	0	25	25	50	0	0	0	27	75	16	4
	GLASGOW	AIR MALTA	C	A	3	0	0	33	33	33	0	0	0	29	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 1996			
			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)												
MALTA																		
	GLASGOW	AIR MALTA	S	D	4	0	0	25	0	75	0	0	0	32	50	24	4	
	GLASGOW	AIR MALTA	C	D	3	0	0	33	0	67	0	0	0	34	0	0	0	
	HEATHROW	AIR MALTA	S	A	54	0	0	81	11	6	2	0	0	0	26	25	57	
	HEATHROW	AIR MALTA	S	D	54	0	0	67	26	6	2	0	0	10	25	31	57	
	MANCHESTER	AIR MALTA	C	A	12	0	0	67	17	0	17	0	0	10	91	-5	11	
	MANCHESTER	AIR MALTA	S	A	6	0	0	83	0	0	0	17	0	31	71	30	7	
	MANCHESTER	AIR MALTA	C	D	12	0	0	50	17	8	25	0	0	28	91	8	11	
	MANCHESTER	AIR MALTA	S	D	6	0	0	83	0	0	0	17	0	47	14	49	7	
	STANSTED	AIR MALTA	C	A	4	0	0	75	0	0	25	0	0	10	75	3	4	
	STANSTED	AIR MALTA	C	D	4	0	0	50	25	0	25	0	0	43	50	13	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	16	40	20	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	100	5	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	13	13	0	0	34	33	78	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	6	100	6	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	67	60	25	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	67	80	24	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	25	63	0	13	0	0	33	44	21	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	19	89	8	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	32	50	15	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	42	20	42	5	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	67	0	22	11	0	0	14	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	67	0	11	22	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	0	0	100	0	299	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	0	0	100	0	290	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	75	0	0	0	39	80	144	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	36	75	10	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	17	17	0	0	0	13	25	26	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	9	50	25	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALTA																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	81	75	319	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	71	75	317	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	25	13	25	0	0	32	44	21	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	7	67	9	9		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	50	0	0	69	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	58	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	-4	75	18	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	9	50	19	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	13	0	0	0		
<b>TOTAL MALTA</b>					<b>434</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>30</b>	<b>30</b>	
MANCHESTER																		
	GATWICK	AIR 2000	C	D	3	0	0	33	0	67	0	0	0	25	14	44	14	
	GATWICK	AIR SEYCHELLES	S	A	5	0	0	100	0	0	0	0	7	0	0	0		
	GATWICK	AIR SEYCHELLES	S	D	5	0	0	60	40	0	0	0	7	0	0	0		
	EDINBURGH	BMI REGIONAL	S	A	68	0	1	78	15	7	0	0	8	0	0	0		
	EDINBURGH	BMI REGIONAL	S	D	66	0	5	88	11	0	2	0	5	0	0	0		
	GLASGOW	BMI REGIONAL	S	A	65	0	1	74	23	3	0	0	10	76	10	66		
	GLASGOW	BMI REGIONAL	S	D	65	0	1	97	2	0	2	0	3	97	-2	65		
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	70	20	10	0	0	11	85	9	13		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	10	50	28	18		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	178	1	5	62	20	11	7	0	17	76	13	164		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	178	1	3	73	11	10	6	0	13	80	11	164		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	105	1	0	76	15	3	5	1	12	0	0	0		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	107	0	0	90	5	2	3	1	10	0	0	0		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	84	1	0	83	5	10	1	1	12	89	5	87		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	83	0	0	90	2	5	1	1	6	89	5	88		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	317	0	0	80	13	4	3	0	9	79	9	300		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	318	0	2	91	6	3	0	0	1	85	7	301		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
MANCHESTER																	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	60	0	3	88	0	3	7	2	0	7	92	3	62
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	4	86	0	2	8	3	0	17	89	9	65
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	37	0	1	92	0	5	3	0	0	8	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	37	0	1	95	0	0	5	0	0	4	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	3	1	1	67	0	0	33	0	0	27	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	1	67	0	0	0	33	0	92	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	25	25	0	113	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	50	0	0	73	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	6	1	0	33	33	17	17	0	0	26	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	1	1	20	0	60	20	0	0	47	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	0	25	13	0	55	75	12	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	1	0	33	0	33	17	17	0	90	80	1	5
<b>TOTAL MANCHESTER</b>					<b>1904</b>	<b>10</b>	<b>34</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>10</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	1	0	94	6	0	0	0	0	-1	67	8	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	6	18	0	0	0	12	50	25	18
	HEATHROW	PHILIPPINE AIRLINES	S	A	13	0	0	31	15	15	38	0	0	43	0	0	0
	HEATHROW	PHILIPPINE AIRLINES	S	D	13	0	0	31	31	31	8	0	0	33	0	0	0
<b>TOTAL MANILA</b>					<b>59</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>47</b>	<b>47</b>
MARRAKESH																	
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	0	13	38	25	13	13	135	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	25	25	25	0	25	0	76	0	0	0
	HEATHROW	ROYAL AIR MAROC	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL MARRAKESH</b>					<b>15</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>33</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>97</b>	<b>90</b>	<b>1</b>	<b>1</b>
MARSEILLE																	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	55	1	3	51	35	5	9	0	0	23	68	17	63
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	56	0	2	71	11	9	9	0	0	21	63	21	63

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	5	0	1	60	0	20	20	0	0	23	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	6	0	0	83	0	0	17	0	0	15	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>122</b>	<b>1</b>	<b>6</b>	<b>62</b>	<b>20</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>21</b>	<b>21</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	0	22	11	44	11	11	158	0	133	10	
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	0	67	11	0	11	11	0	44	50	23	10	
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	0	40	20	20	0	20	159	0	0	0	
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	40	40	0	0	0	20	107	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	0	11	11	11	0	31	67	15	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	9	89	8	9		
<b>TOTAL MAURITIUS</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>9</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>76</b>	<b>50</b>	<b>46</b>	<b>46</b>	
MELBOURNE																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	98	67	11	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	0	22	1	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	50	50	0	0	106	100	13	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	69	13	6	6	0	6	36	6	41	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	1	0	75	19	0	6	0	0	10	89	6	18	
	HEATHROW	QANTAS	S	A	13	0	0	8	0	31	46	8	8	109	65	37	31	
	HEATHROW	QANTAS	S	D	40	0	0	83	10	3	5	0	0	6	61	16	31	
<b>TOTAL MELBOURNE</b>					<b>91</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>31</b>	<b>58</b>	<b>24</b>	<b>24</b>	
MEXICO CITY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	86	14	0	0	0	0	-2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	71	14	0	14	0	0	19	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	6	0	0	83	17	0	0	0	0	-6	57	5	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	43	43	14	0	0	0	17	85	9	13	
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>7</b>	<b>7</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	58	19	19	0	3	0	13	19	34	31	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					Matched	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	71	19	6	3	0	0	14	77	13	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	55	10	16	16	0	3	41	52	81	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	19	26	29	23	3	0	47	23	97	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-11	52	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	23	10	3	0	0	16	68	14	31
	GATWICK	LAKER AIRWAYS INC	S	A	11	0	0	36	18	18	27	0	0	39	0	0	0
	GATWICK	LAKER AIRWAYS INC	S	D	11	0	0	82	9	9	0	0	0	9	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	23	0	0	26	17	22	22	9	4	68	35	86	23
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	41	41	5	5	9	0	42	52	28	23
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>253</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>48</b>	<b>44</b>	<b>44</b>
MILAN (LINATE)	HEATHROW	ALITALIA	S	A	182	0	4	62	27	7	4	0	0	15	63	14	186
	HEATHROW	ALITALIA	S	D	182	0	3	77	15	4	4	0	0	10	39	25	186
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	4	46	30	14	7	2	0	24	29	34	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	3	60	19	12	9	0	0	22	52	28	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	131	0	2	56	25	8	10	1	0	20	50	22	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	1	71	18	5	5	1	0	14	47	22	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	49	0	1	69	22	2	6	0	0	12	75	8	52
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	49	0	2	80	12	4	4	0	0	7	54	20	52
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	66	0	2	79	12	9	0	0	0	3	40	27	52
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	67	1	2	90	6	1	3	0	0	8	27	35	52
	STANSTED	KLM UK LTD	S	A	77	0	1	60	19	12	9	0	0	19	64	17	53
	STANSTED	KLM UK LTD	S	D	72	0	1	61	19	8	11	0	0	20	34	28	53
<b>TOTAL MILAN (LINATE)</b>					<b>1120</b>	<b>1</b>	<b>26</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>24</b>	<b>24</b>
MILAN (MALPENSA)	STANSTED	EUROFLY SPA	C	A	2	0	0	50	0	0	0	50	0	93	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	8	0	0	25	25	38	13	0	0	35	0	86	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	8	0	0	63	0	25	13	0	0	21	100	10	1

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (MALPENSA)																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	33	17	17	33	0	0	50	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	67	33	0	0	0	0	8	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	0	40	40	20	0	88	0	63	6	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	0	20	40	0	0	39	17	37	6	
<b>TOTAL MILAN (MALPENSA)</b>					<b>41</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>12</b>	<b>24</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>46</b>	<b>46</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	61	6	10	19	3	0	28	41	44	29	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	74	19	6	0	0	0	9	73	66	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>58</b>	<b>58</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	56	0	0	44	0	0	26	100	-6	9	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	56	0	22	22	0	0	29	100	2	9	
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>-2</b>	<b>-2</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	21	50	41	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	100	1	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	7	50	60	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-5	100	-5	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	40	20	20	0	83	0	129	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	54	40	14	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	40	40	20	0	104	0	53	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	60	20	0	0	46	40	40	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	53	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	23	0	0	0	
<b>TOTAL MOMBASA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>10</b>	<b>28</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>54</b>	<b>34</b>	<b>34</b>	
MONASTIR																		
	MANCHESTER	AIR 2000	C	A	5	0	0	0	40	20	40	0	0	47	0	96	5	
	MANCHESTER	AIR 2000	C	D	5	0	0	0	20	60	20	0	0	49	20	87	5	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1996					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
MONASTIR	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	21	50	12	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	1	0	100	0	0	0	0	0	4	100	1	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	33	44	11	0	0	35	0	73	5
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	13	67	43	6
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	6	80	4	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	1	56	10	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	10	56	13	9
	GATWICK	MONARCH AIRLINES	C	A	10	0	2	40	10	30	20	0	0	33	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	50	8	17	25	0	0	35	0	36	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	33	0	33	0	0	62	67	5	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	14	0	43	0	0	68	100	3	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	22	0	22	0	0	39	33	46	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	24	50	28	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	67	11	17	6	0	0	14	46	14	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	56	11	11	22	0	0	28	69	15	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	25	0	25	0	0	25	60	41	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	29	40	48	5
	GATWICK	NOUVELAIR TUNISIE	C	A	9	0	0	44	11	22	22	0	0	28	0	80	3
	GATWICK	NOUVELAIR TUNISIE	C	D	7	0	1	29	0	29	43	0	0	51	0	78	3
	GLASGOW	NOUVELAIR TUNISIE	C	A	2	0	0	50	50	0	0	0	0	11	67	28	3
	GLASGOW	NOUVELAIR TUNISIE	C	D	2	0	0	50	50	0	0	0	0	10	33	43	3
	MANCHESTER	NOUVELAIR TUNISIE	C	A	6	0	0	33	0	33	33	0	0	42	0	0	0
	MANCHESTER	NOUVELAIR TUNISIE	C	D	6	0	0	17	17	33	33	0	0	46	0	0	0
<b>TOTAL MONASTIR</b>					<b>194</b>	<b>2</b>	<b>3</b>	<b>54</b>	<b>14</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>37</b>	<b>37</b>
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-8	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	LEISURE INTERNATIONAL	C	A	4	0	0	0	50	25	25	0	0	44	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	1	0	33	33	33	0	0	54	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	80	20	0	167	0	204	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	60	0	0	0	32	0	88	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	109	25	63	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	20	40	20	0	106	20	71	5
<b>TOTAL MONTEGO BAY</b>					<b>36</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>14</b>	<b>17</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>65</b>	<b>26</b>	<b>78</b>	<b>78</b>
MONTPELLIER																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	55	26	3	16	0	0	20	61	17	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	52	23	16	10	0	0	21	61	15	31
<b>TOTAL MONTPELLIER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>16</b>	<b>16</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	44	0	5	75	11	7	5	2	0	9	55	25	47
	HEATHROW	AEROFLOT	S	D	41	0	5	83	5	7	2	2	0	12	67	34	45
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	0	69	14	14	3	0	0	10	65	17	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	0	72	21	7	0	0	0	11	71	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	3	3	0	0	2	87	-4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	3	3	0	0	6	84	5	31
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>206</b>	<b>1</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>18</b>	<b>18</b>
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	41	0	0	51	17	20	10	2	0	28	7	92	28
	HEATHROW	AIR INDIA	S	D	41	0	0	73	5	5	7	5	5	74	12	52	26
	MANCHESTER	AIR INDIA	S	A	9	0	0	33	11	33	22	0	0	33	11	93	9
	MANCHESTER	AIR INDIA	S	D	9	1	0	78	0	22	0	0	0	10	56	47	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	3	20	7	0	0	14	22	32	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	16	3	0	0	16	50	20	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					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)										
MUMBAI																	
<b>TOTAL MUMBAI</b>					<b>161</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>22</b>	<b>57</b>	<b>57</b>
MUNICH																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	1	97	0	3	0	0	0	-5	94	-9	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	87	3	7	3	0	0	8	90	5	31
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	26	0	0	92	8	0	0	0	0	3	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	24	0	0	88	8	4	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	1	85	8	5	2	0	0	7	80	6	142
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	2	83	13	2	1	0	0	6	74	10	142
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	51	0	1	80	8	2	8	2	0	14	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	52	0	0	87	6	2	6	0	0	9	0	0	0
	GATWICK	DEUTSCHE BA	S	A	84	0	0	50	36	11	4	0	0	16	63	14	57
	GATWICK	DEUTSCHE BA	S	D	84	0	0	76	14	8	1	0	0	10	67	21	58
	STANSTED	KLM UK LTD	S	A	55	0	2	65	22	9	4	0	0	12	73	7	51
	STANSTED	KLM UK LTD	S	D	56	0	1	75	16	7	0	2	0	14	77	14	52
	HEATHROW	LUFTHANSA	S	A	155	0	0	70	22	6	3	0	0	7	78	2	132
	HEATHROW	LUFTHANSA	S	D	150	0	0	86	7	3	4	0	0	4	82	5	129
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	55	0	0	93	5	2	0	0	0	2	77	8	61
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	55	0	1	95	4	0	2	0	0	7	92	6	59
	MANCHESTER	LUFTHANSA CITY LINE	S	A	82	0	1	87	6	4	4	0	0	6	75	5	52
	MANCHESTER	LUFTHANSA CITY LINE	S	D	82	0	1	93	6	1	0	0	0	2	81	5	53
	NEWCASTLE	LUFTHANSA CITY LINE	S	A	15	0	0	100	0	0	0	0	0	3	0	0	0
	NEWCASTLE	LUFTHANSA CITY LINE	S	D	15	0	0	93	7	0	0	0	0	1	0	0	0
<b>TOTAL MUNICH</b>					<b>1387</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>7</b>	<b>7</b>
MURCIA SAN JAVIER																	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	-15	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	6	1	1	50	17	33	0	0	0	19	50	15	10
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	11	22	0	11	0	35	64	15	11
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	0	50	0	168	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MURCIA SAN JAVIER																	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>12</b>	<b>20</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>14</b>	<b>14</b>
MUSCAT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	23	23	45	6	3	0	37	68	25	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	26	6	3	0	0	13	58	21	31
	HEATHROW	GULF AIR	S	A	23	0	0	39	26	9	22	4	0	42	65	13	40
	HEATHROW	GULF AIR	S	D	40	0	0	83	13	0	0	5	0	15	86	7	42
<b>TOTAL MUSCAT</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>70</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 MARCH 1997

