

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**September 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:

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

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

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

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

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

Heathrow	Arrivals	10 minutes	(i)
	Departures	20 minutes	(i)
Gatwick	Arrivals	10 minutes	
	Departures	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 SEPTEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>															
SALZBURG	AIR 2000	C	7	0	1	71	14	14	0	0	0	8	57	89	7
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	6	57	21	7
<b>TOTAL SALZBURG</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>55</b>	<b>14</b>
<b>TOTAL AUSTRIA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>55</b>	<b>14</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	138	0	2	74	21	1	4	0	0	10	88	3	136
	BRITISH AIRWAYS PLC	S	104	0	0	57	25	13	5	0	0	18	86	8	98
<b>TOTAL BRUSSELS</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>23</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>5</b>	<b>236</b>
<b>TOTAL BELGIUM</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>23</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>5</b>	<b>236</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	90	9	10
<b>TOTAL BURGAS</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>90</b>	<b>9</b>	<b>10</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	13	0	0	25	0	59	0	0	0
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>102</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>48</b>	<b>56</b>	<b>51</b>	<b>18</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	18	0	0	67	6	6	17	0	6	52	69	13	16
	BRITANNIA AIRWAYS PLC	S	60	0	0	72	12	3	13	0	0	11	78	6	60
	CANADA 3000 AIRLINES	C	10	0	0	70	0	10	20	0	0	14	75	-3	8
	ROYAL AIRLINES	C	8	0	0	25	25	25	0	25	0	101	0	0	0
<b>TOTAL TORONTO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>76</b>	<b>6</b>	<b>84</b>
<b>TOTAL CANADA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>76</b>	<b>6</b>	<b>84</b>
<b>CROATIA</b>															
PULA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPLIT	CROATIA AIRLINES	C	2	0	2	50	50	0	0	0	0	17	0	28	1
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>28</b>	<b>1</b>
<b>TOTAL CROATIA</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>1</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	8	0	0	63	13	25	0	0	0	15	50	25	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	58	87	12
	CYPRUS AIRWAYS	S	16	0	0	69	6	25	0	0	0	15	13	44	16
<b>TOTAL LARNACA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>36</b>	<b>54</b>	<b>36</b>
PAPHOS	AIR 2000	C	8	0	0	38	25	0	38	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	11	63	11	8
	EUROCYPRIA AIRLINES LTD	C	8	0	0	13	0	25	63	0	0	78	0	0	0
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>13</b>	<b>13</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>69</b>	<b>11</b>	<b>16</b>
<b>TOTAL CYPRUS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>9</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>40</b>	<b>52</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	96	0	0	82	15	3	0	0	0	7	88	10	94
TOTAL COPENHAGEN			96	0	0	82	15	3	0	0	0	7	88	10	94
TOTAL DENMARK			96	0	0	82	15	3	0	0	0	7	90	4	188
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	-4	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	25	0	0	0	17	0	0	0
TOTAL PUERTO PLATA			17	0	0	59	29	12	0	0	0	6	0	0	0
TOTAL DOMINICAN REPUBLIC			17	0	0	59	29	12	0	0	0	6	0	0	0
<b>EGYPT</b>															
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL LUXOR			8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL EGYPT			8	0	0	75	25	0	0	0	0	6	0	0	0
<b>FRANCE</b>															
BORDEAUX	AIR CHARTER	C	2	0	0	50	0	0	50	0	0	51	0	0	0
	EUROPEAN AIR CHARTER	C	3	1	0	100	0	0	0	0	0	-7	0	0	0
TOTAL BORDEAUX			5	1	0	80	0	0	20	0	0	16	0	0	0
DIJON	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL DIJON			2	0	0	100	0	0	0	0	0	2	0	0	0
LYON	DUO AIRWAYS LTD	S	60	0	0	77	8	3	12	0	0	17	85	12	60
TOTAL LYON			60	0	0	77	8	3	12	0	0	17	85	12	60
NICE	AERIS	C	2	0	0	100	0	0	0	0	0	-8	0	0	0
TOTAL NICE			2	0	0	100	0	0	0	0	0	-8	100	0	16
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	274	0	1	85	11	2	1	0	0	6	89	6	310
	FLYBE.BRITISH EUROPEAN	S	283	0	0	86	10	2	2	0	0	5	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			558	0	2	85	11	2	2	0	0	6	91	4	542
TOTAL FRANCE			627	1	2	85	10	2	3	0	0	7	91	5	619
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	52	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BERLIN (TEGEL)			52	0	0	100	0	0	0	0	0	1	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	216	0	0	81	15	3	0	0	0	7	90	2	208
	LUFTHANSA	S	2	0	0	0	0	0	100	0	0	74	100	1	48
	LUFTHANSA CITY LINE	S	143	0	3	74	17	7	1	0	0	10	90	4	52
TOTAL DUSSELDORF			361	0	3	78	16	5	1	0	0	9	92	2	308
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	156	0	0	87	9	2	2	0	0	6	79	11	154
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	LUFTHANSA	S	120	0	0	95	3	0	2	0	0	5	90	4	60
	TRANSAER	C	2	0	0	0	0	0	100	0	0	136	0	0	0
TOTAL FRANKFURT MAIN			280	0	0	90	7	1	3	0	0	7	82	9	214

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
HAMBURG	BRITISH AIRWAYS PLC	S	22	0	0	95	5	0	0	0	0	4	62	17	21
<b>TOTAL HAMBURG</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>17</b>	<b>21</b>
HANOVER	BRITISH AIRWAYS PLC	S	22	0	0	86	9	5	0	0	0	8	76	6	21
<b>TOTAL HANOVER</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>6</b>	<b>21</b>
KARLSRUHE/BADEN BADEN	SWISS AIRLINES	C	2	0	0	0	50	50	0	0	0	27	0	0	0
<b>TOTAL KARLSRUHE/BADEN BADEN</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>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	BRITISH AIRWAYS PLC	S	60	0	0	88	8	3	0	0	0	3	87	3	60
	LUFTHANSA CITY LINE	S	120	0	0	81	14	3	3	0	0	9	75	12	120
<b>TOTAL MUNICH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>180</b>
STUTTGART	DUO AIRWAYS LTD	S	94	0	0	86	12	2	0	0	0	3	90	3	94
<b>TOTAL STUTTGART</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>3</b>	<b>94</b>
<b>TOTAL GERMANY</b>			<b>1013</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>838</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	88	0	13	0	0	0	-6	100	-17	17
	BRITANNIA AIRWAYS	C	16	0	0	81	6	0	13	0	0	11	56	39	16
	MONARCH AIRLINES	C	10	0	0	50	10	0	40	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	5	100	-3	10
<b>TOTAL CORFU</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>43</b>
HERAKLION	AIR 2000	C	9	0	0	78	0	0	22	0	0	20	75	-1	8
	BRITANNIA AIRWAYS	C	10	0	0	20	50	30	0	0	0	25	40	27	10
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	3	75	18	8
<b>TOTAL HERAKLION</b>			<b>29</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>16</b>	<b>26</b>
KAVALLA	MONARCH AIRLINES	C	10	0	0	50	20	30	0	0	0	22	0	0	0
<b>TOTAL KAVALLA</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>22</b>	<b>80</b>	<b>6</b>	<b>10</b>
KEFALLINIA	AIR 2000	C	8	0	0	63	13	0	25	0	0	25	60	16	10
	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	0	25	0	65	75	9	8
<b>TOTAL KEFALLINIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>45</b>	<b>67</b>	<b>13</b>	<b>18</b>
KOS	AIR 2000	C	8	0	0	63	13	13	13	0	0	16	50	15	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-7	50	21	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	25	13	0	0	28	50	11	8
<b>TOTAL KOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>15</b>	<b>20</b>
RHODES	AIR 2000	C	8	0	0	100	0	0	0	0	0	-8	100	-14	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-3	56	23	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	-1	50	13	8
<b>TOTAL RHODES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>68</b>	<b>8</b>	<b>25</b>
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	-2	85	0	13
<b>TOTAL SALONIKA</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>-2</b>	<b>85</b>	<b>0</b>	<b>13</b>
ZAKINTHOS	AIR 2000	C	10	0	0	0	30	40	30	0	0	48	100	-15	8
	BRITANNIA AIRWAYS	C	10	0	0	50	20	10	10	10	0	49	60	10	10
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	0	38	53	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	10	100	-7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ZAKINTHOS			36	0	0	50	17	19	11	3	0	29	74	10	34
TOTAL GREECE			192	1	0	67	13	10	8	2	0	17	73	9	197
IRISH REPUBLIC															
CONNAUGHT	AER LINGUS	S	8	0	0	100	0	0	0	0	0	2	89	7	9
TOTAL CONNAUGHT			8	0	0	100	0	0	0	0	0	2	89	7	9
CORK	AER LINGUS	S	82	0	0	85	6	9	0	0	0	7	91	5	64
TOTAL CORK			82	0	0	85	6	9	0	0	0	7	91	5	64
DUBLIN	AER LINGUS	S	261	0	0	86	10	2	2	0	0	6	86	8	268
	RYANAIR	S	343	2	0	82	16	2	0	0	0	5	82	11	297
TOTAL DUBLIN			604	3	16	84	13	2	1	0	0	6	84	10	570
TOTAL IRISH REPUBLIC			694	3	16	84	12	3	1	0	0	6	85	9	643
ITALY															
MILAN (LINATE)	DUO AIRWAYS LTD	S	142	1	1	73	15	7	6	0	0	15	33	26	138
TOTAL MILAN (LINATE)			142	1	1	73	15	7	6	0	0	15	33	26	138
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	25	0	0	37	13	27	8
TOTAL NAPLES			8	0	0	38	13	25	25	0	0	37	13	27	8
TREVISO	BRITISH WORLD AIRLINES LTD	C	4	0	0	25	50	0	25	0	0	45	56	17	9
TOTAL TREVISO			4	0	0	25	50	0	25	0	0	45	56	17	9
VENICE	BRITISH WORLD AIRLINES LTD	C	4	0	0	75	0	0	25	0	0	38	0	0	0
TOTAL VENICE			4	0	0	75	0	0	25	0	0	38	0	0	0
VERONA	AIR EUROPA	C	8	0	0	63	13	0	25	0	0	34	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL VERONA			16	0	0	81	6	0	13	0	0	18	25	75	8
TOTAL ITALY			175	1	1	70	15	7	8	0	0	17	33	28	163
MALTA															
MALTA	AIR 2000	C	9	0	0	89	0	0	11	0	0	18	75	8	8
	AIR MALTA	S	16	0	0	69	13	19	0	0	0	9	67	7	18
	AIR MALTA	C	11	0	2	45	45	0	9	0	0	20	100	-3	2
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	50	14	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	11	88	1	8
TOTAL MALTA			54	0	2	72	19	6	4	0	0	13	70	7	44
TOTAL MALTA			54	0	2	72	19	6	4	0	0	13	70	7	44
MOROCCO															
MARRAKESH	ROYAL AIR MAROC	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL MARRAKESH			2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL MOROCCO			2	0	0	100	0	0	0	0	0	2	0	0	0
NETHERLANDS															
AMSTERDAM	DUO AIRWAYS LTD	S	206	0	2	83	12	4	0	0	0	7	82	11	204