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	10	0	0	90	0	10	0	0	0	-4	100	-13	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	0	7	33	20	9	
<b>TOTAL NAGOYA (AFB)</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>4</b>	<b>4</b>	
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33	67	0	0	0	0	17	50	60	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	5	25	66	4	
	GATWICK	DAS AIR CARGO(DAIRO AIR SVCS)	C	D	2	2	0	50	0	0	50	0	0	65	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	35	0	0	37	26	20	11	3	3	47	46	89	35	
	HEATHROW	KENYA AIRWAYS	S	D	35	0	0	91	6	0	3	0	0	7	87	43	30	
<b>TOTAL NAIROBI</b>					<b>80</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>55</b>	<b>65</b>	<b>65</b>	
NANTES																		
	GATWICK	BRIT AIR	S	A	78	0	3	86	10	4	0	0	0	9	66	12	61	
	GATWICK	BRIT AIR	S	D	78	0	3	91	5	4	0	0	0	6	80	9	61	
<b>TOTAL NANTES</b>					<b>156</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>10</b>	<b>10</b>	
NAPLES																		
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	40	40	20	0	0	0	16	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	0	20	0	0	24	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	1	0	0	67	0	33	0	106	25	45	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	27	60	13	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	11	22	44	0	0	53	22	38	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7	78	18	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	27	88	4	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	89	50	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	28	33	25	13	2	0	35	61	28	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	63	21	8	6	2	0	21	74	17	62	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	0	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
NAPLES		GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL NAPLES</b>						<b>195</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>23</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>65</b>	<b>28</b>	<b>28</b>
NASSAU		GATWICK	BRITISH AIRWAYS PLC	S	D	8	1	0	38	50	13	0	0	19	40	35	5	
<b>TOTAL NASSAU</b>						<b>8</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>35</b>	<b>35</b>	
NEW YORK (JF KENNEDY)		HEATHROW	AIR INDIA	S	A	31	0	0	77	6	3	3	6	3	49	17	50	18
		HEATHROW	AIR INDIA	S	D	31	0	0	58	23	10	6	3	0	28	5	84	20
		HEATHROW	AMERICAN AIRLINES	S	A	184	0	2	74	9	8	8	2	0	10	26	39	185
		HEATHROW	AMERICAN AIRLINES	S	D	184	0	2	83	8	5	4	0	0	11	83	8	183
		GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	2	77	3	10	0	10	0	16	40	42	30
		GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	50	17	10	17	3	3	51	63	22	30
		HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	83	8	4	2	3	0	5	55	29	176
		HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	75	15	7	1	1	1	13	77	11	178
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	2	0	93	0	3	3	0	0	-21	58	17	31
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	0	6	3	0	23	42	23	31
		HEATHROW	KUWAIT AIRWAYS	S	A	12	1	0	83	17	0	0	0	0	-2	33	38	12
		HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	46	15	31	8	0	0	21	77	14	13
		HEATHROW	UNITED AIRLINES	S	A	61	0	1	69	18	10	2	2	0	9	27	32	62
		HEATHROW	UNITED AIRLINES	S	D	61	0	1	92	2	2	3	2	0	8	89	3	61
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	55	0	3	56	13	16	13	2	0	28	31	47	58
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	2	52	34	9	5	0	0	23	60	19	58
<b>TOTAL NEW YORK (JF KENNEDY)</b>						<b>1160</b>	<b>5</b>	<b>21</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>24</b>	<b>24</b>
NEW YORK (NEWARK)		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	0	70	0	17	7	7	0	34	39	38	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	6	3	0	3	27	58	18	31
		GATWICK	CONTINENTAL AIRLINES	S	A	52	0	1	63	12	12	12	2	0	18	43	41	30
		GATWICK	CONTINENTAL AIRLINES	S	D	51	1	3	76	8	8	8	0	0	18	68	27	31

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					Matched	Unmatched	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	MANCHESTER	CONTINENTAL AIRLINES	S	A	30	1	1	60	7	20	7	7	0	30	36	38	33	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	68	6	10	13	3	0	33	90	7	31	
	STANSTED	EL AL	S	A	4	1	1	75	0	0	25	0	0	14	45	20	11	
	STANSTED	EL AL	S	D	6	0	1	50	17	17	17	0	0	28	38	32	13	
	GATWICK	NORTH AMERICAN AIRLINES	C	D	2	0	1	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	29	0	2	59	21	14	7	0	0	17	35	45	31	
	HEATHROW	UNITED AIRLINES	S	D	29	0	2	76	17	3	0	3	0	15	84	9	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	16	6	0	0	0	-4	48	29	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	23	0	6	0	0	12	81	10	31	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>358</b>	<b>4</b>	<b>15</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>28</b>	<b>28</b>	
NEWCASTLE																		
	GATWICK	AIR 2000	C	A	2	0	0	0	0	100	0	0	0	46	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	8	100	5	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-24	25	21	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	160	0	0	83	11	3	3	0	0	7	86	3	166	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	160	0	0	94	2	3	2	0	0	1	93	2	166	
	GATWICK	CITY FLYER EXPRESS	S	A	132	0	1	70	13	8	9	0	0	16	67	15	128	
	GATWICK	CITY FLYER EXPRESS	S	D	132	0	1	87	6	2	5	0	0	9	82	9	129	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	74	0	2	93	1	4	1	0	0	-1	85	3	81	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	74	0	3	96	1	1	1	0	0	3	93	6	80	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	37	1	3	89	5	0	5	0	0	12	0	0	0	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	37	0	3	92	3	3	3	0	0	-1	0	0	0	
	STANSTED	KLM UK LTD	S	A	63	0	3	92	3	0	3	2	0	-3	93	5	61	
	STANSTED	KLM UK LTD	S	D	64	0	2	84	6	3	3	3	0	12	92	12	61	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	15	0	0	100	0	0	0	0	0	-3	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	15	0	0	87	13	0	0	0	0	8	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>976</b>	<b>2</b>	<b>58</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>7</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	2	0	0	100	0	0	0	0	0	-4	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NEWQUAY																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	3	0	1	100	0	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	2	84	12	0	4	0	0	5	82	4	68
<b>TOTAL NEWQUAY</b>					<b>82</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>4</b>	<b>4</b>
NICE																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	61	1	0	43	33	10	15	0	0	27	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	61	0	1	67	13	8	10	2	0	21	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	53	0	0	49	43	6	2	0	0	16	68	14	53
	HEATHROW	BMI BRITISH MIDLAND	S	D	53	0	0	87	8	6	0	0	0	4	72	11	53
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	69	16	8	8	0	0	17	63	14	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	74	17	5	3	0	0	11	71	13	93
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	3	0	0	0	0	67	33	0	0	66	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	3	0	0	33	33	0	33	0	0	34	0	0	0
<b>TOTAL NICE</b>					<b>428</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>14</b>	<b>14</b>
NORWICH																	
	EDINBURGH	KLM UK LTD	S	A	42	0	2	64	24	5	2	5	0	19	0	0	0
	EDINBURGH	KLM UK LTD	S	D	43	0	1	84	7	2	5	2	0	17	0	0	0
	LUTON	SCOT AIRWAYS	S	A	27	1	11	44	33	19	0	4	0	25	0	0	0
	LUTON	SCOT AIRWAYS	S	D	31	0	8	97	0	0	3	0	0	-4	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	A	36	0	4	86	8	3	3	0	0	10	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	D	36	0	3	92	0	3	6	0	0	-2	0	0	0
<b>TOTAL NORWICH</b>					<b>215</b>	<b>1</b>	<b>29</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
NUREMBERG																	
	HEATHROW	LUFTHANSA	S	A	30	0	0	80	7	3	10	0	0	13	82	5	61
	HEATHROW	LUFTHANSA	S	D	29	0	1	97	3	0	0	0	0	-4	87	3	61
<b>TOTAL NUREMBERG</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>4</b>	<b>4</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 )																		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	0	0	0	0	50	50	0	0	79	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	97	3	0	0	0	0	-2	90	4	31	
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	100	0	0	0	0	0	-5	90	-2	31	
	MANCHESTER	AIR PORTUGAL	C	A	3	0	0	33	33	33	0	0	0	23	0	0	0	
	MANCHESTER	AIR PORTUGAL	C	D	3	0	0	0	33	0	67	0	0	55	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	120	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	1	50	50	0	0	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	1	0	79	3	7	10	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	0	76	10	3	10	0	0	14	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	56	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	0	100	0	0	0	0	18	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	53	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	2	0	0	50	0	50	0	0	0	29	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	2	0	0	50	0	0	50	0	0	41	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	30	0	0	60	10	0	86	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	44	44	11	0	0	0	17	0	0	0	
<b>TOTAL OPORTO ( PORTUGAL )</b>					<b>191</b>	<b>3</b>	<b>1</b>	<b>69</b>	<b>10</b>	<b>6</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>3</b>	<b>3</b>	
ORAN ES SENIA																		
ORLANDO																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0	14	19	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	11	60	20	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	1	57	17	13	13	0	0	18	33	91	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	64	9	9	18	0	0	23	32	76	19	
	MANCHESTER	LAKER AIRWAYS INC	S	A	5	0	1	80	0	0	20	0	0	-5	0	0	0	

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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)												
ORLANDO																		
	MANCHESTER	LAKER AIRWAYS INC	S	D	5	0	0	40	0	60	0	0	0	31	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	10	3	3	3	0	14	29	95	28	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	16	3	0	0	8	70	25	30		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	90	5	0	0	5	0	-30	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	86	5	0	5	5	0	23	0	0	0	
<b>TOTAL ORLANDO</b>					<b>165</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>43</b>	<b>43</b>	
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	9	0	0	78	11	0	11	0	0	3	67	1	9	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	9	0	0	89	0	0	11	0	0	15	78	4	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	96	4	0	0	0	0	-6	100	-16	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	68	27	0	5	0	0	11	77	9	13	
	HEATHROW	JAPAN AIRLINES	S	A	23	0	0	52	26	22	0	0	0	15	64	-3	22	
	HEATHROW	JAPAN AIRLINES	S	D	23	0	0	83	13	4	0	0	0	10	82	8	22	
<b>TOTAL OSAKA (KANSAI)</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>1</b>	<b>1</b>	
OSLO (FORNEBU)																		
	GATWICK	BRAATHENS ASA	S	A	40	0	0	80	13	0	8	0	0	9	90	2	40	
	GATWICK	BRAATHENS ASA	S	D	40	0	0	78	15	3	3	3	0	16	98	0	40	
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	100	0	0	0	0	0	-2	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	88	4	8	0	0	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	1	75	11	7	5	2	0	14	92	-2	25	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	1	73	14	4	5	4	0	21	77	12	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	89	7	1	3	0	0	3	89	2	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	90	9	1	0	0	0	3	85	7	89	
	HEATHROW	SAS	S	A	115	0	0	85	8	4	3	0	0	1	76	10	119	
	HEATHROW	SAS	S	D	111	0	0	86	9	3	2	0	0	5	86	7	113	
	MANCHESTER	SAS	S	A	24	0	1	75	13	4	8	0	0	7	0	0	0	
	MANCHESTER	SAS	S	D	24	0	1	79	8	4	8	0	0	9	90	5	21	
<b>TOTAL OSLO (FORNEBU)</b>					<b>704</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>6</b>	

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						Actual (7)	Plan (8)											
OSLO (GARDERMOEN)																		
	STANSTED	BRITANNIA AB	C	A	9	0	0	89	0	11	0	0	0	1	0	0	0	
	STANSTED	BRITANNIA AB	C	D	9	0	0	33	22	33	11	0	0	35	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	78	11	0	0	11	0	32	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	1	0	56	11	22	0	11	0	50	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>36</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>13</b>	<b>32</b>	<b>32</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	31	0	0	61	10	10	19	0	0	24	32	29	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	74	16	10	0	0	0	11	45	26	31	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>39</b>	<b>28</b>	<b>28</b>	
OVDA																		
	GATWICK	AIR 2000	C	A	4	0	0	0	50	50	0	0	0	38	0	34	9	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	78	12	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	9	25	20	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	75	12	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	20	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	16	100	2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	100	1	4	
	HEATHROW	EL AL	S	A	9	0	0	100	0	0	0	0	0	-7	88	-3	8	
	HEATHROW	EL AL	S	D	9	0	0	56	22	22	0	0	0	11	63	5	8	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	21	20	55	5	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	8	40	43	5	
<b>TOTAL OVDA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>18</b>	<b>18</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					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)											
PADERBORN	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	29	0	0	69	24	7	0	0	0	6	81	8	31
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	29	0	0	97	3	0	0	0	0	1	87	5	31
<b>TOTAL PADERBORN</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>7</b>
PALERMO	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	40	20	20	20	0	0	27	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	20	40	40	0	0	0	25	0	0	0
<b>TOTAL PALERMO</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>8</b>	<b>166</b>	<b>166</b>
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	25	0	0	25	25	147	75	6	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	0	0	25	25	153	50	14	4
	GATWICK	AIR 2000	C	A	5	0	0	60	0	0	0	20	20	115	100	5	5
	GATWICK	AIR 2000	C	D	8	0	0	13	25	13	25	13	101	80	12	5	
	GLASGOW	AIR 2000	C	D	2	0	0	100	0	0	0	0	3	75	20	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	0	75	0	0	25	0	72	20	38	5
	MANCHESTER	AIR 2000	C	D	6	0	1	67	17	0	17	0	0	28	80	23	5
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	58	29	10	3	0	0	19	48	21	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	94	3	0	3	0	0	5	65	12	31
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	22	0	0	21	33	22	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	90	0	10	0	0	0	3	89	7	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	1	44	11	33	11	0	0	29	21	34	14
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	60	30	0	10	0	0	18	60	29	15
	GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	90	10	0	0	0	0	4	89	3	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	-1	80	11	10
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	25	25	0	87	29	40	7
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	34	78	16	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	1	54	15	15	15	0	0	29	76	23	17
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	71	7	0	21	0	0	29	75	13	20
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	22	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-3	25	27	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	24	4
	HEATHROW	IBERIA	S	A	29	0	0	90	7	3	0	0	0	4	0	24	1
	HEATHROW	IBERIA	S	D	29	0	0	93	0	0	7	0	0	2	100	6	1
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	0	0	33	67	0	0	88	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	0	25	75	0	0	111	0	35	1
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	50	0	0	0	34	0	32	1
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	25	0	61	1
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	40	20	0	40	0	0	39	0	108	4
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	14	0	14	0	14	80	0	78	4
	LUTON	MONARCH AIRLINES	C	A	2	1	0	50	0	0	0	0	50	243	0	0	0
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	43	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	0	0	67	33	0	0	50	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	1	40	20	40	0	0	0	23	75	16	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	33	0	0	0	0	11	75	24	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	2	56	11	0	33	0	0	48	44	13	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	11	0	0	73	9	0	9	9	0	31	90	3	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	3	86	-10	7
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	86	8	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	4	52	19	19	10	0	0	24	73	7	22
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	25	0	1	64	4	20	12	0	0	24	83	8	24
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	0	0	20	92	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	17	0	17	0	17	83	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	1	100	0	0	0	0	0	-6	100	-2	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	0	4	100	5	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	2	60	0	40	0	0	0	13	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	29	14	0	0	0	12	0	0	0
	GATWICK	TRANSAER	C	A	3	0	0	33	0	33	33	0	0	52	0	0	0
	GATWICK	TRANSAER	C	D	3	0	0	33	0	33	33	0	0	57	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>426</b>	<b>5</b>	<b>19</b>	<b>66</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>28</b>	<b>60</b>	<b>20</b>	<b>20</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					MAR 1996				
			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)												
PAPHOS	BIRMINGHAM	AIR 2000	S	A	4	1	0	75	0	25	0	0	0	14	75	1	4	
	BIRMINGHAM	AIR 2000	S	D	4	0	0	75	25	0	0	0	0	9	75	6	4	
	GATWICK	AIR 2000	S	A	15	0	0	27	27	13	27	7	0	57	47	30	17	
	GATWICK	AIR 2000	S	D	15	0	0	27	33	13	20	7	0	54	72	20	18	
	GLASGOW	AIR 2000	C	A	7	0	0	0	29	43	29	0	0	58	25	61	4	
	GLASGOW	AIR 2000	C	D	7	0	0	71	29	0	0	0	0	11	50	13	4	
	LUTON	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	16	75	35	4	
	LUTON	AIR 2000	C	D	3	1	0	67	33	0	0	0	0	9	75	8	4	
	MANCHESTER	AIR 2000	S	A	4	0	0	0	50	0	50	0	0	43	63	17	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	1	0	50	50	0	0	0	0	11	75	6	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	100	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	44	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	41	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	2	0	75	0	0	25	0	0	28	78	48	9	
	LUTON	BRITANNIA AIRWAYS	C	D	5	2	0	80	0	0	20	0	0	21	78	52	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	0	67	27	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7	70	33	10	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	20	20	20	20	182	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	0	20	20	40	0	156	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	1	0	100	0	0	0	0	0	-3	20	40	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	1	80	0	20	0	0	0	9	80	18	5	
	HEATHROW	CYPRUS AIRWAYS	S	D	4	0	0	75	0	25	0	0	0	20	13	27	8	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	26	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-5	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	50	25	75	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	38	25	62	4	
<b>TOTAL PAPHOS</b>					<b>152</b>	<b>9</b>	<b>1</b>	<b>50</b>	<b>22</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>57</b>	<b>28</b>	<b>28</b>	
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	110	0	0	76	14	8	2	0	0	11	89	7	76	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					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)										
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	D	111	0	0	90	6	4	0	0	0	5	92	4	75
	EDINBURGH	AIR FRANCE	S	A	31	0	0	35	48	16	0	0	0	19	0	0	0
	EDINBURGH	AIR FRANCE	S	D	31	0	0	32	39	23	6	0	0	26	0	0	0
	HEATHROW	AIR FRANCE	S	A	297	0	9	62	24	8	5	1	0	18	77	8	266
	HEATHROW	AIR FRANCE	S	D	296	0	10	79	9	6	5	1	0	11	92	0	268
	MANCHESTER	AIR FRANCE	S	A	118	0	0	70	21	8	0	0	0	11	88	6	102
	MANCHESTER	AIR FRANCE	S	D	117	1	0	85	10	4	0	0	0	3	95	-1	102
	GATWICK	AIR GABON	S	A	4	0	0	75	0	25	0	0	0	13	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	247	0	1	85	7	6	2	0	0	5	83	6	252
	HEATHROW	BMI BRITISH MIDLAND	S	D	246	0	2	89	5	4	2	0	0	2	91	4	252
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	135	0	5	63	21	7	8	1	0	19	73	16	169
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	137	0	3	69	17	12	2	1	0	14	80	9	169
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	79	8	8	4	0	0	15	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	0	72	12	4	12	0	0	24	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	55	0	1	58	25	9	7	0	0	19	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	2	93	0	6	2	0	0	5	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	132	0	3	86	6	7	2	0	0	7	89	6	159
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	132	0	2	88	7	4	2	0	0	6	91	6	159
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	51	0	0	92	4	4	0	0	0	1	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	51	0	1	96	2	2	0	0	0	5	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	24	0	0	79	17	4	0	0	0	10	73	14	22
	GLASGOW	BRITISH AIRWAYS PLC	S	D	24	0	0	88	13	0	0	0	0	4	85	8	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	0	81	9	5	4	0	0	8	81	8	243
	HEATHROW	BRITISH AIRWAYS PLC	S	D	237	0	0	92	3	3	2	0	0	3	87	6	243
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	120	1	0	78	10	8	4	0	0	9	93	0	135
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	121	0	1	83	7	7	4	0	0	8	85	4	135