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMSTERDAM	KLM UK LTD	S	229	0	3	88	4	2	6	0	0	6	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>435</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>480</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	86	0	2	42	12	26	21	0	0	30	80	5	84
<b>TOTAL EINDHOVEN</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>12</b>	<b>26</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>80</b>	<b>5</b>	<b>84</b>
<b>TOTAL NETHERLANDS</b>			<b>521</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>565</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	24	0	0	58	25	13	4	0	0	15	92	4	26
	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	21	100	-11	8
	DUO AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	40	0	0	58	15	18	10	0	0	23	65	13	34
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	30	30	0	0	35	100	-7	10
<b>TOTAL FARO</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>5</b>	<b>79</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>5</b>	<b>79</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	8	40	33	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>43</b>	<b>28</b>	<b>14</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>43</b>	<b>28</b>	<b>14</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	38	50	13	0	0	0	18	63	17	8
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-3	75	90	8
	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	26	0	0	46	23	23	8	0	0	24	64	15	33
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	40	20	10	0	65	38	35	8
	VIVA	C	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL ALICANTE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>28</b>	<b>57</b>
ALMERIA	BRITANNIA AIRWAYS	C	16	0	0	69	25	6	0	0	0	7	78	10	18
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>18</b>
BARCELONA	BRITISH AIRWAYS PLC	S	60	0	0	88	8	2	2	0	0	4	92	2	59
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>2</b>	<b>59</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-4	89	6	9
<b>TOTAL GERONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>89</b>	<b>6</b>	<b>9</b>
IBIZA	AIR 2000	C	8	0	0	63	38	0	0	0	0	8	56	18	9
	BRITANNIA AIRWAYS	C	24	0	0	96	4	0	0	0	0	4	77	10	26
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	-1	100	-2	9
	MONARCH AIRLINES	C	25	1	0	64	12	12	12	0	0	28	26	33	19
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	1	90	3	10
<b>TOTAL IBIZA</b>			<b>73</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>75</b>
MADRID	AIR EUROPA	C	2	0	0	50	0	0	50	0	0	73	0	0	0
<b>TOTAL MADRID</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAHON	AIR 2000	C	18	0	0	39	17	22	22	0	0	39	94	-4	18
	BRITANNIA AIRWAYS	C	16	0	0	81	13	6	0	0	0	10	69	14	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
MAHON	FUTURA AIRLINES	C	8	0	0	38	50	13	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	26	0	0	31	35	19	15	0	0	34	31	38	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	13	55	8
<b>TOTAL MAHON</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>23</b>	<b>68</b>
MALAGA	AIR 2000	C	8	0	0	38	25	38	0	0	0	23	72	23	18
	AIR EUROPA	C	16	0	0	56	6	13	25	0	0	50	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	81	6	0	6	6	0	24	94	5	18
	BRITISH AIRWAYS PLC	C	24	0	0	79	8	0	8	4	0	19	63	17	8
	DUO AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	16	0	0	25	13	31	31	0	0	42	56	12	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	25	0	0	43	57	21	7
<b>TOTAL MALAGA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>11</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>13</b>	<b>87</b>
PALMA DE MALLORCA	AIR 2000	C	40	0	0	73	20	5	3	0	0	6	76	16	33
	AIR EUROPA	C	16	0	0	38	44	6	13	0	0	29	75	5	8
	BRITANNIA AIRWAYS	C	75	0	0	83	9	5	0	3	0	16	83	16	69
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	9	63	19	8
	DUO AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	1	0	0	0
	MONARCH AIRLINES	C	19	0	0	63	11	0	26	0	0	26	78	7	18
	MY TRAVEL AIRWAYS UK	C	43	0	0	72	14	7	5	2	0	11	68	8	37
	SPANAIR	C	14	0	0	29	36	7	29	0	0	36	70	31	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	<b>183</b>
REUS	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	-3	100	1	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	3	80	12	10
<b>TOTAL REUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>7</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>651</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>15</b>	<b>576</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	18	0	0	83	6	0	0	11	0	35	83	4	18
	AIR EUROPA	C	8	0	0	63	13	25	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	80	15	10
	MONARCH AIRLINES	C	16	0	0	81	13	6	0	0	0	9	69	12	16
<b>TOTAL ARRECIFE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>10</b>	<b>44</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	40	30	30	0	0	0	22	75	8	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	13	101	8
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>70</b>	<b>12</b>
LAS PALMAS	AIR 2000	C	9	0	0	56	0	44	0	0	0	22	90	0	10
	BRITANNIA AIRWAYS	C	10	0	0	40	30	20	10	0	0	29	92	4	13
	MONARCH AIRLINES	C	17	0	0	47	29	12	12	0	0	22	45	24	20
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	17	17	11	0	0	21	67	10	18
<b>TOTAL LAS PALMAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>12</b>	<b>61</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	26	0	0	62	19	12	8	0	0	17	71	27	24
	BRITANNIA AIRWAYS	C	18	0	0	78	22	0	0	0	0	5	71	21	14
	MONARCH AIRLINES	C	25	0	0	48	20	24	8	0	0	26	25	52	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	33	0	11	0	44	75	5	8
	NORDIC EUROPEAN AIRLINES	C	4	4	4	25	0	75	0	0	0	25	0	0	0
	SPANAIR	C	8	0	0	63	38	0	0	0	0	7	0	0	0

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				Actual (7)	Plan (8)										
TOTAL TENERIFE (SURREINA SOFIA)			90	4	4	58	20	17	4	1	0	19	62	25	78
TOTAL SPAIN(CANARY ISLANDS)			212	4	4	62	17	15	4	1	0	19	66	20	195
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	52	0	0	67	17	13	2	0	0	14	0	0	0
TOTAL BASLE MULHOUSE			52	0	0	67	17	13	2	0	0	14	0	141	1
ZURICH	BMI BRITISH MIDLAND	C	2	0	0	0	0	50	50	0	0	64	0	0	0
	SWISS AIRLINES	S	52	0	0	50	27	21	2	0	0	18	66	14	102
TOTAL ZURICH			57	0	0	49	26	21	4	0	0	19	66	14	102
TOTAL SWITZERLAND			109	0	0	58	22	17	3	0	0	17	65	15	103
TUNISIA															
MONASTIR	AIR 2000	C	8	0	0	63	38	0	0	0	0	6	0	0	0
	NOUVELAIR TUNISIE	C	16	0	0	81	13	6	0	0	0	5	0	0	0
TOTAL MONASTIR			24	0	0	75	21	4	0	0	0	5	67	11	21
TOTAL TUNISIA			24	0	0	75	21	4	0	0	0	5	67	11	21
TURKEY															
ANTALYA	AIR 2000	C	9	0	0	78	0	0	22	0	0	19	80	-3	10
	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	9	100	-2	4
TOTAL ANTALYA			19	0	0	79	11	0	11	0	0	14	86	-2	14
DALAMAN	AIR 2000	C	18	1	0	50	33	17	0	0	0	16	94	-2	17
	BRITANNIA AIRWAYS	C	26	0	0	69	23	4	0	0	4	44	47	24	17
	MONARCH AIRLINES	C	18	0	0	67	28	6	0	0	0	8	38	49	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	2	63	80	8
	SUNWAYS	C	9	0	0	22	22	0	56	0	0	70	75	83	8
TOTAL DALAMAN			80	1	0	60	25	8	6	0	1	28	66	36	58
IZMIR (ADNAM MENDERES)	AIR 2000	C	20	0	0	60	20	10	0	10	0	40	75	12	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	10	0	0	0	13	33	25	9
TOTAL IZMIR (ADNAM MENDERES)			30	0	0	60	23	10	0	7	0	31	53	35	45
TOTAL TURKEY			129	1	0	63	22	7	5	2	1	26	63	31	117
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	88	0	0	13	0	0	10	100	-7	8
TOTAL ASHKHABAD			8	0	0	88	0	0	13	0	0	10	100	-7	8
TOTAL TURKMENISTAN			8	0	0	88	0	0	13	0	0	10	100	-7	8
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	117	0	1	87	7	3	2	1	0	9	92	2	52
TOTAL ABERDEEN			117	0	1	87	7	3	2	1	0	9	92	2	52
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	253	1	6	86	9	5	0	0	0	5	90	9	209
TOTAL BELFAST CITY			253	1	6	86	9	5	0	0	0	5	90	9	209
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	216	0	0	93	6	2	0	0	0	2	87	6	214

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BELFAST INTERNATIONAL			216	0	0	93	6	2	0	0	0	2	87	6	214
EDINBURGH	BRITISH AIRWAYS PLC	S	388	0	2	90	6	4	0	0	0	4	92	5	386
TOTAL EDINBURGH			388	0	2	90	6	4	0	0	0	4	92	5	386
GATWICK	FLYBE.BRITISH EUROPEAN	S	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL GATWICK			4	0	0	100	0	0	0	0	0	0	91	3	57
GLASGOW	BRITISH AIRWAYS PLC	S	434	0	14	89	6	3	3	0	0	6	93	2	419
	FLYBE.BRITISH EUROPEAN	S	112	0	0	87	7	4	3	0	0	6	0	0	0
TOTAL GLASGOW			547	0	14	88	6	3	3	0	0	6	93	2	419
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	81	0	0	86	7	2	4	0	0	8	98	2	81
TOTAL GUERNSEY			81	0	0	86	7	2	4	0	0	8	98	2	81
INVERNESS	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	-2	0	0	0
TOTAL INVERNESS			2	0	0	50	50	0	0	0	0	-2	0	0	0
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	104	0	0	91	5	1	3	0	0	3	95	2	104
TOTAL ISLE OF MAN			104	0	0	91	5	1	3	0	0	3	95	2	104
JERSEY	BMI BRITISH MIDLAND	S	87	1	12	60	7	20	2	11	0	38	77	12	96
	BRITISH AIRWAYS PLC	C	8	0	0	88	0	13	0	0	0	10	100	3	8
	DUO AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	21	78	9	9
	FLYBE.BRITISH EUROPEAN	S	97	0	0	73	11	11	4	0	0	13	88	5	91
TOTAL JERSEY			200	1	12	67	10	16	3	5	0	24	82	9	208
LUTON	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	10	0	0	0
TOTAL LUTON			8	0	0	63	38	0	0	0	0	10	0	0	0
NEWCASTLE	DUO AIRWAYS LTD	S	168	0	0	86	5	4	5	0	0	6	91	3	167
TOTAL NEWCASTLE			168	0	0	86	5	4	5	0	0	6	90	4	184
TOTAL UNITED KINGDOM			2090	5	35	86	7	4	2	1	0	7	91	5	2014
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	90	5	0	5	0	0	-4	70	17	60
TOTAL CHICAGO (O'HARE)			60	0	0	90	5	0	5	0	0	-4	70	17	60
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	58	0	0	74	12	12	0	2	0	7	0	0	0
TOTAL NEW YORK (NEWARK)			58	0	0	74	12	12	0	2	0	7	0	0	0
SANFORD	BRITANNIA AIRWAYS	C	17	0	0	94	6	0	0	0	0	-5	88	-4	8
	MONARCH AIRLINES	C	8	0	0	38	13	25	25	0	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	6	50	16	8
TOTAL SANFORD			33	0	0	76	6	12	6	0	0	6	69	6	16
TOTAL USA			151	0	0	81	8	7	3	1	0	2	64	17	90
TOTAL BIRMINGHAM			7304	17	75	79	11	5	3	0	0	10	82	9	6883