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 (CHARLES DE GAULLE)																			
	GATWICK	CAMEROON AIRLINES	S	A	5	0	0	60	40	0	0	0	0	-8	75	16	4		
	GATWICK	CAMEROON AIRLINES	S	D	3	0	1	100	0	0	0	0	0	-68	25	35	4		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	10	0	0	100	0	0	0	0	0	-1	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	10	0	0	90	10	0	0	0	0	3	0	0	0		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	100	0	0	0	0	0	-2	0	0	0		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	100	0	0	0	0	0	-2	0	0	0		
	STANSTED	KLM UK LTD	S	A	110	0	3	88	5	3	4	0	0	-1	94	2	110		
	STANSTED	KLM UK LTD	S	D	111	0	2	86	6	5	3	0	0	7	87	9	110		
	LUTON	SCOT AIRWAYS	S	A	68	0	11	75	10	12	3	0	0	10	99	-4	73		
	LUTON	SCOT AIRWAYS	S	D	66	0	15	68	18	12	2	0	0	10	99	-3	71		
	EDINBURGH	VIRGIN EXPRESS	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0		
	EDINBURGH	VIRGIN EXPRESS	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3567</b>	<b>2</b>	<b>75</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>		
PARIS (LE BOURGET)																			
PARIS (ORLY)																			
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	92	0	1	77	12	4	7	0	0	13	77	9	91		
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	92	0	1	79	7	8	7	0	0	11	88	5	91		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	86	7	3	3	0	0	2	95	1	57		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	1	84	7	7	2	0	0	7	91	3	57		
<b>TOTAL PARIS (ORLY)</b>					<b>300</b>	<b>2</b>	<b>4</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>5</b>	<b>5</b>		
PERTH (AUSTRALIA)																			
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	50	0	0	51	0	119	2		
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	20	0	32	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35	23	26	13	3	0	35	74	4	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	6	3	0	3	23	61	16	31		
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>64</b>	<b>13</b>	<b>13</b>		
PHILADELPHIA INTERNATION																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	67	28	3	0	2	0	7	52	22	29		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PHILADELPHIA INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	15	7	5	0	0	14	52	20	31
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>21</b>	<b>21</b>
PHUKET																	
PISA	GATWICK	AIR 2000	C	A	5	0	0	40	20	0	20	20	0	69	100	5	3
	GATWICK	AIR 2000	C	D	5	0	0	60	0	20	20	0	0	32	67	16	3
	GATWICK	ALITALIA	S	A	2	0	0	100	0	0	0	0	0	-7	0	0	0
	GATWICK	ALITALIA	S	D	2	0	0	50	0	0	50	0	0	45	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	3	0	1	67	0	33	0	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	96	0	4	0	0	0	3	68	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	1	93	7	0	0	0	0	3	74	12	31
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	67	0	0	33	0	0	54	63	12	8
	GATWICK	EUROPEAN AIR CHARTER	C	A	7	0	0	86	0	14	0	0	0	5	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	7	0	0	43	57	0	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	29	14	43	0	14	0	53	9	29	11
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	14	0	0	14	0	23	50	35	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	1	60	0	20	20	0	0	36	44	41	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	50	41	10
<b>TOTAL PISA</b>					<b>117</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>22</b>	<b>22</b>
PITTSBURGH	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	87	6	3	0	3	0	7	28	37	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	13	6	0	0	14	73	14	30
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>25</b>	<b>25</b>
PLOVDIV	GATWICK	AIR 2000	C	A	5	0	0	20	0	40	40	0	0	59	0	133	3
	GATWICK	AIR 2000	C	D	3	0	0	33	33	33	0	0	0	19	0	106	2
	MANCHESTER	AIR 2000	C	A	3	0	0	0	33	33	33	0	0	51	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PLOVDIV																	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-14	100	-9	2
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	8	100	-6	1
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-12	0	0	0
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
<b>TOTAL PLOVDIV</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>41</b>	<b>41</b>
PLYMOUTH																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	5	0	1	100	0	0	0	0	0	-6	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	-1	0	0	0
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	110	0	2	74	13	8	5	0	0	13	58	18	109
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	33	0	0	79	9	3	9	0	0	9	80	7	41
<b>TOTAL PLYMOUTH</b>					<b>152</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>15</b>	<b>15</b>
PONTOISE																	
PORLAMAR																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	91	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	0	50	0	0	54	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	79	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	0	86	0	0	0
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>100</b>	<b>0</b>	<b>0</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	31	1	1	61	6	13	16	3	0	25	45	18	31
	HEATHROW	BWIA	S	D	32	0	2	63	9	6	9	6	6	82	47	24	30
<b>TOTAL PORT OF SPAIN</b>					<b>63</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>8</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>54</b>	<b>46</b>	<b>21</b>	<b>21</b>
PRAGUE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	80	13	5	3	0	0	8	100	-8	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	85	13	3	0	0	0	3	90	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	5	3	5	0	0	4	84	3	62

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
PRAGUE	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	6	5	5	0	0	8	85	6	62
	HEATHROW	CSA	S	A	62	0	0	63	21	8	8	0	0	16	69	14	61
	HEATHROW	CSA	S	D	62	0	0	92	0	8	0	0	0	3	92	-2	61
	MANCHESTER	CSA	S	A	17	0	0	82	18	0	0	0	0	7	100	-2	9
	MANCHESTER	CSA	S	D	17	0	0	76	18	0	6	0	0	10	100	5	9
	STANSTED	CSA	S	A	14	0	4	93	0	7	0	0	0	2	100	3	1
	STANSTED	CSA	S	D	14	0	4	79	14	7	0	0	0	10	100	12	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	50	50	0	0	0	36	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	19	0	0	0
<b>TOTAL PRAGUE</b>					<b>400</b>	<b>1</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>4</b>	<b>4</b>
PRESTWICK	NEWCASTLE	GILL AIRWAYS	S	A	15	1	0	87	0	13	0	0	0	0	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	14	1	0	86	7	7	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	A	115	0	6	88	8	1	3	1	0	5	80	13	111
	STANSTED	RYANAIR	S	D	115	0	7	87	9	2	2	1	0	6	80	27	111
<b>TOTAL PRESTWICK</b>					<b>259</b>	<b>2</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>20</b>	<b>20</b>
PREVEZA																	
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	0	50	177	75	4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	10	25	21	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	0	25	25	0	0	28	75	6	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	22	75	10	4
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	2	100	0	0	0	0	0	-6	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	0	0	25	165	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	0	0	25	197	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	32	100	-2	2
<b>TOTAL PUERTO PLATA</b>					<b>40</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>68</b>	<b>8</b>	<b>8</b>
PUERTO VALLARTA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAR 1996						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
PUERTO VALLARTA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	0	80	0	0	101	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	25	50	0	0	66	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	50	50	0	0	0	0	19	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	0	50	0	0	57	0	0	0	
<b>TOTAL PUERTO VALLARTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>12</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>89</b>	<b>89</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
RABAT																		
RALEIGH																		
	GATWICK	AMERICAN AIRLINES	S	A	30	0	1	80	13	3	3	0	0	0	32	23	31	
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	84	13	3	0	0	0	5	100	0	31	
<b>TOTAL RALEIGH</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>12</b>	<b>12</b>	
REIMS																		
<b>TOTAL REIMS</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>	
RENNES																		
	GATWICK	BRIT AIR	S	A	48	0	2	71	15	4	8	2	0	22	84	11	51	
	GATWICK	BRIT AIR	S	D	48	0	2	90	2	0	6	2	0	16	90	7	51	
<b>TOTAL RENNES</b>					<b>96</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>9</b>	<b>9</b>	
RHODES																		
<b>TOTAL RHODES</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>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RIGA																		
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	14	0	0	64	21	7	7	0	0	18	0	0	0	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	13	0	0	85	15	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	RIGA AIRLINES EXPRESS	S	A	22	0	0	50	23	9	9	9	0	43	55	26	31	
	GATWICK	RIGA AIRLINES EXPRESS	S	D	22	0	0	77	5	0	14	5	0	36	68	21	31	
<b>TOTAL RIGA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>70</b>	<b>16</b>	<b>16</b>	
RIMINI																		
RIO DE JANEIRO (GALEAO)																		
	GATWICK	TRANSBRASIL	S	A	8	0	0	100	0	0	0	0	0	-20	0	0	0	
	GATWICK	TRANSBRASIL	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	VARIG	S	A	12	0	0	67	17	17	0	0	0	8	70	9	10	
	HEATHROW	VARIG	S	D	14	0	0	71	14	14	0	0	0	10	50	19	10	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>14</b>	<b>14</b>	
RIYADH																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	1	0	100	0	0	0	0	0	-22	100	-10	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	79	21	0	0	0	7	92	4	13		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	25	0	75	0	0	37	56	10	9		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	75	25	0	0	0	10	86	7	7		
<b>TOTAL RIYADH</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>1</b>	<b>1</b>		
ROME (CIAMPINO)																		
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	50	0	38	100	8	1		
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	29	0	2	86	7	3	0	3	6	0	0	0		
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	30	0	1	77	17	7	0	0	9	0	0	0		
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	3	44	18	9		
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	-5	100	3	9		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	22	22	33	22	0	37	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	67	22	11	0	0	15	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	13	1	0	23	38	8	31	0	42	7	57	15		
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	77	0	15	8	0	11	47	41	15		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	100	0	0	0	21	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	-1	0	0	0		
<b>TOTAL ROME (CIAMPINO)</b>					<b>121</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>42</b>	<b>36</b>	<b>36</b>		
ROME (FIUMICINO)																		
	GATWICK	ALITALIA	S	A	31	0	0	52	29	16	3	0	18	71	14	31		
	GATWICK	ALITALIA	S	D	31	0	0	77	19	3	0	0	8	87	7	31		
	HEATHROW	ALITALIA	S	A	151	0	4	60	25	9	7	0	16	68	11	155		
	HEATHROW	ALITALIA	S	D	151	0	4	75	14	5	7	0	10	59	17	155		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	33	0	0	52	36	6	6	0	18	71	17	31		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	1	61	19	13	6	0	20	65	20	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	153	0	2	52	26	18	3	1	20	70	10	125		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	1	78	17	5	1	0	7	62	14	125		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	3	92	11	25		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ROME (FIUMICINO)																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	9	72	14	25	
	MANCHESTER	SABENA	S	A	71	0	2	82	18	0	0	0	0	3	75	9	76	
	MANCHESTER	SABENA	S	D	48	0	1	83	13	2	2	0	0	7	74	14	47	
<b>TOTAL ROME (FIUMICINO)</b>					<b>881</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>14</b>	
ROTTERDAM																		
	GATWICK	CITY FLYER EXPRESS	S	A	101	0	5	90	5	3	1	1	0	6	78	10	105	
	GATWICK	CITY FLYER EXPRESS	S	D	103	0	4	92	5	2	1	0	0	2	82	7	108	
	HEATHROW	KLM	S	A	126	0	4	82	9	5	5	0	0	9	80	9	128	
	HEATHROW	KLM	S	D	126	0	4	89	3	4	4	0	0	3	89	1	128	
	STANSTED	SCOT AIRWAYS	S	A	64	0	20	58	27	6	9	0	0	22	0	0	0	
	STANSTED	SCOT AIRWAYS	S	D	67	0	17	75	13	7	3	1	0	12	0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>590</b>	<b>0</b>	<b>54</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	<b>7</b>	
RZESZOW																		
<b>TOTAL RZESZOW</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SALONIKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	13	0	0	0	0	3	81	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	23	3	0	0	0	7	81	10	31	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	50	0	17	33	0	0	33	0	42	7	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	20	0	20	0	58	71	12	7	
<b>TOTAL SALONIKA</b>					<b>76</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>14</b>	
SALZBURG																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	21	20	34	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	14	0	33	4	
	GATWICK	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	20	0	39	5	
	GATWICK	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	41	20	26	5	
	MANCHESTER	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	25	20	40	5	
	MANCHESTER	AIR 2000	C	D	5	0	0	60	0	20	20	0	0	25	20	39	5	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0	
	NEWCASTLE	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	-5	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	11	40	15	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	75	7	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	56	0	11	0	0	31	11	40	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	21	56	29	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	71	16	7	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	100	-1	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	0	11	0	36	44	32	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	0	0	11	0	33	88	9	8	
	STANSTED	KLM UK LTD	C	A	5	0	0	20	20	20	40	0	0	59	100	-8	4	
	STANSTED	KLM UK LTD	C	D	4	0	1	25	0	25	50	0	0	70	100	3	4	
	GATWICK	LAUDA-AIR	S	A	47	0	0	66	28	2	4	0	0	15	85	8	53	
	GATWICK	LAUDA-AIR	S	D	47	0	1	70	21	4	4	0	0	12	89	2	53	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	47	27	0	27	0	0	33	27	56	15	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	60	7	7	27	0	0	32	27	54	15	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	5	0	0	100	0	0	0	0	0	-8	20	81	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	7	17	64	6	
<b>TOTAL SALZBURG</b>					<b>242</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>20</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>22</b>	<b>22</b>	
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	79	5	5	11	0	0	-12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	37	32	21	11	0	0	26	0	0	0	
<b>TOTAL SAN DIEGO</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	94	6	0	0	0	0	-12	77	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	70	12	15	3	0	0	15	63	15	32	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	69	21	5	5	0	0	4	35	41	31	
	HEATHROW	UNITED AIRLINES	S	D	61	1	0	80	10	7	3	0	0	9	68	17	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	1	1	42	23	12	12	12	0	48	44	24	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	19	22	33	15	7	4	67	41	26	27	
<b>TOTAL SAN FRANCISCO</b>					<b>241</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>21</b>	<b>21</b>	
SAN JOSE COST RICA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	25	50	0	150	100	-29	3	
<b>TOTAL SAN JOSE COST RICA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>150</b>	<b>71</b>	<b>-1</b>	<b>-1</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	20	0	0	61	18	53	11	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	9	45	32	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	66	0	100	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	31	20	42	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	20	0	0	60	20	0	147	0	438	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	20	20	20	40	0	0	81	20	127	5	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>4</b>	<b>25</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>22</b>	<b>98</b>	<b>98</b>	
SANAA																		
	GATWICK	YEMENIA	S	A	5	0	0	20	0	60	0	0	20	274	33	51	9	
	GATWICK	YEMENIA	S	D	5	0	0	60	20	0	0	0	20	252	44	26	9	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANAA																	
<b>TOTAL SANAA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>263</b>	<b>39</b>	<b>39</b>	<b>39</b>
SANFORD																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	1	0	100	0	0	0	0	7	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	11	33	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	1	0	78	22	0	0	0	5	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	80	20	0	0	0	11	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	2	50	0	38	0	13	32	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	10	0	0	70	10	0	10	0	66	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	12	0	2	58	0	0	33	0	73	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	12	2	0	58	8	0	25	8	69	0	0	0	
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	50	0	68	0	0	0	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	25	25	114	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	2	50	50	0	0	0	-8	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	1	0	67	33	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	33	0	0	22	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	102	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	4	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	3	1	1	100	0	0	0	0	9	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	8	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	13	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	29	7	14	36	14	81	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	15	31	15	31	8	68	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	20	0	32	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	60	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	33	0	22	0	29	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	22	0	11	41	0	0	0	
<b>TOTAL SANFORD</b>					<b>170</b>	<b>6</b>	<b>9</b>	<b>56</b>	<b>13</b>	<b>8</b>	<b>16</b>	<b>5</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTIAGO DE CHILE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44	22	33	0	0	13	0	0	0	

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Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANTIAGO DE CHILE																	
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	71	14	14	0	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	57	14	29	0	0	0	5	57	11	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	5	71	14	0	14	0	0	22	89	3	9
<b>TOTAL SANTIAGO DE CHILE</b>					<b>30</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>17</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>6</b>	<b>6</b>
SANTIAGO DE COMPOSTELA																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	53	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	73	0	0	0
	HEATHROW	IBERIA	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	IBERIA	S	D	2	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>5</b>	<b>5</b>
SANTO DOMINGO																	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	43	29	14	14	0	0	32	0	24	3
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	25	25	0	0	35	100	-4	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	18	100	4	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	0	31	2
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	50	0	0	48	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	50	0	0	45	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	1	75	0	0	0	25	0	44	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	6	0	0	50	0	0	50	0	0	44	0	0	0
<b>TOTAL SANTO DOMINGO</b>					<b>47</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>13</b>	<b>11</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>36</b>	<b>27</b>	<b>27</b>
SAO PAULO (GUARULHOS)																	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	0	25	0	0	23	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	-19	56	10	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	100	0	0	0	0	0	8	88	10	8
	HEATHROW	VARIG	S	A	10	0	0	40	30	30	0	0	0	18	33	54	6
	HEATHROW	VARIG	S	D	8	0	0	88	0	13	0	0	0	5	50	19	6
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>21</b>	<b>21</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	-10	52	22	29

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	10	0	0	0	11	55	23	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>23</b>	<b>23</b>
SEOUL (KIMPO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	31	0	0	17	100	-6	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	0	15	0	21	78	5	9	
	HEATHROW	KOREAN AIR	S	A	19	0	0	53	32	11	5	0	16	85	-5	13	
	HEATHROW	KOREAN AIR	S	D	19	0	0	89	5	5	0	0	5	85	9	13	
<b>TOTAL SEOUL (KIMPO)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>0</b>	<b>0</b>	
SEVILLE	HEATHROW	IBERIA	S	A	31	0	0	90	0	0	3	6	23	84	8	31	
	HEATHROW	IBERIA	S	D	31	0	0	90	0	3	0	6	17	90	5	31	
<b>TOTAL SEVILLE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>20</b>	<b>86</b>	<b>8</b>	<b>8</b>	
SEYCHELLES	GATWICK	AIR SEYCHELLES	S	A	9	0	0	44	22	22	0	11	37	44	126	9	
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	44	22	22	11	0	33	44	88	9	
	MANCHESTER	AIR SEYCHELLES	S	A	5	1	0	80	20	0	0	0	2	80	15	5	
	MANCHESTER	AIR SEYCHELLES	S	D	5	0	0	100	0	0	0	0	2	60	130	5	
	GATWICK	MONARCH AIRLINES	C	A	2	0	2	100	0	0	0	0	-19	0	0	0	
<b>TOTAL SEYCHELLES</b>					<b>31</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>20</b>	<b>54</b>	<b>95</b>	<b>95</b>	
SFAX																	
SHANNON	GATWICK	AB AIRLINES	S	A	74	0	2	88	1	8	3	0	5	85	4	75	
	GATWICK	AB AIRLINES	S	D	74	0	2	89	4	4	3	0	7	92	3	75	
	HEATHROW	AER LINGUS	S	A	98	0	0	72	12	9	6	0	17	72	11	98	
	HEATHROW	AER LINGUS	S	D	98	0	0	74	13	6	6	0	13	73	9	98	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	0	87	10	2	2	0	0	73	15	26	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	52	0	0	94	6	0	0	0	-1	88	2	25	
<b>TOTAL SHANNON</b>					<b>450</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	AIR 2000	C	A	5	0	0	20	0	60	20	0	0	44	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	55	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	38	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	38	0	0	0	12	100	7	1	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>13</b>	<b>30</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>14</b>	<b>14</b>
SIMFEROPOL																	
SINGAPORE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	61	0	28	6	0	6	38	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	1	0	76	12	0	12	0	0	10	0	0	0
	HEATHROW	SINGAPORE AIRLINES	S	A	62	0	0	61	15	16	8	0	0	15	81	1	62
	HEATHROW	SINGAPORE AIRLINES	S	D	62	0	0	79	19	0	0	2	0	9	74	14	62
	MANCHESTER	SINGAPORE AIRLINES	S	A	13	0	0	77	8	15	0	0	8	100	-27	14	
	MANCHESTER	SINGAPORE AIRLINES	S	D	13	0	0	31	38	31	0	0	25	57	10	14	
<b>TOTAL SINGAPORE</b>					<b>185</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>4</b>	<b>4</b>
SOFIA																	
	GATWICK	AIR 2000	C	A	3	0	0	0	67	0	33	0	0	36	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0
	MANCHESTER	AIR 2000	C	D	3	0	0	0	0	100	0	0	0	53	0	0	0
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	23	0	0	87	4	0	4	4	0	14	48	20	23
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	23	0	0	91	0	4	4	0	0	4	74	11	23
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	10	30	10	40	10	0	76	13	66	8
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	30	10	50	0	10	0	49	33	26	6
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	63	13	0	13	0	53	25	35	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	1	86	0	0	0	14	0	35	67	9	3
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	43	33	19	5	0	0	19	61	13	18
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	57	29	10	5	0	0	20	61	20	18
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	31	0	106	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	1	50	25	25	0	0	0	26	0	89	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SOFIA																	
<b>TOTAL SOFIA</b>					<b>142</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>24</b>	<b>24</b>
SOUTHAMPTON																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	62	0	3	97	2	2	0	0	0	-3	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	2	92	5	3	0	0	0	5	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	62	1	1	94	3	3	0	0	0	-1	95	0	66
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	64	1	1	97	2	2	0	0	0	-2	97	0	66
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	58	0	1	86	3	3	3	3	0	13	90	8	42
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	0	81	5	7	5	2	0	13	98	-2	41
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	19	0	0	84	5	5	5	0	0	10	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	18	0	20	94	0	0	6	0	0	3	0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>405</b>	<b>2</b>	<b>28</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>1</b>	<b>1</b>
SPLIT																	
ST KITTS																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL ST KITTS</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LOUIS (LAMBERT)																	
	GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	71	6	10	13	0	0	19	29	38	31
	GATWICK	TRANS WORLD AIRLINES	S	D	31	0	0	68	10	19	3	0	0	15	81	14	31
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>26</b>	<b>26</b>
ST LUCIA (HEWANORRA)																	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	-2	60	51	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	0	14	0	7	0	19	25	36	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	36	14	29	21	0	0	37	57	25	14
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	14	0	372	5
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>37</b>	<b>91</b>	<b>91</b>
ST PETERSBURG																	
	GATWICK	AEROFLOT	S	A	9	0	0	78	0	0	22	0	0	19	100	-13	1
	GATWICK	AEROFLOT	S	D	9	0	0	67	11	11	11	0	0	18	0	54	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					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)												
ST PETERSBURG																		
	HEATHROW	AEROFLOT	S	A	5	0	0	80	20	0	0	0	0	3	100	-10	5	
	HEATHROW	AEROFLOT	S	D	5	0	0	60	20	20	0	0	0	15	80	7	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	2	0	0	100	0	0	0	0	0	-7	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	2	0	0	0	50	50	0	0	0	31	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	10	0	0	0	0	-12	96	-8	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	10	14	0	0	0	5	83	7	23	
<b>TOTAL ST PETERSBURG</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>-2</b>	<b>-2</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	4	86	0	2	8	3	0	14	92	1	65	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	62	0	1	87	0	3	6	3	0	11	91	2	66	
	EDINBURGH	KLM UK LTD	S	A	134	0	6	85	4	5	5	0	0	5	0	0	0	
	EDINBURGH	KLM UK LTD	S	D	136	0	5	84	7	6	4	0	0	11	0	0	0	
	GLASGOW	KLM UK LTD	S	A	110	0	3	75	9	10	5	0	0	8	87	3	79	
	GLASGOW	KLM UK LTD	S	D	109	0	5	84	6	8	1	0	0	6	89	4	79	
	NEWCASTLE	KLM UK LTD	S	A	63	0	3	86	5	5	2	3	0	12	0	0	0	
	NEWCASTLE	KLM UK LTD	S	D	65	0	1	89	5	0	5	2	0	6	0	0	0	
<b>TOTAL STANSTED</b>					<b>738</b>	<b>0</b>	<b>28</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>3</b>	<b>3</b>	
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	24	0	2	79	13	4	0	4	0	11	77	10	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	69	19	4	8	0	0	18	92	8	26	
	HEATHROW	SAS	S	A	60	0	0	83	13	0	3	0	0	5	77	6	62	
	HEATHROW	SAS	S	D	60	0	0	95	2	2	2	0	0	3	94	2	62	
<b>TOTAL STAVANGER</b>					<b>170</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>6</b>	
STOCKHOLM (ARLANDA)																		
	GATWICK	AIR 2000	C	A	5	0	0	0	40	40	20	0	0	57	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	35	0	0	0	
	STANSTED	BRITANNIA AB	C	A	14	0	0	36	43	7	7	7	0	32	67	15	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