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	KLM UK LTD	C	4	0	0	50	50	0	0	0	0	10	100	-4	2
TOTAL INNSBRUCK			4	0	0	50	50	0	0	0	0	10	100	-4	2
TOTAL AUSTRIA			4	0	0	50	50	0	0	0	0	10	100	-4	2
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL MINSK			2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL BELARUS			2	0	0	50	50	0	0	0	0	9	0	0	0
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	164	0	0	54	36	7	4	0	0	16	56	17	111
TOTAL BRUSSELS			164	0	0	54	36	7	4	0	0	16	56	17	111
TOTAL BELGIUM			164	0	0	54	36	7	4	0	0	16	56	17	111
<b>BULGARIA</b>															
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	50	13	13	0	25	0	75	0	0	0
TOTAL VARNA			8	0	0	50	13	13	0	25	0	75	0	0	0
TOTAL BULGARIA			8	0	0	50	13	13	0	25	0	75	0	0	0
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	9	0	0	78	22	0	0	0	0	8	25	26	8
TOTAL TORONTO			9	0	0	78	22	0	0	0	0	8	25	26	8
TOTAL CANADA			9	0	0	78	22	0	0	0	0	8	25	26	8
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	51	0	1	73	24	0	4	0	0	11	76	11	51
TOTAL COPENHAGEN			51	0	1	73	24	0	4	0	0	11	76	11	51
TOTAL DENMARK			51	0	1	73	24	0	4	0	0	11	76	11	51
<b>FRANCE</b>															
NICE	STAR EUROPE	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL NICE			2	0	0	50	50	0	0	0	0	8	0	0	0
PARIS (CHARLES DE GAULLE)	AIR CHARTER	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	AIR FRANCE	S	60	0	0	70	25	5	0	0	0	10	95	1	60
	BRITISH AIRWAYS CITIEXPRESS L	S	49	0	2	71	16	6	6	0	0	16	87	5	47
	BRITISH AIRWAYS PLC	S	104	0	0	89	6	4	1	0	0	6	89	5	111
TOTAL PARIS (CHARLES DE GAULLE)			215	0	2	80	13	5	2	0	0	9	90	4	218
PARIS (ORLY)	AIR LIB	C	2	0	0	50	50	0	0	0	0	5	0	0	0
TOTAL PARIS (ORLY)			2	0	0	50	50	0	0	0	0	5	0	0	0
TOTAL FRANCE			220	0	2	79	15	5	2	0	0	9	90	4	218
<b>GERMANY</b>															
BERLIN (TEGEL)	AERO LLOYD	S	8	0	0	100	0	0	0	0	0	-5	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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 BERLIN (TEGEL)			8	0	0	100	0	0	0	0	0	-5	0	0	0
DUSSELDORF	AERO LLOYD	S	4	0	0	25	75	0	0	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	112	0	0	79	16	5	0	0	0	8	90	9	111
TOTAL DUSSELDORF			116	0	0	77	18	5	0	0	0	9	90	9	111
FRANKFURT MAIN	AERO LLOYD	S	8	0	0	88	0	13	0	0	0	5	0	0	0
TOTAL FRANKFURT MAIN			8	0	0	88	0	13	0	0	0	5	63	11	8
MUNICH	AERO LLOYD	S	8	0	0	63	25	13	0	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	51	0	0	94	4	2	0	0	0	6	92	4	51
TOTAL MUNICH			59	0	0	90	7	3	0	0	0	6	92	4	53
TOTAL GERMANY			191	0	0	82	13	5	0	0	0	7	90	8	172
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	258	0	0	79	13	7	1	0	0	10	86	7	213
TOTAL DUBLIN			259	0	0	79	13	7	1	0	0	10	86	7	213
TOTAL IRISH REPUBLIC			259	0	0	79	13	7	1	0	0	10	86	7	213
ITALY															
MILAN (LINATE)	AIR ONE	C	3	0	0	0	0	33	67	0	0	67	0	0	0
TOTAL MILAN (LINATE)			3	0	0	0	0	33	67	0	0	67	50	16	2
MILAN (MALPENSA)	EUROFLY SPA	C	4	0	2	100	0	0	0	0	0	-13	0	0	0
TOTAL MILAN (MALPENSA)			4	0	2	100	0	0	0	0	0	-13	0	62	8
RIMINI	KLM UK LTD	C	6	0	0	17	50	17	17	0	0	30	50	11	4
TOTAL RIMINI			6	0	0	17	50	17	17	0	0	30	50	11	4
ROME (CIAMPINO)	BMI BRITISH MIDLAND	C	4	0	0	50	0	50	0	0	0	19	75	6	4
TOTAL ROME (CIAMPINO)			4	0	0	50	0	50	0	0	0	19	75	6	4
TOTAL ITALY			18	0	2	39	17	22	22	0	0	26	45	28	22
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	291	0	1	68	19	9	2	1	0	14	67	15	168
	MARTINAIR HOLLAND	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL AMSTERDAM			293	0	1	68	19	9	2	1	0	14	67	15	168
TOTAL NETHERLANDS			293	0	1	68	19	9	2	1	0	14	67	15	168
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-17	100	7	2
	DUO AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL FARO			18	0	0	67	33	0	0	0	0	8	39	95	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			18	0	0	67	33	0	0	0	0	8	39	95	18
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	8	50	18	8
	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	5	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ALICANTE			14	0	0	79	21	0	0	0	0	7	44	47	16
IBIZA	AIR EUROPA	C	10	0	0	0	40	0	40	20	0	104	63	16	8
TOTAL IBIZA			10	0	0	0	40	0	40	20	0	104	63	16	8
MAHON	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	15	75	3	8
TOTAL MAHON			8	0	0	75	0	25	0	0	0	15	75	3	8
PALMA DE MALLORCA	AIR EUROPA	C	26	0	0	50	27	0	15	8	0	44	63	8	16
	FUTURA AIRLINES	C	8	0	0	25	25	13	38	0	0	41	0	0	0
	SPANAIR	C	8	0	0	50	0	38	13	0	0	29	63	134	8
TOTAL PALMA DE MALLORCA			42	0	0	45	21	10	19	5	0	41	60	42	40
TOTAL SPAIN			75	0	0	48	23	8	16	5	0	40	58	36	72
SPAIN(CANARY ISLANDS)															
LAS PALMAS	SPANAIR	C	8	0	0	25	25	38	13	0	0	29	11	30	9
TOTAL LAS PALMAS			8	0	0	25	25	38	13	0	0	29	11	30	9
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	20	0	0	70	15	15	0	0	0	10	100	0	8
	FUTURA AIRLINES	C	8	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			28	0	0	79	11	11	0	0	0	6	58	36	24
TOTAL SPAIN(CANARY ISLANDS)			36	0	0	67	14	17	3	0	0	11	45	35	33
SWEDEN															
NORRKOPING	STERLING EUROPEAN AIRLINES	C	2	0	0	0	50	0	50	0	0	47	0	0	0
TOTAL NORRKOPING			2	0	0	0	50	0	50	0	0	47	0	0	0
STOCKHOLM (ARLANDA)	SAS	S	8	0	0	100	0	0	0	0	0	-2	100	-7	8
TOTAL STOCKHOLM (ARLANDA)			9	1	0	89	11	0	0	0	0	1	100	-7	8
TOTAL SWEDEN			11	3	0	73	18	0	9	0	0	9	100	-7	8
SWITZERLAND															
ZURICH	SWISS AIRLINES	S	62	0	0	55	39	3	3	0	0	17	72	11	54
TOTAL ZURICH			62	0	0	55	39	3	3	0	0	17	72	11	54
TOTAL SWITZERLAND			62	0	0	55	39	3	3	0	0	17	72	11	54
TURKEY															
DALAMAN	PEGASUS AIRLINES	C	8	0	0	38	13	25	25	0	0	28	0	0	0
TOTAL DALAMAN			8	0	0	38	13	25	25	0	0	28	25	59	16
IZMIR (ADNAM MENDERES)	SUNWAYS	C	8	0	0	50	50	0	0	0	0	13	71	8	7
TOTAL IZMIR (ADNAM MENDERES)			8	0	0	50	50	0	0	0	0	13	71	8	7
TOTAL TURKEY			16	0	0	44	31	13	13	0	0	20	39	43	23
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	77	0	49	75	12	8	3	3	0	17	69	14	45
	KLM UK LTD	S	4	1	0	75	0	0	25	0	0	13	81	8	94
TOTAL ABERDEEN			81	1	49	75	11	7	4	2	0	17	77	10	139
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	156	0	0	90	6	3	1	0	0	4	91	4	146

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BELFAST CITY			156	0	0	90	6	3	1	0	0	4	91	4	146
BIRMINGHAM	BRITISH AIRWAYS PLC	S	120	0	3	93	4	3	0	0	0	5	92	7	114
TOTAL BIRMINGHAM			120	0	3	93	4	3	0	0	0	5	92	7	114
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	6	2	6	67	0	0	33	0	0	44	0	0	0
TOTAL BOURNEMOUTH			6	2	6	67	0	0	33	0	0	44	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	230	6	10	67	17	12	4	0	0	16	81	8	201
TOTAL BRISTOL			230	6	10	67	17	12	4	0	0	16	81	8	201
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	106	0	0	81	13	4	2	0	0	11	91	3	126
TOTAL CARDIFF WALES			106	0	0	81	13	4	2	0	0	11	91	3	126
DUNDEE	BMI REGIONAL	S	61	0	26	52	28	13	7	0	0	18	64	12	36
TOTAL DUNDEE			61	0	26	52	28	13	7	0	0	18	64	12	36
EAST MIDLANDS	BMI BRITISH MIDLAND	S	200	0	0	85	8	4	4	0	0	8	80	10	186
TOTAL EAST MIDLANDS			201	0	0	85	7	4	3	0	0	8	80	10	186
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	325	0	3	75	16	6	3	0	0	12	82	10	180
TOTAL GATWICK			325	0	3	75	16	6	3	0	0	12	81	10	470
GLASGOW	BMI BRITISH MIDLAND	S	51	0	1	88	10	0	2	0	0	6	80	6	51
TOTAL GLASGOW			51	0	1	88	10	0	2	0	0	6	82	5	56
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	14	0	0	79	7	7	7	0	0	14	0	0	0
TOTAL GUERNSEY			14	0	0	79	7	7	7	0	0	14	0	0	0
HEATHROW	BMI BRITISH MIDLAND	S	494	1	4	78	16	5	1	0	0	9	80	10	487
	BRITISH AIRWAYS PLC	S	646	0	1	69	22	8	1	0	0	13	76	10	641
TOTAL HEATHROW			1140	1	6	73	19	7	1	0	0	11	77	10	1129
JERSEY	BMI BRITISH MIDLAND	S	8	0	0	0	63	38	0	0	0	32	13	32	8
	BRITISH AIRWAYS CITIEXPRESS L	S	7	0	0	14	57	14	14	0	0	34	0	0	0
	BRITISH REGIONAL AIRLINES LTD	C	7	1	1	86	14	0	0	0	0	6	67	17	6
	BRITISH REGIONAL AIRLINES LTD	S	7	0	0	86	14	0	0	0	0	3	90	-5	10
TOTAL JERSEY			29	1	1	45	38	14	3	0	0	19	58	13	24
KIRKWALL	BRITISH REGIONAL AIRLINES LTD	S	51	0	1	53	31	10	6	0	0	19	0	0	0
TOTAL KIRKWALL			51	0	1	53	31	10	6	0	0	19	74	11	50
LEEDS BRADFORD	GILL AIRWAYS	S	88	0	0	90	5	3	2	0	0	7	97	0	134
TOTAL LEEDS BRADFORD			88	0	0	90	5	3	2	0	0	7	97	0	134
LONDON CITY	KLM UK LTD	S	175	0	7	87	9	2	2	0	0	7	96	0	139
TOTAL LONDON CITY			175	0	7	87	9	2	2	0	0	7	96	0	139
LUTON	AIR FOYLE PASSENGER AIRLINES	S	262	4	6	78	10	8	3	1	0	13	81	14	154
TOTAL LUTON			262	4	6	78	10	8	3	1	0	13	81	14	154
MANCHESTER	BMI REGIONAL	S	141	0	7	70	17	8	4	1	0	17	76	9	136
	BRITISH AIRWAYS PLC	S	236	0	0	84	9	6	1	0	0	8	89	6	219
TOTAL MANCHESTER			377	0	7	79	12	6	2	1	0	11	84	7	355
NORWICH	SCOT AIRWAYS	S	92	0	2	63	33	4	0	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 NORWICH			92	0	2	63	33	4	0	0	0	12	74	11	93
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	138	0	2	91	4	5	0	0	0	2	94	4	136
TOTAL SOUTHAMPTON			140	0	2	89	5	6	0	0	0	3	94	4	136
STANSTED	KLM UK LTD	S	293	1	3	73	13	7	6	1	0	14	78	12	257
TOTAL STANSTED			293	1	3	73	13	7	6	1	0	14	78	12	258
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	58	29	8	6	0	0	18	0	0	0
TOTAL SUMBURGH			52	0	0	58	29	8	6	0	0	18	84	8	129
TOTAL UNITED KINGDOM			4050	16	133	76	15	6	2	0	0	11	82	8	4081
USA															
ORLANDO	AMERICAN TRANS AIR	C	7	1	1	43	29	29	0	0	0	16	33	25	6
TOTAL ORLANDO			7	1	1	43	29	29	0	0	0	16	33	25	6
TOTAL USA			7	1	1	43	29	29	0	0	0	16	30	31	10
TOTAL EDINBURGH			5494	21	140	74	16	7	3	0	0	12	80	10	5280

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	4	4	2	50	50	0	0	0	0	17	86	102	7
	EXCEL AIRWAYS LTD	C	6	2	2	50	50	0	0	0	0	10	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>10</b>	<b>6</b>	<b>4</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>102</b>	<b>7</b>
<b>TOTAL ALGERIA</b>			<b>10</b>	<b>6</b>	<b>4</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>87</b>	<b>15</b>
<b>ANTIGUA AND BARBUDA</b>															
<b>ANTIGUA</b>															
	BRITANNIA AIRWAYS	C	10	0	0	50	10	40	0	0	0	24	50	18	4
	CALEDONIAN AIRWAYS	C	9	0	0	33	11	33	22	0	0	45	40	45	5
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	21	0	0	0
<b>TOTAL ANTIGUA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>33</b>	<b>9</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>33</b>	<b>9</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	26	0	0	73	19	8	0	0	0	5	0	0	0
<b>TOTAL BUENOS AIRES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARGENTINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
<b>GRAZ</b>															
	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL GRAZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>52</b>	<b>8</b>
<b>INNSBRUCK</b>															
	CALEDONIAN AIRWAYS	C	8	0	0	63	38	0	0	0	0	11	13	31	8
	LEISURE INTERNATIONAL	C	7	0	0	71	29	0	0	0	0	9	56	24	16
<b>TOTAL INNSBRUCK</b>			<b>15</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>42</b>	<b>27</b>	<b>24</b>
<b>SALZBURG</b>															
	AIR 2000	C	24	0	0	67	13	13	0	4	4	38	65	35	17
	CALEDONIAN AIRWAYS	C	16	0	0	88	6	0	6	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	-2	0	0	0
	LAUDA-AIR	S	96	0	2	56	24	16	4	0	0	19	75	11	116
<b>TOTAL SALZBURG</b>			<b>143</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>72</b>	<b>16</b>	<b>155</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	63	18	13	6	0	0	13	41	28	120
	LAUDA-AIR	S	30	0	2	53	27	17	3	0	0	20	57	18	35
<b>TOTAL VIENNA</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>34</b>	<b>178</b>
<b>TOTAL AUSTRIA</b>			<b>310</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>26</b>	<b>373</b>
<b>AZERBAIJAN</b>															
<b>BAKU</b>															
	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	17	11	39	33	0	0	49	13	25	8
	BRITISH AIRWAYS PLC	S	26	0	0	62	0	19	19	0	0	26	46	23	24
<b>TOTAL BAKU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>5</b>	<b>27</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>23</b>	<b>33</b>
<b>TOTAL AZERBAIJAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>5</b>	<b>27</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>23</b>	<b>33</b>
<b>BAHAMAS</b>															
<b>NASSAU</b>															
	BRITANNIA AIRWAYS	C	4	0	0	25	50	25	0	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	4	0	0	0	50	25	0	25	0	70	25	49	4
<b>TOTAL NASSAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>49</b>	<b>4</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BAHAMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>49</b>	<b>4</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>	BRITANNIA AIRWAYS	C	10	0	0	40	30	10	0	0	20	114	44	34	9
	BRITISH AIRWAYS PLC	S	25	0	0	64	24	8	0	4	0	15	41	28	17
	CALEDONIAN AIRWAYS	C	12	0	0	17	25	33	25	0	0	54	40	91	5
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	22	33	22	0	0	33	30	58	10
<b>TOTAL BRIDGETOWN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>44</b>	<b>39</b>	<b>44</b>	<b>41</b>
<b>TOTAL BARBADOS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>44</b>	<b>39</b>	<b>44</b>	<b>41</b>
<b>BELARUS</b>															
<b>MINSK</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	24	0	0	42	42	17	0	0	0	20	62	62	26
<b>TOTAL MINSK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>62</b>	<b>26</b>
<b>TOTAL BELARUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>62</b>	<b>26</b>
<b>BELGIUM</b>															
<b>ANTWERP</b>	CITY FLYER EXPRESS	S	169	0	0	62	18	12	7	1	0	18	79	7	167
<b>TOTAL ANTWERP</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>7</b>	<b>167</b>
<b>BRUSSELS</b>	BRITISH AIRWAYS (EURO OPS) LG	S	194	0	2	71	15	11	3	1	0	13	75	14	182
	SABENA	S	128	0	0	65	22	9	2	2	0	16	0	0	0
<b>TOTAL BRUSSELS</b>			<b>323</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>182</b>
<b>TOTAL BELGIUM</b>			<b>492</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>349</b>
<b>BERMUDA</b>															
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	25	0	0	88	4	8	0	0	0	0	74	29	31
<b>TOTAL BERMUDA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>29</b>	<b>31</b>
<b>TOTAL BERMUDA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>29</b>	<b>31</b>
<b>BRAZIL</b>															
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	8	0	0	75	13	0	13	0	0	11	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	9	0	0	67	22	11	0	0	0	7	0	0	0
	TRANSBRASIL	S	16	0	0	75	6	19	0	0	0	8	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
<b>BURGAS</b>	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	9	0	0	0
<b>TOTAL BURGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>30</b>	<b>37</b>	<b>10</b>
<b>SOFIA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	70	14	11	5	0	0	12	41	35	34
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>35</b>	<b>34</b>
<b>VARNA</b>	AIR VIA BULGARIAN AIRWAYS	C	6	0	0	67	17	17	0	0	0	16	0	0	0
	BALKAN BULGARIAN AIRLINES	C	2	0	6	0	100	0	0	0	0	17	25	32	8
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>32</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BULGARIA			60	0	6	70	17	10	3	0	0	12	37	35	52
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	9	0	0	0	0	22	44	22	11	156	17	214	6
TOTAL DOUALA			9	0	0	0	0	22	44	22	11	156	17	214	6
TOTAL CAMEROON			9	0	0	0	0	22	44	22	11	156	17	214	6
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	53	5	0	51	23	13	6	4	4	60	64	19	44
	CANADA 3000 AIRLINES	C	60	0	0	82	10	5	0	3	0	9	70	6	50
	ROYAL AIRLINES	C	22	0	0	18	5	18	41	14	5	122	0	0	0
TOTAL TORONTO			135	5	0	59	14	10	9	5	2	47	62	18	110
VANCOUVER	AIR TRANSAT	C	18	0	0	28	33	17	11	0	11	70	31	53	16
	CANADA 3000 AIRLINES	C	18	0	0	83	6	0	11	0	0	7	72	26	18
	ROYAL AIRLINES	C	10	0	0	10	10	40	10	20	10	129	0	0	0
TOTAL VANCOUVER			46	0	0	46	17	15	11	4	7	58	52	48	42
TOTAL CANADA			181	5	0	56	15	12	9	5	3	50	59	26	152
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	13	0	0	62	15	8	8	8	0	24	25	93	12
TOTAL GRAND CAYMAN			13	0	0	62	15	8	8	8	0	24	25	93	12
TOTAL CAYMAN ISLANDS			13	0	0	62	15	8	8	8	0	24	25	93	12
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	27	0	0	85	11	4	0	0	0	2	0	0	0
TOTAL SANTIAGO DE CHILE			27	0	0	85	11	4	0	0	0	2	0	0	0
TOTAL CHILE			27	0	0	85	11	4	0	0	0	2	0	0	0
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	17	0	0	53	6	29	12	0	0	18	0	0	0
TOTAL BOGOTA			17	0	0	53	6	29	12	0	0	18	0	0	0
TOTAL COLOMBIA			17	0	0	53	6	29	12	0	0	18	0	0	0
<b>CROATIA</b>															
DUBROVNIK	CALEDONIAN AIRWAYS	C	9	0	1	78	0	11	11	0	0	11	0	0	0
TOTAL DUBROVNIK			9	0	1	78	0	11	11	0	0	11	0	0	0
PULA	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	25	0	0	0
TOTAL PULA			10	0	0	70	10	0	20	0	0	25	0	0	0
SPLIT	CROATIA AIRLINES	S	8	0	0	63	13	0	13	13	0	54	0	0	0
TOTAL SPLIT			8	0	0	63	13	0	13	13	0	54	56	22	16
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	75	12	10	3	0	0	12	0	0	0
TOTAL ZAGREB			60	0	0	75	12	10	3	0	0	12	0	0	0
TOTAL CROATIA			87	0	1	74	10	8	7	1	0	17	56	22	16