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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)											
STOCKHOLM (ARLANDA)																		
	STANSTED	BRITANNIA AB	C	D	14	0	0	36	21	36	0	7	0	37	11	34	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	68	23	3	6	0	0	15	100	-1	1	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	65	10	6	19	0	0	27	50	26	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	126	0	0	85	7	3	5	0	0	5	85	1	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	126	0	0	87	6	3	3	0	0	6	75	13	124	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	10	0	0	40	0	20	30	0	10	84	59	25	17	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	10	0	0	10	20	60	0	0	10	81	18	40	17	
	HEATHROW	SAS	S	A	147	0	0	80	10	5	5	0	0	8	79	5	150	
	HEATHROW	SAS	S	D	147	0	1	92	4	2	2	0	0	2	84	4	148	
	MANCHESTER	SAS	S	A	22	0	0	86	5	9	0	0	0	2	85	4	20	
	MANCHESTER	SAS	S	D	22	0	0	95	0	5	0	0	0	0	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>710</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>9</b>	<b>9</b>	
STORD																		
	GLASGOW	WIDEROE FLYVESELSKAP A/S	C	A	2	1	3	100	0	0	0	0	0	-9	0	0	0	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	C	D	3	0	1	100	0	0	0	0	0	-1	0	0	0	
<b>TOTAL STORD</b>					<b>5</b>	<b>1</b>	<b>4</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>	
STORNOWAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	50	1	0	68	20	4	8	0	0	18	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	49	2	1	76	8	8	4	4	0	21	0	0	0	
<b>TOTAL STORNOWAY</b>					<b>99</b>	<b>3</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>5</b>	<b>5</b>	
STRASBOURG																		
	HEATHROW	AIR INTER EUROPE	S	A	53	0	0	45	30	15	9	0	0	25	100	15	1	
	HEATHROW	AIR INTER EUROPE	S	D	52	0	0	79	10	6	6	0	0	10	0	24	1	
<b>TOTAL STRASBOURG</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>14</b>	<b>14</b>	
STUTTGART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	0	6	0	0	12	61	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	0	84	5	31	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	45	0	1	91	4	4	0	0	0	-1	94	-1	47	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STUTT GART	BIRMINGHAM	DUO AIRWAYS LTD	S	D	45	0	1	84	7	7	2	0	0	8	87	6	47
	HEATHROW	LUFTHANSA	S	A	42	0	1	93	7	0	0	0	0	2	81	5	72
	HEATHROW	LUFTHANSA	S	D	60	0	1	92	5	0	3	0	0	3	87	5	93
<b>TOTAL STUTT GART</b>					<b>254</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>6</b>	<b>6</b>
SUMBURGH	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	88	4	4	4	0	0	7	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	73	15	8	4	0	0	15	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	1	0	92	4	4	0	0	0	3	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	88	0	4	8	0	0	13	0	0	0
<b>TOTAL SUMBURGH</b>					<b>104</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>6</b>
SYDNEY	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	0	50	0	151	0	74	2
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	67	28	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	50	50	0	150	100	0	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	100	0	0	106	80	-30	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	20	80	0	0	95	50	15	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	25	0	85	100	-44	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	0	25	0	83	75	20	4
	HEATHROW	QANTAS	S	A	49	0	0	45	35	8	6	4	2	38	71	29	31
	HEATHROW	QANTAS	S	D	22	0	0	68	32	0	0	0	0	11	81	6	31
<b>TOTAL SYDNEY</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>45</b>	<b>73</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	14	0	0	86	14	0	0	0	0	-3	69	12	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	79	7	7	7	0	0	18	46	15	13	
	HEATHROW	EVA AIR	S	A	13	0	0	46	31	23	0	0	0	17	54	20	13	
	HEATHROW	EVA AIR	S	D	13	0	0	92	8	0	0	0	0	-1	77	6	13	
<b>TOTAL TAIPEI</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>13</b>	<b>13</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	24	0	2	88	13	0	0	0	0	-3	47	35	17	
	GATWICK	ESTONIAN AIR	S	D	24	0	2	100	0	0	0	0	0	4	94	16	17	
<b>TOTAL TALLIN</b>					<b>48</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>26</b>	<b>26</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	1	1	42	25	17	8	8	0	38	0	85	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	1	0	46	15	31	0	8	0	38	38	37	8	
<b>TOTAL TAMPA</b>					<b>25</b>	<b>2</b>	<b>1</b>	<b>44</b>	<b>20</b>	<b>24</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>18</b>	<b>63</b>	<b>63</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	GB AIRWAYS LTD	S	A	3	0	0	67	0	33	0	0	0	14	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	3	0	0	0	67	33	0	0	0	23	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</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>18</b>	<b>50</b>	<b>24</b>	<b>24</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	0	0	67	33	0	0	56	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	0	33	33	33	0	0	50	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	0	0	33	0	33	33	206	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	50	0	25	0	25	0	86	25	103	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	34	67	33	3	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>24</b>	<b>6</b>	<b>3</b>	<b>21</b>	<b>17</b>	<b>29</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>82</b>	<b>43</b>	<b>73</b>	<b>73</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	78	0	6	6	11	0	26	89	-5	19	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	78	6	0	6	6	6	55	84	12	19	
	MANCHESTER	UZBEKISTAN AIRLINES	S	A	4	0	0	50	25	25	0	0	0	14	100	-21	4	
	MANCHESTER	UZBEKISTAN AIRLINES	S	D	4	0	1	50	50	0	0	0	0	12	60	8	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1996				
					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)											
TASHKENT																	
<b>TOTAL TASHKENT</b>					<b>44</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>35</b>	<b>85</b>	<b>2</b>	<b>2</b>
TEESSIDE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	128	0	4	87	6	2	5	1	0	8	82	9	139
	HEATHROW	BMI BRITISH MIDLAND	S	D	128	0	4	91	3	2	4	0	0	1	88	4	140
<b>TOTAL TEESSIDE</b>					<b>256</b>	<b>1</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>7</b>
TEHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	8	15	0	0	21	89	-5	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	0	9	78	8	9
	HEATHROW	IRAN AIR	S	A	14	0	0	57	21	14	7	0	0	15	23	46	13
	HEATHROW	IRAN AIR	S	D	14	0	0	57	29	7	0	7	0	29	38	28	13
<b>TOTAL TEHRAN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>22</b>	<b>22</b>
TEL AVIV																	
	GATWICK	AIR 2000	C	A	4	0	0	0	25	25	50	0	0	59	10	50	10
	GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	41	11	35	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	26	6	3	0	0	10	45	23	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	26	16	3	0	0	22	68	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	69	11	11	8	0	0	14	57	19	37
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	94	0	0	3	3	0	8	81	7	37
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	50	50	0	0	0	0	9	17	43	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	12	57	23	7
	GATWICK	EL AL	C	A	3	0	0	100	0	0	0	0	0	6	50	19	4
	GATWICK	EL AL	C	D	3	0	0	33	67	0	0	0	0	19	75	18	4
	HEATHROW	EL AL	S	A	35	0	5	80	9	3	9	0	0	5	63	14	38
	HEATHROW	EL AL	S	D	37	0	5	81	5	8	5	0	0	10	53	21	40
	MANCHESTER	EL AL	S	A	9	0	0	56	22	22	0	0	0	8	75	10	8
	MANCHESTER	EL AL	S	D	9	0	0	78	22	0	0	0	0	2	75	3	8
	STANSTED	EL AL	S	A	11	0	3	91	0	9	0	0	0	-2	82	0	17
	STANSTED	EL AL	S	D	9	0	3	56	11	0	22	0	11	67	67	5	15
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	18	18	35	18	6	6	75	0	79	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: T				PERCENTAGE OF FLIGHTS LATE							MAR 1996			
				CHARTER/ SCHED		NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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	MATCHED											UNMATCHED
						Actual (7)	Plan (8)											
TEL AVIV		GATWICK	MONARCH AIRLINES	C	D	17	0	0	47	18	18	12	0	6	55	44	52	16
<b>TOTAL TEL AVIV</b>						<b>304</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>55</b>	<b>22</b>	<b>22</b>
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000		C	A	8	1	0	38	13	38	13	0	0	26	100	-4	9
	BIRMINGHAM	AIR 2000		C	D	8	1	0	38	13	38	13	0	0	30	89	4	9
	GATWICK	AIR 2000		C	A	23	0	0	35	26	26	13	0	0	28	48	21	23
	GATWICK	AIR 2000		C	D	20	0	0	40	25	20	15	0	0	27	70	17	23
	GLASGOW	AIR 2000		C	A	8	0	0	75	25	0	0	0	0	2	78	5	9
	GLASGOW	AIR 2000		C	D	8	0	0	100	0	0	0	0	0	2	89	5	9
	LUTON	AIR 2000		C	A	4	0	0	50	0	50	0	0	0	17	100	-3	5
	LUTON	AIR 2000		C	D	4	0	0	75	25	0	0	0	0	6	75	2	4
	MANCHESTER	AIR 2000		C	A	19	0	0	37	16	42	0	5	0	37	63	17	24
	MANCHESTER	AIR 2000		C	D	17	0	0	71	18	6	0	6	0	27	54	20	24
	NEWCASTLE	AIR 2000		C	A	9	0	0	22	33	33	0	11	0	43	0	0	0
	NEWCASTLE	AIR 2000		C	D	8	0	0	50	38	0	13	0	0	27	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC		C	A	3	0	3	0	0	33	67	0	0	105	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC		C	D	3	0	3	0	0	33	67	0	0	75	0	0	0
	GATWICK	AIR EUROPA		C	A	4	0	0	0	75	25	0	0	0	26	0	0	0
	GATWICK	AIR EUROPA		C	D	4	0	0	25	50	25	0	0	0	23	0	0	0
	MANCHESTER	AIR EUROPA		C	A	8	1	0	63	25	0	13	0	0	19	50	61	12
	MANCHESTER	AIR EUROPA		C	D	9	0	0	44	44	0	11	0	0	20	42	71	12
	BIRMINGHAM	BRITANNIA AIRWAYS		C	A	9	0	0	33	11	44	11	0	0	26	56	29	9
	BIRMINGHAM	BRITANNIA AIRWAYS		C	D	8	0	0	63	0	38	0	0	0	18	78	12	9
	EDINBURGH	BRITANNIA AIRWAYS		C	A	5	0	0	80	20	0	0	0	0	1	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS		C	D	5	0	0	40	20	20	0	20	0	53	0	0	0
	GATWICK	BRITANNIA AIRWAYS		C	A	16	0	0	19	25	38	19	0	0	40	28	51	18
	GATWICK	BRITANNIA AIRWAYS		C	D	16	0	0	75	13	6	6	0	0	15	67	16	18
	GLASGOW	BRITANNIA AIRWAYS		C	A	8	0	0	63	38	0	0	0	0	10	20	23	5
	GLASGOW	BRITANNIA AIRWAYS		C	D	8	0	0	100	0	0	0	0	0	1	100	4	5
	LUTON	BRITANNIA AIRWAYS		C	A	5	0	0	0	20	20	60	0	0	78	20	39	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	0	75	0	0	69	100	4	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	28	1	0	50	21	18	7	4	0	34	42	41	24
	MANCHESTER	BRITANNIA AIRWAYS	C	D	28	0	0	50	25	11	11	4	0	31	80	9	25
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	22	22	0	0	31	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	5	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	28	25	24	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	25	17	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	40	40	0	20	302	0	138	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	1	20	40	20	20	0	0	40	30	77	10
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	10	0	0	40	30	20	10	0	0	23	61	23	18
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	40	20	30	10	0	0	24	61	21	18
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	0	0	50	50	0	0	92	0	60	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	14	43	19	7
	LUTON	EXCEL AIRWAYS LTD	C	A	4	0	2	25	25	0	50	0	0	48	0	0	0
	LUTON	EXCEL AIRWAYS LTD	C	D	4	0	1	0	50	0	50	0	0	49	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	1	33	0	33	33	0	0	44	0	107	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	43	29	29	0	0	0	21	30	25	10
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	0	0	75	25	0	0	56	71	10	7
	GATWICK	FUTURA AIRLINES	C	D	5	1	0	0	0	60	40	0	0	54	88	187	8
	GLASGOW	FUTURA AIRLINES	C	A	6	0	0	33	33	17	17	0	0	30	20	30	5
	GLASGOW	FUTURA AIRLINES	C	D	6	0	0	17	33	33	17	0	0	35	0	34	5
	MANCHESTER	FUTURA AIRLINES	C	A	8	0	0	0	38	38	25	0	0	50	43	43	14
	MANCHESTER	FUTURA AIRLINES	C	D	8	1	0	13	13	38	38	0	0	54	14	54	14
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	25	50	0	0	0	25	173	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	25	25	25	0	0	25	102	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	17	0	0	0	6	29	59	6	0	88	50	24	16
	GATWICK	LEISURE INTERNATIONAL	C	D	16	1	0	44	13	13	31	0	0	42	50	24	16
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	8	46	38	8	0	0	36	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	12	0	0	83	17	0	0	0	0	5	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	9	0	0	0	22	11	44	22	0	103	20	23	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996			
							Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
TENERIFE (SURREINA SOFIA)																		
	STANSTED	LEISURE INTERNATIONAL	C	D	8	0	0	38	0	25	38	0	0	50	20	20	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	8	23	54	15	0	0	40	0	54	14	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	58	25	17	0	0	17	43	30	14		
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	0	13	25	50	13	0	91	15	64	20	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	13	40	20	13	13	0	63	55	20	20	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	25	50	25	0	0	0	21	33	23	9	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	0	75	0	25	0	91	0	52	6	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	4	78	13	9	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	0	50	0	25	0	84	17	34	6	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	1	0	17	67	8	0	8	81	0	89	15	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	1	62	23	0	8	0	8	46	60	52	15	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	11	33	33	0	0	41	25	80	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	0	50	13	0	0	34	38	67	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	15	23	38	23	0	0	38	11	66	18	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	75	8	8	8	0	0	16	76	18	17	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	25	25	13	0	0	33	78	5	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	13	13	0	0	18	56	22	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	39	0	33	17	11	0	55	36	58	28	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	53	6	24	6	12	0	44	65	32	26	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	0	20	20	129	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	131	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	50	25	0	152	20	31	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	90	80	14	5	
	GLASGOW	SPANAIR	C	A	5	0	0	40	0	60	0	0	0	23	0	0	0	
	GLASGOW	SPANAIR	C	D	5	0	0	20	40	40	0	0	0	24	0	0	0	
	MANCHESTER	SPANAIR	C	A	4	0	0	25	0	50	25	0	0	41	0	0	0	
	MANCHESTER	SPANAIR	C	D	4	1	0	0	50	25	25	0	0	46	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	42	33	25	0	0	0	20	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	33	0	0	0	0	6	0	0	0	
	GATWICK	TRANSAER	C	A	11	2	0	18	0	18	27	18	18	246	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	GATWICK	TRANSAER	C	D	9	3	0	11	22	11	33	11	11	141	0	0	0	
	BIRMINGHAM	VIVA	C	A	4	0	0	25	25	25	25	0	0	51	0	0	0	
	BIRMINGHAM	VIVA	C	D	4	0	0	25	0	50	25	0	0	66	0	0	0	
	MANCHESTER	VIVA	C	A	4	0	0	75	25	0	0	0	9	0	183	1		
	MANCHESTER	VIVA	C	D	4	0	0	50	50	0	0	0	18	0	166	1		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>816</b>	<b>16</b>	<b>13</b>	<b>38</b>	<b>20</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>45</b>	<b>44</b>	<b>41</b>	<b>41</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	20	0	0	50	15	5	30	0	0	39	73	17	15	
	GLASGOW	LOGANAIR	S	D	20	0	0	75	0	0	25	0	0	24	80	10	15	
<b>TOTAL TIREE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>77</b>	<b>13</b>	<b>13</b>	
TOBAGO																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	71	14	14	0	0	9	100	-31	1		
<b>TOTAL TOBAGO</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-31</b>	<b>-31</b>		
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	10	0	0	10	0	30	60	0	0	73	33	31	9	
	HEATHROW	AEROFLOT	S	D	12	0	1	58	33	0	8	0	0	15	70	9	10	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	65	32	3	0	0	9	94	-11	31		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	90	10	0	0	0	6	90	2	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	93	3	3	0	0	-6	91	-11	57		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	69	22	5	3	0	11	57	19	58		
	HEATHROW	JAPAN AIRLINES	S	A	38	0	2	58	8	29	5	0	18	81	-17	42		
	HEATHROW	JAPAN AIRLINES	S	D	38	0	2	58	34	5	3	0	15	76	21	42		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	44	30	19	4	4	28	74	0	27		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	59	22	15	0	0	31	63	18	27		
<b>TOTAL TOKYO (NARITA)</b>					<b>330</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>4</b>	<b>4</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	12	0	1	67	17	17	0	0	7	9	59	22		
	GLASGOW	AIR CANADA	S	D	12	0	1	75	17	8	0	0	9	36	37	22		
	HEATHROW	AIR CANADA	S	A	62	1	4	63	15	8	13	2	19	20	49	60		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
TORONTO	HEATHROW	AIR CANADA	S	D	56	0	5	66	27	5	2	0	0	13	48	25	54
	MANCHESTER	AIR CANADA	S	A	12	0	0	67	25	0	8	0	0	11	14	62	22
	MANCHESTER	AIR CANADA	S	D	12	0	0	75	0	8	17	0	0	21	41	45	22
	HEATHROW	AIR INDIA	S	A	2	0	0	50	50	0	0	0	0	7	0	87	7
	GATWICK	AIR TRANSAT	C	A	4	0	0	25	75	0	0	0	0	16	100	6	1
	GATWICK	AIR TRANSAT	C	D	4	0	0	25	50	25	0	0	0	18	100	15	1
	GLASGOW	AIR TRANSAT	C	A	2	0	0	0	50	0	0	50	0	103	100	-33	1
	GLASGOW	AIR TRANSAT	C	D	2	0	0	50	0	0	0	50	0	101	100	14	1
	MANCHESTER	AIR TRANSAT	C	A	4	0	1	25	0	50	25	0	0	63	0	16	1
	MANCHESTER	AIR TRANSAT	C	D	4	0	1	0	0	50	25	25	0	82	0	32	1
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	28	1	2	79	11	4	7	0	0	3	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	28	1	3	75	7	14	4	0	0	21	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	6	10	16	0	0	16	55	26	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	16	29	3	0	0	23	55	28	31
	GATWICK	CANADA 3000 AIRLINES	C	A	8	0	0	50	38	13	0	0	0	2	0	0	0
	GATWICK	CANADA 3000 AIRLINES	C	D	8	0	0	63	13	25	0	0	0	16	0	0	0
	GLASGOW	CANADA 3000 AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0
	GLASGOW	CANADA 3000 AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-17	0	0	0
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	57	0	0	86	11	0	2	2	0	0	13	64	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	57	0	0	84	12	4	0	0	0	6	71	28	31
<b>TOTAL TORONTO</b>					<b>453</b>	<b>3</b>	<b>18</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>36</b>	<b>44</b>	<b>44</b>
TOULOUSE (BLAGNAC)	BIRMINGHAM	AIR 2000	C	A	10	0	0	10	30	50	0	0	10	63	100	-7	5
	BIRMINGHAM	AIR 2000	C	D	9	0	0	89	0	0	0	0	11	47	100	-1	5
	GATWICK	AIR 2000	C	A	15	0	0	60	13	20	7	0	0	21	30	57	10
	GATWICK	AIR 2000	C	D	14	0	1	50	29	14	7	0	0	18	70	24	10
	GLASGOW	AIR 2000	C	A	5	0	0	0	40	20	40	0	0	58	0	95	5
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	5	100	2	5



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TOULOUSE (BLAGNAC)	MANCHESTER	AIR 2000	C	A	5	0	0	0	20	60	20	0	0	49	80	11	5
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-3	100	-3	5
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	6	0	0	67	17	17	0	0	0	16	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	6	0	0	67	17	0	17	0	0	23	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	7	57	21	14	0	0	30	0	146	5
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	79	21	0	0	0	0	8	0	127	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	25	40	33	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	60	21	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	73	0	5	60	21	14	3	3	0	20	79	14	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	79	0	3	77	13	4	6	0	0	12	84	13	62
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	79	0	3	51	34	11	4	0	0	20	0	0	0
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	80	0	2	81	8	9	3	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	10	20	40	20	10	0	54	8	83	13
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	0	10	10	0	0	25	69	48	13
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	15	80	4	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	100	-2	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	20	40	0	20	115	0	105	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	0	40	20	0	105	40	81	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	40	0	0	0	27	40	45	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	20	29	5
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>481</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>73</b>	<b>19</b>	<b>19</b>
TOURS																	
TREVISIO																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	40	0	20	20	0	75	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	1	50	0	0	25	25	0	87	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	34	0	0	0
<b>TOTAL TREVISIO</b>					<b>12</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TRIVANDRUM																	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	0	40	0	0	47	33	44	3
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	31	50	29	4
<b>TOTAL TRIVANDRUM</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>47</b>	<b>25</b>	<b>25</b>
TRONDHEIM (VAERNES)																	
TUNIS																	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	54	15	8	23	0	0	36	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	23	46	8	23	0	0	43	0	0	0
	HEATHROW	TUNISAIR	S	A	13	0	0	23	46	31	0	0	0	25	43	30	14
	HEATHROW	TUNISAIR	S	D	13	0	0	38	23	31	0	8	0	38	43	36	14
<b>TOTAL TUNIS</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>33</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>46</b>	<b>26</b>	<b>26</b>
TURIN																	
	GATWICK	AIR 2000	C	A	10	0	0	50	10	10	20	10	0	51	7	34	15
	GATWICK	AIR 2000	C	D	10	0	0	40	30	0	20	10	0	47	67	20	15
	GLASGOW	AIR 2000	C	A	5	0	0	40	0	40	20	0	0	29	0	0	0
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	15	0	0	0
	MANCHESTER	AIR 2000	C	A	9	0	0	33	11	33	11	11	0	58	80	56	10
	MANCHESTER	AIR 2000	C	D	8	0	0	50	0	25	25	0	0	35	80	61	10
	HEATHROW	ALITALIA	S	A	31	0	0	87	10	0	3	0	0	5	83	5	30
	HEATHROW	ALITALIA	S	D	31	0	0	90	3	3	3	0	0	0	80	5	30
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	0	80	0	20	0	0	36	40	22	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	19	80	12	5
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	0	14	29	43	14	0	76	0	50	10
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	14	43	29	14	0	0	49	30	35	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	22	60	15	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	-1	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	40	20	0	0	32	20	19	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	80	8	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	40	60	0	0	0	0	15	40	16	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	40	60	0	0	0	0	14	50	20	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TURIN	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	67	18	7	9	0	0	18	81	6	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	89	9	0	2	0	0	2	81	9	58
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	60	20	20	0	0	0	12	40	13	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	80	0	20	0	0	0	16	60	15	5
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	0	40	20	40	0	0	52	0	0	0
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	0	20	20	40	20	0	104	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	0	0	20	60	20	0	133	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	12	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	0	0	33	67	0	0	84	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	0	33	0	67	0	0	76	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	40	0	0	20	0	58	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	0	7	40	33	13	7	116	10	62	10
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	27	27	0	27	13	7	88	60	40	10
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	40	40	20	0	0	45	40	33	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	28	80	22	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	20	40	20	0	101	60	58	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	20	0	47	40	140	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	17	50	47	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	37	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	39	40	22	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	7	80	10	5
<b>TOTAL TURIN</b>					<b>397</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>65</b>	<b>22</b>	<b>22</b>
TURKU	GATWICK	FINNAIR	S	A	21	0	0	67	10	14	10	0	0	24	0	0	0
	GATWICK	FINNAIR	S	D	26	0	0	92	4	4	0	0	0	2	0	0	0
<b>TOTAL TURKU</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
VALENCIA																	
	GATWICK	GB AIRWAYS LTD	S	A	13	1	0	62	8	8	23	0	0	13	17	51	18
	GATWICK	GB AIRWAYS LTD	S	D	15	0	0	67	13	7	13	0	0	27	56	21	18
	HEATHROW	IBERIA	S	A	31	0	0	68	19	6	6	0	0	20	90	1	31
	HEATHROW	IBERIA	S	D	31	0	0	94	3	3	0	0	0	-4	87	5	31
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	0	50	0	127	0	38	1
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	50	0	0	50	316	0	0	0
<b>TOTAL VALENCIA</b>					<b>95</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>15</b>
VANCOUVER																	
	HEATHROW	AIR CANADA	S	A	31	0	0	23	29	39	6	3	0	35	6	56	31
	HEATHROW	AIR CANADA	S	D	31	0	0	45	10	23	23	0	0	36	45	21	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	3	6	0	0	4	83	-6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	29	13	3	0	0	20	84	5	31
<b>TOTAL VANCOUVER</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>24</b>	<b>24</b>
VARADERO																	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	28	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL VARADERO</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>1</b>	<b>1</b>
VENICE																	
	GATWICK	ALITALIA	S	A	61	0	0	75	13	3	8	0	0	13	76	8	62
	GATWICK	ALITALIA	S	D	61	0	0	70	20	8	2	0	0	14	87	3	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	1	82	6	6	6	0	0	9	94	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	1	74	15	9	3	0	0	11	65	13	31
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	43	63	10	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	13	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	25	35	25	10	5	0	42	10	80	10
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	70	10	10	5	5	0	25	70	50	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	33	0	0	0	29	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	100	0	0	0	0	21	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
VENICE																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	33	0	0	40	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	1	75	0	25	0	0	0	18	0	98	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	17	0	0	0	
<b>TOTAL VENICE</b>					<b>259</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>15</b>	<b>15</b>	
VERONA																		
	GATWICK	AIR 2000	C	A	6	0	0	0	33	50	17	0	0	58	20	73	5	
	GATWICK	AIR 2000	C	D	5	0	0	20	20	40	20	0	0	58	20	80	5	
	MANCHESTER	AIR 2000	C	A	5	0	0	40	40	20	0	0	0	24	80	11	5	
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	21	100	-4	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	32	40	19	7	2	0	30	63	20	57	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	74	19	5	2	0	0	12	85	7	26	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	60	0	20	20	0	0	24	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	20	20	20	0	0	27	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	7	0	36	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	40	0	0	0	0	13	100	10	2	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	60	40	0	0	0	0	9	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	20	20	0	20	143	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	0	20	122	0	0	0	
<b>TOTAL VERONA</b>					<b>175</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>63</b>	<b>22</b>	<b>22</b>	
VIENNA																		
	STANSTED	AUSTRIAN AIR TRANSPORT	C	A	5	0	0	80	20	0	0	0	0	0	0	0	0	
	STANSTED	AUSTRIAN AIR TRANSPORT	C	D	4	0	1	50	50	0	0	0	0	14	0	0	0	
	HEATHROW	AUSTRIAN AIRLINES	S	A	110	0	0	74	16	6	4	0	0	10	76	6	110	
	HEATHROW	AUSTRIAN AIRLINES	S	D	110	0	0	82	9	5	5	0	0	6	81	7	110	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	45	27	15	11	2	0	28	42	31	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996				
					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)											
VIENNA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	63	15	19	3	0	0	20	74	13	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	78	14	2	5	0	0	7	86	4	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	82	11	5	2	0	0	7	80	10	93	
	GATWICK	LAUDA-AIR	S	A	17	0	0	41	24	29	6	0	0	26	47	18	19	
	GATWICK	LAUDA-AIR	S	D	17	0	0	29	35	29	6	0	0	22	61	14	18	
	MANCHESTER	LAUDA-AIR	S	A	26	0	0	96	0	0	0	4	0	4	88	1	25	
	MANCHESTER	LAUDA-AIR	S	D	26	0	0	81	12	4	0	4	0	12	96	-2	26	
<b>TOTAL VIENNA</b>					<b>632</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>10</b>	<b>10</b>	
VILNIUS																		
	HEATHROW	LITHUANIA AIRLINES	S	A	22	0	0	86	5	5	5	0	0	0	100	-10	18	
	HEATHROW	LITHUANIA AIRLINES	S	D	22	0	0	86	9	5	0	0	0	2	94	2	18	
<b>TOTAL VILNIUS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>-4</b>	<b>-4</b>	
VITORIA																		
<b>TOTAL VITORIA</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	62	0	0	71	15	8	6	0	0	11	87	2	46
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	90	6	2	2	0	0	6	65	12	46
	HEATHROW	LOT-POLISH AIRLINES	S	A	59	0	0	69	19	7	2	3	0	17	71	8	41
	HEATHROW	LOT-POLISH AIRLINES	S	D	59	0	0	90	3	0	3	3	0	11	87	5	45
<b>TOTAL WARSAW</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>7</b>	<b>7</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	88	3	3	6	0	0	3	68	30	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	73	21	3	3	0	0	16	50	27	32
	HEATHROW	UNITED AIRLINES	S	A	61	0	2	59	18	13	8	2	0	24	36	42	53
	HEATHROW	UNITED AIRLINES	S	D	62	0	1	77	15	3	3	0	2	20	60	18	53
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	65	13	13	3	3	3	53	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	32	29	23	13	3	0	38	0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>					<b>250</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>52</b>	<b>29</b>	<b>29</b>
WATERFORD	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	1	92	0	0	4	4	0	4	88	16	26
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	92	4	0	4	0	0	5	85	6	26
	LUTON	SCOT AIRWAYS	S	A	2	1	1	0	50	50	0	0	0	39	70	19	23
	LUTON	SCOT AIRWAYS	S	D	3	0	0	67	0	33	0	0	0	11	72	14	25
<b>TOTAL WATERFORD</b>					<b>58</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>13</b>
WICK	NEWCASTLE	GILL AIRWAYS	S	A	21	0	0	95	5	0	0	0	0	-3	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	20	0	1	90	0	10	0	0	0	-2	0	0	0
<b>TOTAL WICK</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>
WINDHOEK	HEATHROW	AIR NAMIBIA	S	A	13	0	0	62	31	0	8	0	0	18	62	86	13
	HEATHROW	AIR NAMIBIA	S	D	13	0	0	85	15	0	0	0	0	4	100	0	12
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>45</b>	<b>45</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1996					
			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)											
YEREVAN																	
<b>TOTAL YEREVAN</b>					2	0	0	0	0	50	0	50	0	118	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1996					
					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)												
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	88	4	8	0	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	69	19	8	4	0	0	15	0	0	0	0
	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	58	29	6	6	0	0	18	87	5	31	
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	84	6	3	6	0	0	9	77	11	31	
<b>TOTAL ZAGREB</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>8</b>	
ZARAGOZA																		
	GATWICK	AVIACO	S	A	12	0	0	100	0	0	0	0	0	-8	0	0	0	0
	GATWICK	AVIACO	S	D	12	0	0	92	0	0	8	0	0	8	0	0	0	0
<b>TOTAL ZARAGOZA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>1</b>	<b>1</b>	
ZURICH																		
	MANCHESTER	AER LINGUS	S	A	25	0	1	72	16	4	8	0	0	18	92	1	26	
	MANCHESTER	AER LINGUS	S	D	26	0	0	77	8	4	8	4	0	19	92	5	25	
	GATWICK	AIR 2000	C	A	2	0	0	0	100	0	0	0	0	27	0	0	0	
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	118	0	0	56	22	18	4	0	0	18	70	10	119	
	HEATHROW	BMI BRITISH MIDLAND	S	D	118	0	0	82	13	2	3	0	0	7	81	8	119	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	59	23	5	13	0	0	25	0	22	1	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	61	0	1	70	15	10	5	0	0	16	0	27	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	2	62	25	7	6	0	0	16	71	13	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	2	82	9	7	2	0	0	8	69	13	123	
	LUTON	EDELWEISS AIR	C	A	21	2	2	67	29	5	0	0	0	12	0	0	0	
	LUTON	EDELWEISS AIR	C	D	22	1	1	86	0	9	5	0	0	8	0	0	0	
	STANSTED	FLIGHTLINE LTD	C	A	14	0	0	50	36	7	7	0	0	20	0	0	0	
	STANSTED	FLIGHTLINE LTD	C	D	15	0	0	53	27	13	7	0	0	18	0	0	0	
	STANSTED	KLM UK LTD	S	A	74	0	4	74	16	7	3	0	0	8	75	13	53	
	STANSTED	KLM UK LTD	S	D	75	0	3	69	21	5	4	0	0	12	64	17	53	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	0	80	0	20	291	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1997