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>CUBA</b>															
CAMAGUEY	LEISURE INTERNATIONAL	C	2	0	0	0	100	0	0	0	0	26	0	0	0
<b>TOTAL CAMAGUEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>77</b>	<b>2</b>
HAVANA	CUBANA	S	26	0	0	54	31	8	4	4	0	24	0	0	0
<b>TOTAL HAVANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOLGUIN (FRANK PAIS)	LEISURE INTERNATIONAL	C	2	0	0	0	0	0	100	0	0	88	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</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>88</b>	<b>50</b>	<b>17</b>	<b>2</b>
VARADERO	LEISURE INTERNATIONAL	C	4	0	0	75	25	0	0	0	0	11	0	0	0
<b>TOTAL VARADERO</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>71</b>	<b>2</b>
<b>TOTAL CUBA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>32</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>17</b>	<b>55</b>	<b>6</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	40	0	0	38	20	28	10	5	0	35	30	46	43
	CALEDONIAN AIRWAYS	C	35	0	1	34	20	17	20	3	6	111	0	0	0
	CYPRUS AIRWAYS	S	24	0	0	63	13	25	0	0	0	15	17	45	18
<b>TOTAL LARNACA</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>18</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>57</b>	<b>26</b>	<b>46</b>	<b>61</b>
PAPHOS	AIR 2000	S	33	0	0	6	21	45	27	0	0	53	17	78	36
	CALEDONIAN AIRWAYS	C	16	0	0	19	13	31	25	0	13	139	0	0	0
	EUROCYPRIA AIRLINES LTD	C	16	0	0	50	31	13	6	0	0	14	0	0	0
<b>TOTAL PAPHOS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>22</b>	<b>34</b>	<b>22</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>27</b>	<b>68</b>	<b>60</b>
<b>TOTAL CYPRUS</b>			<b>164</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>20</b>	<b>27</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>26</b>	<b>57</b>	<b>121</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	164	0	0	57	26	14	2	0	0	17	68	14	162
<b>TOTAL BILLUND</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>14</b>	<b>162</b>
COPENHAGEN	BRITANNIA AIRWAYS (EURO OPS) LG	S	118	0	2	71	15	10	3	1	0	12	73	15	120
	MAERSK AIR	S	52	0	0	60	21	13	4	2	0	21	69	21	51
<b>TOTAL COPENHAGEN</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>21</b>	<b>179</b>
<b>TOTAL DENMARK</b>			<b>334</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>17</b>	<b>350</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	26	0	0	58	8	27	8	0	0	22	23	303	13
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	0	0	25	0	50	0	0	0
	LEISURE INTERNATIONAL	C	13	0	0	62	31	0	8	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	43	14	14	0	29	0	75	25	71	8
<b>TOTAL PUERTO PLATA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>169</b>	<b>27</b>
PUNTA CANA	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	2	75	18	4
<b>TOTAL PUNTA CANA</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>2</b>	<b>75</b>	<b>18</b>	<b>4</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	18	0	0	78	6	0	0	17	0	41	50	28	4
	LEISURE INTERNATIONAL	C	5	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	25	0	0	46	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>13</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DOMINICAN REPUBLIC			96	0	0	60	14	11	5	9	0	33	46	121	39
EGYPT															
ASWAN	AIR 2000	C	10	0	0	0	10	50	40	0	0	68	0	0	0
TOTAL ASWAN			10	0	0	0	10	50	40	0	0	68	20	83	10
CAIRO	CALEDONIAN AIRWAYS	C	4	0	0	75	0	0	0	0	25	225	0	0	0
TOTAL CAIRO			4	0	0	75	0	0	0	0	25	225	0	0	0
HURGHADA	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	21	0	0	0
TOTAL HURGHADA			8	0	0	50	25	25	0	0	0	21	50	34	8
LUXOR	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	8	33	30	18
	CALEDONIAN AIRWAYS	C	20	0	0	65	15	5	15	0	0	17	40	65	10
	MONARCH AIRLINES	C	18	0	0	33	33	28	6	0	0	26	50	21	2
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	21	0	0	0
TOTAL LUXOR			62	0	0	56	24	11	8	0	0	18	39	40	31
SHARM EL SHEIKH (OPHIRA)	CALEDONIAN AIRWAYS	C	9	0	0	78	11	0	0	0	11	107	67	13	3
	MONARCH AIRLINES	C	8	0	0	38	0	50	13	0	0	30	25	38	8
TOTAL SHARM EL SHEIKH (OPHIRA)			17	0	0	59	6	24	6	0	6	71	36	31	11
TOTAL EGYPT			101	0	0	51	19	18	10	0	2	40	37	45	60
ESTONIA															
TALLIN	ESTONIAN AIR	S	52	0	0	88	6	4	2	0	0	5	72	14	32
TOTAL TALLIN			52	0	0	88	6	4	2	0	0	5	72	14	32
TOTAL ESTONIA			52	0	0	88	6	4	2	0	0	5	72	14	32
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	67	21	6	2	4	0	19	92	2	26
TOTAL BELGRADE			52	0	0	67	21	6	2	4	0	19	92	2	26
TOTAL FED REP YUGO SERBIA M'ENEGRO			52	0	0	67	21	6	2	4	0	19	92	2	26
FINLAND															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	75	12	10	3	0	0	14	0	0	0
	FINNAIR	S	9	0	0	78	22	0	0	0	0	9	69	11	65
TOTAL HELSINKI			69	0	0	75	13	9	3	0	0	13	69	11	65
TURKU	FINNAIR	S	48	0	0	63	31	4	2	0	0	14	79	10	47
TOTAL TURKU			48	0	0	63	31	4	2	0	0	14	79	10	47
TOTAL FINLAND			117	0	0	70	21	7	3	0	0	13	73	11	112
FRANCE															
AJACCIO	AIR 2000	C	8	0	0	25	38	25	13	0	0	27	0	0	0
TOTAL AJACCIO			8	0	0	25	38	25	13	0	0	27	30	34	20
BASTIA	EUROPEAN AIR CHARTER	C	8	0	0	38	25	13	0	25	0	64	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	0	18	40	75	10
TOTAL BASTIA			16	0	0	38	38	13	0	13	0	41	40	75	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 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)										
BORDEAUX	AIR LIBERTE/ TAT EUROPEAN ALN	S	180	0	0	64	16	7	12	1	0	23	0	0	0
<b>TOTAL BORDEAUX</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>11</b>	<b>183</b>
BREST	BRIT AIR	S	60	0	0	77	15	7	2	0	0	9	83	9	60
<b>TOTAL BREST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>60</b>
CALVI	CALEDONIAN AIRWAYS	C	8	0	0	75	0	0	25	0	0	23	0	0	0
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>26</b>	<b>10</b>
FIGARI	MONARCH AIRLINES	C	8	0	0	25	25	25	25	0	0	39	40	46	10
<b>TOTAL FIGARI</b>			<b>8</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>39</b>	<b>40</b>	<b>46</b>	<b>10</b>
LYON	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	96	2	2	0	0	0	0	0	0	0
<b>TOTAL LYON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>166</b>
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	53	26	14	7	0	0	22	0	0	0
<b>TOTAL MARSEILLE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>16</b>	<b>180</b>
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	68	0	0	65	18	7	7	3	0	27	31	31	67
<b>TOTAL MONTPELLIER</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>31</b>	<b>67</b>
NANTES	BRIT AIR	S	161	0	2	88	9	1	1	0	0	5	48	21	130
<b>TOTAL NANTES</b>			<b>161</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>21</b>	<b>130</b>
PARIS (CHARLES DE GAULLE)	AIR GABON	S	9	0	0	33	0	44	22	0	0	41	67	23	9
	AIR JET	C	2	0	0	50	0	50	0	0	0	22	0	0	0
	AIR TRANSAT	C	8	0	0	25	38	38	0	0	0	25	25	55	8
	BRITISH AIRWAYS (EURO OPS) LG	S	283	0	9	60	23	12	5	0	0	17	71	17	269
	CAMEROON AIRLINES	S	8	0	1	0	25	38	13	13	13	122	0	51	6
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>310</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>19</b>	<b>292</b>
PERPIGNAN	BRITISH AIRWAYS (EURO OPS) LG	S	8	0	0	88	13	0	0	0	0	4	75	11	8
<b>TOTAL PERPIGNAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>8</b>
RENNES	BRIT AIR	S	102	0	2	77	7	7	9	0	0	16	69	14	100
<b>TOTAL RENNES</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>100</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	13	0	1	0	8	23	54	15	0	96	61	27	18
	VIRGIN EXPRESS	C	2	0	2	0	0	50	50	0	0	79	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>27</b>	<b>53</b>	<b>13</b>	<b>0</b>	<b>94</b>	<b>58</b>	<b>29</b>	<b>19</b>
TOULOUSE (BLAGNAC)	AIR LIBERTE/ TAT EUROPEAN ALN	S	180	0	0	69	13	10	7	0	0	17	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>18</b>	<b>176</b>
<b>TOTAL FRANCE</b>			<b>1356</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>18</b>	<b>1505</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	9	0	0	11	33	33	22	0	0	47	11	42	9
<b>TOTAL LIBREVILLE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>11</b>	<b>42</b>	<b>9</b>
<b>TOTAL GABON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>11</b>	<b>42</b>	<b>9</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	0	38	38	25	0	0	49	13	40	8
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>13</b>	<b>40</b>	<b>8</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1996		
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				Actual (7)	Plan (8)										
TOTAL GAMBIA			8	0	0	0	38	38	25	0	0	49	13	40	8
<b>GERMANY</b>															
BERLIN (TEGEL)	DEUTSCHE BA	S	134	0	0	62	26	10	1	0	0	13	53	22	122
TOTAL BERLIN (TEGEL)			134	0	0	62	26	10	1	0	0	13	53	22	122
BREMEN	CITY FLYER EXPRESS	S	170	0	2	70	18	9	2	0	0	11	0	0	0
TOTAL BREMEN			170	0	2	70	18	9	2	0	0	11	88	6	178
COLOGNE (BONN)	CITY FLYER EXPRESS	S	153	0	3	66	18	11	5	0	0	16	83	11	151
TOTAL COLOGNE (BONN)			153	0	3	66	18	11	5	0	0	16	83	11	151
DORTMUND	EUROWINGS LUFTVERKEHRS	S	60	0	0	80	15	2	3	0	0	7	0	0	0
TOTAL DORTMUND			60	0	0	80	15	2	3	0	0	7	0	0	0
DUSSELDORF	CITY FLYER EXPRESS	S	128	0	0	52	23	19	5	0	0	21	75	15	130
TOTAL DUSSELDORF			128	0	0	52	23	19	5	0	0	21	75	15	130
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	172	0	0	75	12	8	5	0	0	12	72	13	172
TOTAL FRANKFURT MAIN			172	0	0	75	12	8	5	0	0	12	72	13	172
HAMBURG	DEUTSCHE BA	S	136	0	0	87	7	2	4	0	0	4	86	4	102
TOTAL HAMBURG			136	0	0	87	7	2	4	0	0	4	86	4	102
MUNICH	DEUTSCHE BA	S	142	0	0	59	23	14	4	0	0	18	46	29	120
TOTAL MUNICH			142	0	0	59	23	14	4	0	0	18	46	29	120
MUNSTER-OSNABRUCK	B A S E BUSINESS AIRLINES	S	96	0	0	32	39	11	15	3	0	40	0	0	0
TOTAL MUNSTER-OSNABRUCK			96	0	0	32	39	11	15	3	0	40	0	0	0
TOTAL GERMANY			1191	0	5	65	20	10	5	0	0	15	74	13	1035
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	25	0	0	60	8	20	12	0	0	20	31	57	16
TOTAL ACCRA			25	0	0	60	8	20	12	0	0	20	31	57	16
TOTAL GHANA			25	0	0	60	8	20	12	0	0	20	31	57	16
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	64	2	1	77	14	8	2	0	0	9	56	23	70
TOTAL GIBRALTAR			64	2	1	77	14	8	2	0	0	9	56	23	70
TOTAL GIBRALTAR			64	2	1	77	14	8	2	0	0	9	56	23	70
<b>GREECE</b>															
ATHENS	AIR 2000	C	34	0	2	29	24	12	24	9	3	74	20	41	56
	AIR TRANSAT	C	5	5	0	100	0	0	0	0	0	-3	60	7	10
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	-5	50	37	4
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	18	32	40	10	0	0	37	8	54	60
	CALEDONIAN AIRWAYS	C	18	0	1	0	0	11	56	22	11	161	17	70	29
	LEISURE INTERNATIONAL	C	8	0	0	63	0	25	13	0	0	32	0	149	1
	MONARCH AIRLINES	C	39	0	0	59	13	23	5	0	0	17	45	36	49
	TRANSAER	C	7	0	0	29	43	29	0	0	0	23	0	105	1
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	2	65	25	8	2	0	0	9	60	17	52

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>TOTAL ATHENS</b>			<b>223</b>	<b>8</b>	<b>5</b>	<b>40</b>	<b>21</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>30</b>	<b>42</b>	279
CHANIA	AIR 2000	C	9	0	1	44	22	22	0	0	11	65	50	28	8
	CALEDONIAN AIRWAYS	C	20	1	0	10	5	20	35	20	10	129	19	36	16
	MONARCH AIRLINES	C	10	0	0	20	70	10	0	0	0	20	13	31	8
<b>TOTAL CHANIA</b>			<b>39</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>26</b>	<b>18</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>86</b>	<b>25</b>	<b>32</b>	32
<b>CORFU</b>															
	AIR 2000	C	45	0	1	27	16	29	29	0	0	45	34	54	35
	BRITANNIA AIRWAYS	C	26	0	0	81	15	4	0	0	0	7	38	46	26
	CALEDONIAN AIRWAYS	C	28	0	0	50	14	7	25	4	0	37	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	60	10	0	30	0	0	24	0	0	0
	LEISURE INTERNATIONAL	C	30	0	0	23	20	17	40	0	0	57	60	76	10
	MONARCH AIRLINES	C	38	0	0	55	24	11	11	0	0	20	34	58	61
	MY TRAVEL AIRWAYS UK	C	17	0	0	76	6	6	12	0	0	4	74	13	19
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL CORFU</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>16</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>56</b>	167
<b>HERAKLION</b>															
	AIR 2000	C	27	0	0	37	19	19	22	4	0	49	64	15	25
	AIRWORLD AVIATION LTD	C	9	0	1	22	11	22	44	0	0	50	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	33	39	17	11	0	0	26	65	56	17
	CALEDONIAN AIRWAYS	C	26	0	0	31	15	23	15	15	0	70	24	146	25
	LEISURE INTERNATIONAL	C	10	0	0	10	30	0	60	0	0	79	63	13	8
	MONARCH AIRLINES	C	12	0	0	83	8	0	8	0	0	7	13	86	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	17	13	65	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	33	0	0	0	12	0	0	0
<b>TOTAL HERAKLION</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>19</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>40</b>	<b>81</b>	99
<b>KALAMATA</b>															
	AIR 2000	C	8	0	0	0	13	63	25	0	0	55	10	47	10
	CALEDONIAN AIRWAYS	C	8	1	0	25	13	13	25	13	13	129	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	17	20	59	10
<b>TOTAL KALAMATA</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>67</b>	<b>15</b>	<b>53</b>	20
<b>KAVALLA</b>															
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	7	70	17	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	0	63	22	8
<b>TOTAL KAVALLA</b>			<b>20</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>3</b>	<b>67</b>	<b>19</b>	18
<b>KEFALLINIA</b>															
	AIR 2000	C	8	0	0	50	13	38	0	0	0	23	50	65	10
	AIRWORLD AVIATION LTD	C	8	0	0	38	25	13	25	0	0	43	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	24	63	19	16
	CALEDONIAN AIRWAYS	C	8	0	0	50	38	13	0	0	0	17	20	76	5
	LEISURE INTERNATIONAL	C	8	0	0	75	13	13	0	0	0	7	0	153	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	40	20	0	0	0	19	0	178	8
<b>TOTAL KEFALLINIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>87</b>	49
<b>KOS</b>															
	AIR 2000	C	24	0	0	38	25	25	13	0	0	30	50	26	16
	AIRWORLD AVIATION LTD	C	8	0	0	63	25	0	13	0	0	21	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	63	38	0	0	0	0	9	0	67	8
	CALEDONIAN AIRWAYS	C	16	0	0	31	13	19	13	13	13	135	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	8	25	31	8
<b>TOTAL KOS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>25</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>45</b>	<b>28</b>	<b>55</b>	58
<b>LEMNOS</b>															
	AIR 2000	C	8	0	0	25	38	13	25	0	0	39	0	0	0
	AIRWORLD AVIATION LTD	C	4	0	0	25	25	0	25	25	0	73	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 LEMNOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>8</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>28</b>	<b>8</b>
MIKONOS	CALEDONIAN AIRWAYS	C	4	0	0	75	0	0	0	25	0	57	0	0	0
<b>TOTAL MIKONOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
MITILINI	AIR 2000	C	16	0	0	19	25	25	31	0	0	61	50	24	8
<b>TOTAL MITILINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>35</b>	<b>60</b>	<b>20</b>
PREVEZA	AIR 2000	C	16	0	0	88	0	0	13	0	0	11	63	9	8
	AIRWORLD AVIATION LTD	C	8	0	0	38	13	50	0	0	0	31	25	29	8
	CALEDONIAN AIRWAYS	C	8	1	0	0	25	13	38	0	25	383	20	51	5
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	21	10	68	10
<b>TOTAL PREVEZA</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>27</b>	<b>86</b>	<b>49</b>
RHODES	AIR 2000	C	24	0	0	50	17	25	8	0	0	22	44	41	25
	BRITANNIA AIRWAYS	C	16	0	0	6	25	31	38	0	0	54	47	22	17
	CALEDONIAN AIRWAYS	C	32	0	0	19	19	6	31	9	16	157	24	80	17
	LEISURE INTERNATIONAL	C	8	0	0	25	38	38	0	0	0	23	11	69	9
	MONARCH AIRLINES	C	24	0	0	50	21	13	8	4	4	49	40	35	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	20	0	20	0	55	67	26	9
<b>TOTAL RHODES</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>21</b>	<b>18</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>73</b>	<b>34</b>	<b>62</b>	<b>102</b>
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	4	40	58	10
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	51	0	0	0
	MONARCH AIRLINES	C	24	0	1	29	21	25	25	0	0	42	37	39	30
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	13	100	4	8
<b>TOTAL SALONIKA</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>16</b>	<b>23</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>37</b>	<b>48</b>
SAMOS	BRITANNIA AIRWAYS	C	8	0	0	25	63	13	0	0	0	17	0	60	10
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>60</b>	<b>10</b>
SKIATHOS	AIR 2000	C	8	0	0	88	13	0	0	0	0	-3	0	0	0
	AIRWORLD AVIATION LTD	C	30	0	0	47	30	7	13	3	0	27	29	56	24
	CALEDONIAN AIRWAYS	C	10	1	0	40	30	0	10	10	10	119	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	88	13	0	0	0	0	6	0	0	0
<b>TOTAL SKIATHOS</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>36</b>	<b>30</b>	<b>50</b>	<b>56</b>
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	4	0	0	25	50	0	0	25	0	67	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
VOLOS	CALEDONIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	13	0	0	0
<b>TOTAL VOLOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	AIR 2000	C	18	0	0	50	6	39	6	0	0	18	78	8	18
	AIRWORLD AVIATION LTD	C	8	0	0	38	13	25	13	13	0	63	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	22	22	6	6	0	29	60	14	20
	CALEDONIAN AIRWAYS	C	18	0	0	83	6	0	0	11	0	23	10	52	10
	EXCEL AIRWAYS LTD	C	8	0	0	38	0	0	50	13	0	56	20	286	10
	MONARCH AIRLINES	C	16	0	0	38	56	6	0	0	0	13	31	22	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	9	25	60	8
<b>TOTAL ZAKINTHOS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>57</b>	<b>82</b>
<b>TOTAL GREECE</b>			<b>1149</b>	<b>12</b>	<b>9</b>	<b>44</b>	<b>21</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>34</b>	<b>56</b>	<b>1097</b>

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			Actual (7)	Plan (8)											
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	16	0	0	63	6	13	13	6	0	29	47	18	17
GRENADA	CALEDONIAN AIRWAYS	C	4	0	0	25	0	25	50	0	0	86	25	25	8
<b>TOTAL GRENADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>5</b>	<b>15</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>25</b>
<b>TOTAL GRENADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>5</b>	<b>15</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>25</b>
<b>ICELAND</b>															
KEFLAVIK	AIR ATLANTA ICELANDIC	C	8	0	0	38	0	38	25	0	0	36	63	13	8
<b>TOTAL KEFLAVIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>17</b>	<b>12</b>
<b>TOTAL ICELAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>17</b>	<b>12</b>
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	20	0	2	40	10	30	15	5	0	43	50	24	18
<b>TOTAL BALI INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>24</b>	<b>18</b>
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	4	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDONESIA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>8</b>	<b>25</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>24</b>	<b>18</b>
<b>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	144	0	0	41	28	17	13	1	0	29	72	16	138
<b>TOTAL CORK</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>72</b>	<b>16</b>	<b>138</b>
DUBLIN	CITY FLYER EXPRESS	S	240	1	0	55	16	16	11	1	0	28	56	19	250
DUBLIN	RYANAIR	S	242	0	0	57	23	18	2	0	0	16	65	17	235
<b>TOTAL DUBLIN</b>			<b>482</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>18</b>	<b>497</b>
SHANNON	AB AIRLINES	S	164	0	0	67	14	14	5	0	0	13	76	17	149
<b>TOTAL SHANNON</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>17</b>	<b>149</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>790</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>17</b>	<b>784</b>
<b>ISRAEL</b>															
TEL AVIV	AIR 2000	C	25	0	0	28	8	12	44	8	0	76	33	55	21
TEL AVIV	BRITISH AIRWAYS PLC	S	60	0	0	67	18	10	5	0	0	9	25	100	56
TEL AVIV	CALEDONIAN AIRWAYS	C	14	1	2	7	29	50	14	0	0	42	56	36	18
TEL AVIV	EL AL	C	8	0	0	88	13	0	0	0	0	3	43	16	7
TEL AVIV	MONARCH AIRLINES	C	42	1	0	45	12	33	10	0	0	28	30	41	37
<b>TOTAL TEL AVIV</b>			<b>149</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>15</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>67</b>	<b>147</b>
<b>TOTAL ISRAEL</b>			<b>149</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>15</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>67</b>	<b>147</b>
<b>ITALY</b>															
ANCONA	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL ANCONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>100</b>	<b>8</b>	<b>2</b>
BOLOGNA	ALITALIA	S	60	0	0	70	22	3	5	0	0	17	35	30	60
BOLOGNA	BRITISH WORLD AIRLINES LTD	C	14	0	0	64	29	7	0	0	0	11	0	81	14
<b>TOTAL BOLOGNA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>29</b>	<b>39</b>	<b>76</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
BRINDISI	AIR 2000	C	8	0	0	38	25	25	13	0	0	29	0	0	0
<b>TOTAL BRINDISI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>10</b>	<b>86</b>	10
CAGLIARI (ELMAS)	MERIDIANA AIR	S	54	0	2	31	31	22	15	0	0	34	22	30	68
	MONARCH AIRLINES	C	8	0	0	38	0	25	38	0	0	47	0	54	6
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>27</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>22</b>	<b>30</b>	76
CATANIA (FONTANAROSSA)	AIR 2000	C	6	0	0	0	17	17	67	0	0	65	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	13	25	38	25	0	114	27	58	11
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>21</b>	<b>50</b>	<b>14</b>	<b>0</b>	<b>93</b>	<b>40</b>	<b>34</b>	75
FLORENCE	MERIDIANA AIR	S	54	0	2	39	24	24	13	0	0	31	45	21	60
<b>TOTAL FLORENCE</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>24</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>21</b>	110
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	119	0	1	62	25	11	2	0	0	12	58	18	119
	CALEDONIAN AIRWAYS	C	2	1	1	0	0	50	50	0	0	67	0	0	0
<b>TOTAL GENOA</b>			<b>121</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>25</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>18</b>	120
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	2	53	24	18	4	2	0	24	36	27	116
	EUROPEAN AIR CHARTER	C	8	0	0	0	50	25	25	0	0	42	22	57	18
<b>TOTAL MILAN (LINATE)</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>25</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>34</b>	<b>31</b>	134
MILAN (MALPENSA)	AIRWORLD AVIATION LTD	C	16	0	0	25	13	0	63	0	0	75	0	0	0
	EUROPEAN AIR CHARTER	C	7	0	1	43	29	14	14	0	0	36	0	0	0
	EXCEL AIRWAYS LTD	C	12	0	1	42	25	33	0	0	0	19	40	118	5
	LEISURE INTERNATIONAL	C	8	0	0	88	0	13	0	0	0	1	19	46	16
<b>TOTAL MILAN (MALPENSA)</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>16</b>	<b>14</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>55</b>	48
NAPLES	AIR 2000	C	16	0	0	6	38	25	31	0	0	51	0	101	8
	BMI BRITISH MIDLAND	C	8	0	0	75	25	0	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	11	0	0	20	61	35	18
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	73	17	8	3	0	0	10	49	28	120
	MONARCH AIRLINES	C	8	0	0	38	25	13	25	0	0	29	19	52	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	63	13	13	0	0	30	13	34	8
<b>TOTAL NAPLES</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>40</b>	180
OLBIA	AIR 2000	C	8	0	0	50	13	25	13	0	0	22	0	81	7
	MERIDIANA AIR	S	26	0	0	27	8	31	27	8	0	58	38	17	8
	MONARCH AIRLINES	C	8	0	0	13	13	38	38	0	0	58	25	108	8
<b>TOTAL OLBIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>10</b>	<b>31</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>68</b>	23
PALERMO	AIR 2000	C	4	0	0	0	25	50	25	0	0	47	0	0	0
	BRITISH WORLD AIRLINES LTD	C	10	0	0	20	10	30	40	0	0	46	50	37	2
	MERIDIANA AIR	S	50	0	0	48	18	12	18	4	0	34	0	0	0
<b>TOTAL PALERMO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>17</b>	<b>17</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>10</b>	<b>80</b>	10
PISA	AIRWORLD AVIATION LTD	C	10	0	0	20	30	30	20	0	0	47	0	0	0
	ALITALIA	S	60	0	0	65	23	7	5	0	0	16	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	63	28	5	5	0	0	13	0	0	0
	BRITISH WORLD AIRLINES LTD	C	8	0	0	38	13	38	13	0	0	31	0	92	2
	CALEDONIAN AIRWAYS	C	9	0	0	44	44	11	0	0	0	18	0	0	0
	EUROPEAN AIR CHARTER	C	12	0	0	50	25	8	17	0	0	30	50	21	8
	LEISURE INTERNATIONAL	C	8	0	0	38	25	25	13	0	0	25	17	189	6
	MONARCH AIRLINES	C	16	0	0	31	31	38	0	0	0	25	50	25	18