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1996						
			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)												
ZURICH																		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	0	40	40	0	20	266	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	0	38	42	19	0	0	19	52	17	52		
	BIRMINGHAM	SWISS AIRLINES	S	D	26	0	0	77	15	8	0	0	11	37	24	52		
	EDINBURGH	SWISS AIRLINES	S	A	30	0	1	77	17	3	3	0	8	0	0	0		
	EDINBURGH	SWISS AIRLINES	S	D	30	0	1	67	23	7	3	0	15	0	0	0		
	MANCHESTER	SWISS AIRLINES	S	A	25	1	0	32	48	16	4	0	24	0	0	0		
	MANCHESTER	SWISS AIRLINES	S	D	25	0	1	92	4	4	0	0	3	0	0	0		
	HEATHROW	SWISSAIR	S	A	184	0	2	73	18	6	3	0	11	73	8	155		
	HEATHROW	SWISSAIR	S	D	184	0	2	77	14	6	3	0	10	72	9	155		
	MANCHESTER	SWISSAIR	S	A	31	0	0	81	19	0	0	0	7	81	6	31		
	MANCHESTER	SWISSAIR	S	D	31	0	0	77	19	3	0	0	7	87	8	31		
<b>TOTAL ZURICH</b>					<b>1473</b>	<b>4</b>	<b>24</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>12</b>	<b>12</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	501	1	3	79	13	6	2	0	0	9	94	2	445	
DUBLIN	605	9	10	89	6	3	2	0	0	4	82	9	561	
PALMA DE MALLORCA	38	0	1	61	16	8	5	5	5	42	63	14	40	
PARIS (CHARLES DE GAULLE)	505	0	5	86	8	5	1	0	0	6	90	5	469	
CHARTERED FLIGHTS(ALL ROUTES)	604	12	3	56	19	16	6	2	1	28	58	26	588	
SCHEDULED FLIGHTS(ALL ROUTES)	5288	27	84	87	7	4	2	0	0	5	86	6	5273	
AIRPORT TOTAL	5892	39	87	84	9	5	2	0	0	7	83	8	5861	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	200	0	0	72	16	9	4	0	0	13	0	0	0
DUBLIN	209	6	3	78	11	6	5	0	0	10	0	0	0
PARIS (CHARLES DE GAULLE)	219	0	1	72	17	8	3	0	0	12	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	43	6	0	51	16	23	7	2	0	25	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	4974	24	184	81	11	5	3	0	0	10	0	0	0
AIRPORT TOTAL	5017	30	184	81	11	5	3	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	492	1	11	72	17	7	2	1	0	13	79	10	480	
ATHENS	140	0	5	53	19	16	11	1	0	25	35	42	144	
DUBLIN	504	1	0	79	10	5	5	1	0	13	78	11	481	
NEW YORK (JF KENNEDY)	60	0	3	63	10	10	8	7	2	33	52	31	60	
PALMA DE MALLORCA	77	0	4	45	13	10	23	4	4	56	47	35	98	
PARIS (CHARLES DE GAULLE)	284	0	9	66	19	10	5	1	0	15	76	12	347	
CHARTERED FLIGHTS(ALL ROUTES)	3413	51	80	41	19	18	18	4	1	47	41	44	3474	
SCHEDULED FLIGHTS(ALL ROUTES)	13411	30	249	70	15	8	6	1	0	16	69	18	12145	
AIRPORT TOTAL	16824	81	329	64	16	10	8	2	0	22	63	23	15619	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	187	0	1	75	11	9	5	1	0	12	85	3	173	
DUBLIN	178	0	10	89	4	4	2	1	0	5	87	9	181	
PALMA DE MALLORCA	33	0	1	85	9	0	6	0	0	6	78	7	41	
PARIS (CHARLES DE GAULLE)	56	0	0	86	13	2	0	0	0	5	88	7	115	
CHARTERED FLIGHTS(ALL ROUTES)	507	6	7	57	15	16	10	1	1	27	57	28	533	
SCHEDULED FLIGHTS(ALL ROUTES)	5290	27	67	83	8	5	4	0	0	9	85	7	5139	
AIRPORT TOTAL	5797	33	74	81	9	6	4	1	0	11	82	9	5672	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1380	2	8	79	10	6	5	0	0	9	84	6	1401
ATHENS	328	0	2	73	13	9	4	0	1	13	70	12	318
DUBLIN	1238	1	10	82	10	4	4	0	0	8	79	9	1213
NEW YORK (JF KENNEDY)	1038	1	18	75	12	7	4	2	0	12	56	24	1024
PALMA DE MALLORCA	120	0	0	83	10	3	3	0	0	7	60	13	106
PARIS (CHARLES DE GAULLE)	1563	0	25	80	10	6	4	0	0	8	85	5	1526
CHARTERED FLIGHTS(ALL ROUTES)	49	2	20	53	16	16	10	2	2	36	56	24	52
SCHEDULED FLIGHTS(ALL ROUTES)	35319	32	368	77	12	6	4	0	0	11	75	11	35019
AIRPORT TOTAL	35368	34	388	77	12	6	4	0	0	11	75	11	35071

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	232	0	5	82	7	6	5	0	0	9	91	0	178	
DUBLIN	194	12	5	91	1	4	1	3	1	13	89	1	179	
PALMA DE MALLORCA	14	1	0	50	0	14	21	7	7	81	41	27	22	
PARIS (CHARLES DE GAULLE)	134	0	26	72	14	12	2	0	0	9	99	-3	144	
CHARTERED FLIGHTS(ALL ROUTES)	336	33	11	61	14	15	9	1	0	23	62	30	372	
SCHEDULED FLIGHTS(ALL ROUTES)	2190	39	86	80	8	6	5	1	0	10	88	2	1145	
AIRPORT TOTAL	2526	72	97	77	9	7	5	1	0	12	81	9	1517	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	540	3	5	85	6	7	2	0	0	6	89	2	517	
ATHENS	5	0	0	40	0	0	60	0	0	54	0	109	3	
DUBLIN	629	4	8	89	4	4	3	0	0	4	89	3	645	
NEW YORK (JF KENNEDY)	61	2	0	80	11	2	5	2	0	1	50	19	62	
PALMA DE MALLORCA	103	4	12	54	15	17	13	1	0	27	68	17	112	
PARIS (CHARLES DE GAULLE)	476	2	1	79	12	7	2	0	0	7	90	2	480	
CHARTERED FLIGHTS(ALL ROUTES)	2469	34	71	53	17	16	11	2	0	31	54	29	2252	
SCHEDULED FLIGHTS(ALL ROUTES)	8199	53	139	83	9	5	3	1	0	7	84	6	8256	
AIRPORT TOTAL	10668	87	210	76	11	7	5	1	0	12	78	11	10508	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	188	0	2	81	8	9	3	0	0	8	0	0	0
DUBLIN	114	0	0	96	3	0	2	0	0	1	0	0	0
PALMA DE MALLORCA	19	0	0	58	11	16	5	0	11	54	0	0	0
PARIS (CHARLES DE GAULLE)	109	0	3	75	13	7	5	0	0	11	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	263	19	0	54	17	12	11	3	2	38	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	2555	6	82	85	7	4	4	1	0	8	0	0	0
AIRPORT TOTAL	2818	25	82	82	8	5	5	1	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1997

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	347	3	10	75	12	7	5	1	0	13	89	5	228	
DUBLIN	897	4	85	84	8	4	4	0	0	12	79	10	668	
PALMA DE MALLORCA	22	0	1	91	5	5	0	0	0	2	46	16	13	
PARIS (CHARLES DE GAULLE)	221	0	5	87	6	4	3	0	0	3	90	5	220	
CHARTERED FLIGHTS(ALL ROUTES)	605	28	61	54	17	14	11	3	0	31	50	29	428	
SCHEDULED FLIGHTS(ALL ROUTES)	4963	11	307	80	10	5	4	1	0	9	79	12	4451	
AIRPORT TOTAL	5568	39	368	77	10	6	5	1	0	12	77	13	4879	