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 PISA</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>27</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>31</b>	<b>49</b>	<b>68</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	4	38	45	8
<b>TOTAL RIMINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>79</b>	<b>21</b>
ROME (CIAMPINO)	AIR 2000	C	16	0	0	69	19	0	13	0	0	15	0	0	0
	AIR TRANSAT	C	6	0	0	33	33	33	0	0	0	20	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	16	42	23	12
	MONARCH AIRLINES	C	16	0	0	38	44	19	0	0	0	19	32	67	22
<b>TOTAL ROME (CIAMPINO)</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>30</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>24</b>	<b>84</b>	<b>51</b>	
ROME (FIUMICINO)	AIR 2000	C	2	0	0	0	0	0	0	100	0	348	0	0	0
	ALITALIA	S	60	0	0	60	32	5	0	3	0	18	62	14	60
	BRITISH AIRWAYS (EURO OPS) LG	S	59	0	1	61	27	10	2	0	0	14	53	21	59
<b>TOTAL ROME (FIUMICINO)</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>17</b>	<b>119</b>
TREVISO	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	17	0	182	10
<b>TOTAL TREVISO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>182</b>	<b>10</b>
VENICE	AIR 2000	C	8	0	0	13	25	13	50	0	0	72	25	31	8
	ALITALIA	S	120	0	0	75	15	7	3	0	0	12	68	17	120
	BRITANNIA AIRWAYS	C	7	0	0	43	29	29	0	0	0	28	14	47	7
	BRITISH WORLD AIRLINES LTD	C	10	0	0	0	20	40	40	0	0	58	33	33	6
	EUROPEAN AIR CHARTER	C	2	0	4	100	0	0	0	0	0	-9	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	0	25	75	0	0	78	42	32	12
<b>TOTAL VENICE</b>			<b>156</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>23</b>	<b>188</b>
VERONA	AIR 2000	C	8	0	0	13	38	13	38	0	0	50	13	55	8
	AIRWORLD AVIATION LTD	C	9	0	1	33	22	22	0	22	0	63	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	128	0	0	80	15	4	2	0	0	6	72	14	120
	BRITISH WORLD AIRLINES LTD	C	8	0	0	13	38	50	0	0	0	30	20	39	5
	CALEDONIAN AIRWAYS	C	2	0	1	100	0	0	0	0	0	12	75	7	8
	LEISURE INTERNATIONAL	C	16	0	0	63	19	6	6	6	0	39	0	0	0
	MONARCH AIRLINES	C	16	0	0	69	0	19	6	6	0	34	31	27	13
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	34	60	9	10
<b>TOTAL VERONA</b>			<b>195</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>17</b>	<b>180</b>
<b>TOTAL ITALY</b>			<b>1567</b>	<b>1</b>	<b>19</b>	<b>56</b>	<b>22</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>33</b>	<b>1515</b>
<b>JAMAICA</b>															
MONTEGO BAY	BRITISH AIRWAYS PLC	S	23	2	0	43	26	9	22	0	0	37	62	13	13
	MONARCH AIRLINES	C	16	0	2	31	31	19	19	0	0	32	0	83	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	30	40	10	10	0	60	33	60	9
<b>TOTAL MONTEGO BAY</b>			<b>49</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>29</b>	<b>18</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>42</b>	<b>40</b>	<b>38</b>
<b>TOTAL JAMAICA</b>			<b>49</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>29</b>	<b>18</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>43</b>	<b>37</b>	<b>53</b>
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	9	0	0	0	0	11	89	0	0	81	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	0	0	11	11	22	56	0	165	30	236	10
	MONARCH AIRLINES	C	9	0	0	56	11	11	22	0	0	28	22	85	9
<b>TOTAL MOMBASA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>44</b>	<b>19</b>	<b>0</b>	<b>91</b>	<b>26</b>	<b>164</b>	<b>19</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
NAIROBI	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	1	29	53	17
<b>TOTAL NAIROBI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>53</b>	<b>17</b>
<b>TOTAL KENYA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>6</b>	<b>9</b>	<b>34</b>	<b>14</b>	<b>0</b>	<b>71</b>	<b>28</b>	<b>112</b>	<b>36</b>
<b>LATVIA</b>															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	35	0	0	49	23	26	3	0	0	21	0	0	0
	RIGA AIRLINES EXPRESS	S	44	0	0	57	27	7	9	0	0	20	52	53	44
<b>TOTAL RIGA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>21</b>	<b>96</b>
<b>TOTAL LATVIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>21</b>	<b>96</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	147	0	1	50	28	12	11	0	0	23	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>28</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>28</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	75	25	0	0	0	0	5	75	10	8
<b>TOTAL LILONGWE</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>5</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL MALAWI</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>5</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-8	60	16	10
	MONARCH AIRLINES	C	9	0	0	33	11	22	22	11	0	54	25	31	4
<b>TOTAL MALE INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>20</b>	<b>14</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>20</b>	<b>14</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	18	0	1	17	11	50	17	0	6	70	25	47	8
	AIR MALTA	S	90	0	0	76	10	9	6	0	0	9	53	21	94
	AIR MALTA	C	16	0	2	69	19	13	0	0	0	8	75	5	12
	AIRWORLD AVIATION LTD	C	6	0	1	83	17	0	0	0	0	-4	50	41	6
	BRITANNIA AIRWAYS	C	17	0	0	41	41	18	0	0	0	20	44	56	16
	CALEDONIAN AIRWAYS	C	17	0	0	59	12	6	24	0	0	29	35	170	17
	GB AIRWAYS LTD	S	58	0	0	72	14	7	3	3	0	17	53	18	34
	MONARCH AIRLINES	C	8	0	0	13	0	63	25	0	0	59	11	56	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	40	10	0	0	32	75	12	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL MALTA</b>			<b>248</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>48</b>	<b>222</b>
<b>TOTAL MALTA</b>			<b>248</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>48</b>	<b>222</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	17	0	0	65	18	0	12	0	6	51	76	6	17
<b>TOTAL MAURITIUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>76</b>	<b>6</b>	<b>17</b>
<b>TOTAL MAURITIUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>76</b>	<b>6</b>	<b>17</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	12	0	0	67	25	8	0	0	0	3	33	23	9
	LEISURE INTERNATIONAL	C	9	0	0	33	11	22	33	0	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	0	75	13	0	111	0	0	0
<b>TOTAL CANCUN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>14</b>	<b>10</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>57</b>	<b>17</b>
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	58	15	15	8	4	0	27	0	0	0
<b>TOTAL MEXICO CITY</b>			<b>26</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>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	-2	63	14	8
	LEISURE INTERNATIONAL	C	10	0	0	50	10	40	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	10	0	0	30	0	10	60	0	0	70	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>54</b>	<b>26</b>	<b>13</b>
<b>TOTAL MEXICO</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>12</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>40</b>	<b>44</b>	<b>30</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	4	0	0	100	0	0	0	0	0	-5	50	12	4
<b>TOTAL AGADIR</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>-5</b>	<b>67</b>	<b>7</b>	<b>12</b>
MARRAKESH	EUROPEAN AIR CHARTER	C	4	0	0	50	25	0	25	0	0	41	0	0	0
	GB AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	8	42	46	12
<b>TOTAL MARRAKESH</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>46</b>	<b>12</b>
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	4	0	0	25	50	0	25	0	0	35	0	0	0
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>70</b>	<b>20</b>	<b>10</b>
<b>TOTAL MOROCCO</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>24</b>	<b>34</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	16	0	0	13	13	75	0	0	0	33	56	18	18
<b>TOTAL KATHMANDU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>18</b>	<b>18</b>
<b>TOTAL NEPAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>18</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	231	8	0	49	23	19	9	0	0	25	75	12	228
	TRANSAVIA	S	214	0	2	37	28	23	9	3	0	34	70	17	222
	TRANSBRASIL	S	16	0	0	56	25	19	0	0	0	13	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>462</b>	<b>8</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>14</b>	<b>450</b>
ROTTERDAM	CITY FLYER EXPRESS	S	182	0	6	65	19	13	3	1	0	13	83	9	197
<b>TOTAL ROTTERDAM</b>			<b>182</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>197</b>
<b>TOTAL NETHERLANDS</b>			<b>644</b>	<b>8</b>	<b>8</b>	<b>50</b>	<b>23</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>14</b>	<b>736</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	60	0	0	52	37	8	3	0	0	18	67	13	60
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>37</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>13</b>	<b>60</b>
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	52	0	0	40	40	15	2	2	0	23	69	22	51
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>22</b>	<b>51</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	76	0	0	63	24	12	1	0	0	14	79	9	78

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

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				Actual (7)	Plan (8)										
OSLO (FORNEBU)	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	0	65	18	11	6	0	0	16	80	8	51
<b>TOTAL OSLO (FORNEBU)</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>129</b>
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	67	15	8	10	0	0	15	76	13	51
<b>TOTAL STAVANGER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>13</b>	<b>51</b>
<b>TOTAL NORWAY</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>13</b>	<b>291</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	25	1	0	56	4	12	20	0	8	139	65	31	17
<b>TOTAL ISLAMABAD</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>4</b>	<b>12</b>	<b>20</b>	<b>0</b>	<b>8</b>	<b>139</b>	<b>65</b>	<b>31</b>	<b>17</b>
<b>TOTAL PAKISTAN</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>4</b>	<b>12</b>	<b>20</b>	<b>0</b>	<b>8</b>	<b>139</b>	<b>65</b>	<b>31</b>	<b>17</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS (EURO OPS) LG	S	18	0	0	39	22	22	11	6	0	40	0	0	0
	EUROPEAN AIR CHARTER	C	3	0	7	67	33	0	0	0	0	12	0	0	0
	LOT-POLISH AIRLINES	S	42	0	0	62	12	17	10	0	0	18	0	0	0
<b>TOTAL KRAKOW</b>			<b>63</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>16</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>63</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>16</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	57	0	1	42	14	21	23	0	0	38	15	62	34
	AIRWORLD AVIATION LTD	C	8	0	0	63	38	0	0	0	0	10	100	-5	1
	BRITANNIA AIRWAYS	C	17	0	0	71	29	0	0	0	0	8	88	2	16
	CALEDONIAN AIRWAYS	C	61	0	1	41	26	16	13	3	0	34	23	56	48
	EXCEL AIRWAYS LTD	C	15	0	1	40	20	7	0	13	20	172	6	82	18
	GB AIRWAYS LTD	S	102	0	0	89	7	1	3	0	0	2	0	0	0
	LEISURE INTERNATIONAL	C	32	0	0	38	25	22	16	0	0	29	25	64	8
	MONARCH AIRLINES	C	40	0	0	15	20	18	48	0	0	64	18	60	50
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	1	50	19	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
	TRANSAER	C	6	1	0	33	0	0	33	33	0	126	0	413	6
<b>TOTAL FARO</b>			<b>357</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>17</b>	<b>11</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>36</b>	<b>57</b>	<b>355</b>
LISBON	AB AIRLINES	S	112	0	0	67	24	5	2	2	0	12	0	0	0
	AIRWORLD AVIATION LTD	C	8	0	0	13	38	13	25	0	13	113	58	11	12
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	83	8	7	2	0	0	7	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	2	67	0	0	33	0	0	40	67	17	3
<b>TOTAL LISBON</b>			<b>183</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>34</b>	<b>47</b>	<b>44</b>
OPORTO ( PORTUGAL )	EUROPEAN AIR CHARTER	C	8	0	0	38	38	25	0	0	0	20	88	11	8
	GB AIRWAYS LTD	S	98	0	0	78	15	3	3	1	0	10	0	0	0
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>18</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>646</b>	<b>1</b>	<b>5</b>	<b>63</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>38</b>	<b>54</b>	<b>417</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIRWORLD AVIATION LTD	C	18	0	0	33	28	28	11	0	0	36	0	0	0
	CALEDONIAN AIRWAYS	C	20	0	0	45	25	20	5	5	0	30	60	10	20
	GB AIRWAYS LTD	S	26	0	0	92	8	0	0	0	0	2	81	21	26
	MONARCH AIRLINES	C	10	0	0	30	50	10	10	0	0	22	79	15	28

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				Actual (7)	Plan (8)										
TOTAL FUNCHAL			74	0	0	57	23	14	5	1	0	21	74	16	74
TOTAL PORTUGAL(MADEIRA)			74	0	0	57	23	14	5	1	0	21	74	16	74
PUERTO RICO															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	9	0	0	56	0	11	11	22	0	72	20	83	10
TOTAL SAN JUAN (PUERTO RICO)			9	0	0	56	0	11	11	22	0	72	33	54	18
TOTAL PUERTO RICO			9	0	0	56	0	11	11	22	0	72	33	54	18
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	16	0	0	69	13	13	6	0	0	13	0	149	10
TOTAL SANAA			16	0	0	69	13	13	6	0	0	13	0	149	10
TOTAL REPUBLIC OF YEMEN			16	0	0	69	13	13	6	0	0	13	0	149	10
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	85	0	0	58	25	8	8	1	0	21	46	18	50
TOTAL BUCHAREST (OTOPENI)			85	0	0	58	25	8	8	1	0	21	45	19	51
TOTAL RUMANIA			85	0	0	58	25	8	8	1	0	21	45	19	51
RUSSIA															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	82	8	5	5	0	0	6	90	2	60
TOTAL MOSCOW (SHEREMETYEVO)			60	0	0	82	8	5	5	0	0	6	89	2	61
ST PETERSBURG	AEROFLOT	S	12	0	2	92	8	0	0	0	0	4	72	4	18
	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	71	12	14	2	0	0	8	0	0	0
TOTAL ST PETERSBURG			54	0	2	76	11	11	2	0	0	7	72	4	18
TOTAL RUSSIA			114	0	2	79	10	8	4	0	0	6	85	3	79
SAINT KITTS AND NEVIS															
ST KITTS	CALEDONIAN AIRWAYS	C	4	0	0	0	50	50	0	0	0	40	0	0	0
TOTAL ST KITTS			4	0	0	0	50	50	0	0	0	40	50	-5	2
TOTAL SAINT KITTS AND NEVIS			4	0	0	0	50	50	0	0	0	40	50	-5	2
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	16	0	0	94	6	0	0	0	0	-3	39	22	18
TOTAL SEYCHELLES			16	0	0	94	6	0	0	0	0	-3	39	22	18
TOTAL SEYCHELLES			16	0	0	94	6	0	0	0	0	-3	39	22	18
SPAIN															
ALICANTE	AIR 2000	C	34	0	1	32	9	15	44	0	0	48	32	54	22
	AIR EUROPA	C	4	0	4	50	25	25	0	0	0	19	100	-2	4
	BRITANNIA AIRWAYS	C	19	0	0	42	26	26	5	0	0	22	35	64	17
	CALEDONIAN AIRWAYS	C	62	2	3	37	21	21	13	5	3	54	27	101	56
	EXCEL AIRWAYS LTD	C	47	0	2	38	21	21	15	0	4	48	52	22	23
	LEISURE INTERNATIONAL	C	37	0	0	41	24	22	14	0	0	28	42	76	19
	MONARCH AIRLINES	C	57	0	0	49	25	11	16	0	0	27	30	49	46
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	-6	38	11	8

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				Actual (7)	Plan (8)										
ALICANTE	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	TRANSAER	C	10	0	0	70	30	0	0	0	0	8	0	0	0
<b>TOTAL ALICANTE</b>			<b>287</b>	<b>2</b>	<b>10</b>	<b>44</b>	<b>21</b>	<b>17</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>35</b>	<b>63</b>	236
ALMERIA	BRITANNIA AIRWAYS	C	16	0	0	81	13	6	0	0	0	7	78	26	18
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	21	67	12	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	16	25	47	8
<b>TOTAL ALMERIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>40</b>	40
BARCELONA	AIR EUROPA	S	52	0	0	79	6	8	8	0	0	12	65	17	52
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	69	20	8	3	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL BARCELONA</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>20</b>	53
GERONA	AIR 2000	C	17	0	0	47	12	6	35	0	0	36	44	39	18
	BRITANNIA AIRWAYS	C	16	0	1	88	0	6	6	0	0	4	75	8	16
	MONARCH AIRLINES	C	8	0	0	38	13	25	25	0	0	35	0	123	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-10	0	83	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	-5	0	0	0
	VIRGIN EXPRESS	C	4	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL GERONA</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>10</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>51</b>	55
IBIZA	AIR 2000	C	32	0	0	66	9	0	13	13	0	38	39	31	33
	AIRWORLD AVIATION LTD	C	16	0	0	56	6	19	13	6	0	35	23	100	13
	BRITANNIA AIRWAYS	C	57	0	1	68	12	7	12	0	0	15	63	23	78
	CALEDONIAN AIRWAYS	C	38	1	2	58	13	5	8	11	5	59	33	88	15
	EXCEL AIRWAYS LTD	C	8	0	0	38	25	25	0	0	13	124	57	42	7
	LEISURE INTERNATIONAL	C	25	0	0	16	20	12	36	16	0	82	22	53	18
	MONARCH AIRLINES	C	29	0	1	55	17	7	14	7	0	31	37	85	30
	MY TRAVEL AIRWAYS UK	C	26	1	0	50	12	8	23	4	4	76	44	51	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
	<b>TOTAL IBIZA</b>			<b>239</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>13</b>	<b>8</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>45</b>	<b>42</b>	<b>74</b>
JEREZ	AVIACO	S	26	0	0	100	0	0	0	0	0	-7	0	0	0
	GB AIRWAYS LTD	S	22	0	0	95	0	5	0	0	0	3	67	12	18
<b>TOTAL JEREZ</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>67</b>	<b>12</b>	18
LA CORUNA	AVIACO	S	26	0	0	88	0	4	8	0	0	6	0	0	0
<b>TOTAL LA CORUNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>58</b>	2
MADRID	AIR EUROPA	S	52	0	0	81	8	8	4	0	0	11	54	18	52
	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	69	14	9	6	1	0	18	65	17	179
	IBERIA	S	52	0	0	48	38	8	6	0	0	20	50	16	52
	SPANAIR	S	16	0	0	50	31	19	0	0	0	16	0	0	0
<b>TOTAL MADRID</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>17</b>	309
MAHON	AIR 2000	C	28	0	0	21	21	21	36	0	0	45	47	25	36
	AIRWORLD AVIATION LTD	C	16	0	0	50	31	19	0	0	0	15	38	85	8
	BRITANNIA AIRWAYS	C	34	0	0	53	18	6	12	12	0	42	44	26	34
	CALEDONIAN AIRWAYS	C	17	1	3	41	24	18	18	0	0	26	50	26	16
	EXCEL AIRWAYS LTD	C	12	0	0	42	33	8	17	0	0	17	67	12	6
	LEISURE INTERNATIONAL	C	8	0	0	38	38	25	0	0	0	22	30	21	10
	MONARCH AIRLINES	C	32	0	0	41	28	22	6	3	0	32	48	25	31
	<b>TOTAL MAHON</b>			<b>177</b>	<b>1</b>	<b>6</b>	<b>347</b>	<b>205</b>	<b>136</b>	<b>100</b>	<b>12</b>	<b>0</b>	<b>222</b>	<b>302</b>	<b>177</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
MAHON	MY TRAVEL AIRWAYS UK	C	16	0	0	56	0	25	13	6	0	41	25	42	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	1	0	0	0
	TRANSAER	C	16	0	0	50	31	19	0	0	0	18	25	34	8
<b>TOTAL MAHON</b>			<b>197</b>	<b>1</b>	<b>3</b>	<b>47</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>42</b>	<b>31</b>	<b>183</b>
MALAGA	AIR 2000	C	48	0	0	13	8	13	58	8	0	86	17	64	36
	AIR EUROPA	C	14	0	0	14	36	21	21	7	0	55	0	74	3
	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	31	19	44	6	0	0	29	44	41	18
	BRITISH AIRWAYS (EURO OPS) LG	S	3	0	1	0	0	100	0	0	0	47	57	23	138
	CALEDONIAN AIRWAYS	C	77	3	7	42	17	13	19	5	4	71	35	111	49
	EUROPEAN AIR CHARTER	C	3	0	1	33	67	0	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	20	2	4	55	5	20	20	0	0	28	52	40	33
	GB AIRWAYS LTD	S	140	0	0	87	6	4	3	0	0	4	0	0	0
	LEISURE INTERNATIONAL	C	42	0	1	29	19	26	24	2	0	49	9	130	22
	MONARCH AIRLINES	C	89	0	1	30	21	26	17	6	0	46	27	70	86
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	13	19	19	0	0	27	22	44	18
	TRANSAER	C	31	6	0	58	23	6	10	0	3	28	0	58	8
	VIRGIN EXPRESS	C	4	0	0	0	25	75	0	0	0	33	0	0	0
VIVA	C	14	0	2	57	43	0	0	0	0	14	0	0	0	
<b>TOTAL MALAGA</b>			<b>519</b>	<b>11</b>	<b>17</b>	<b>49</b>	<b>16</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>35</b>	<b>67</b>	<b>455</b>
MURCIA SAN JAVIER	CALEDONIAN AIRWAYS	C	8	0	0	50	13	13	25	0	0	40	0	0	0
	GB AIRWAYS LTD	S	34	0	0	82	18	0	0	0	0	5	71	9	24
<b>TOTAL MURCIA SAN JAVIER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>31</b>	<b>33</b>
PALMA DE MALLORCA	AIR 2000	C	63	1	0	37	14	25	24	0	0	39	39	57	67
	AIR EUROPA	C	29	0	0	38	38	17	7	0	0	25	37	33	49
	AIRWORLD AVIATION LTD	C	26	0	0	27	12	27	23	12	0	69	0	0	0
	BCM AIRLINES	C	10	0	8	50	30	0	20	0	0	35	0	0	0
	BRITANNIA AIRWAYS	C	102	0	0	62	15	10	13	1	0	22	70	19	112
	CALEDONIAN AIRWAYS	C	16	1	0	13	31	31	19	6	0	51	13	258	8
	FUTURA AIRLINES	S	18	0	0	39	39	22	0	0	0	23	0	0	0
	FUTURA AIRLINES	C	8	0	0	50	50	0	0	0	0	13	0	35	1
	LEISURE INTERNATIONAL	C	8	0	0	25	0	25	50	0	0	60	38	55	16
	MONARCH AIRLINES	C	72	0	0	57	17	17	7	3	0	27	28	54	60
	MY TRAVEL AIRWAYS UK	C	58	0	0	38	16	17	21	9	0	56	42	49	52
	SPANAIR	C	22	0	2	50	14	9	27	0	0	39	46	28	24
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	20	0	0	22	0	0	0
	VIRGIN EXPRESS	C	8	0	0	75	13	13	0	0	0	10	0	0	0
VIVA	C	8	0	0	38	25	38	0	0	0	21	50	18	12	
<b>TOTAL PALMA DE MALLORCA</b>			<b>458</b>	<b>2</b>	<b>10</b>	<b>47</b>	<b>19</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>53</b>	<b>38</b>	<b>535</b>
REUS	AIR 2000	C	10	0	0	20	30	20	30	0	0	40	75	8	8
	BRITANNIA AIRWAYS	C	18	0	0	67	28	6	0	0	0	11	50	52	16
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	-12	50	9	8
	MY TRAVEL AIRWAYS UK	C	20	0	0	80	10	0	10	0	0	11	80	3	20
<b>TOTAL REUS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>20</b>	<b>52</b>	
SANTIAGO DE COMPOSTELA ( SPAIN )	EUROPEAN AIR CHARTER	C	2	0	6	0	0	0	100	0	0	123	67	19	6
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>			<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>57</b>	<b>19</b>	<b>7</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
SEVILLE	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	91	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	GB AIRWAYS LTD	S	50	0	0	76	16	4	4	0	0	14	73	15	52
<b>TOTAL VALENCIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>15</b>	<b>52</b>
<b>TOTAL SPAIN</b>			<b>2510</b>	<b>18</b>	<b>51</b>	<b>56</b>	<b>17</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>47</b>	<b>46</b>	<b>2280</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	18	0	0	28	11	22	39	0	0	47	44	24	18
	AIR EUROPA	C	2	0	0	50	0	0	50	0	0	79	0	0	0
	AIRWORLD AVIATION LTD	C	8	0	0	38	25	13	0	25	0	60	0	110	2
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	60	12	10
	CALEDONIAN AIRWAYS	C	26	0	0	46	27	15	8	4	0	31	0	101	18
	LEISURE INTERNATIONAL	C	8	0	0	75	25	0	0	0	0	11	0	57	8
	MONARCH AIRLINES	C	24	0	0	67	8	8	17	0	0	18	19	95	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	25	6	13	0	0	17	38	96	8
	TRANSAER	C	8	0	0	25	0	38	38	0	0	66	0	0	0
<b>TOTAL ARRECIFE</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>75</b>	<b>100</b>
FUERTEVENTURA	AIR 2000	C	8	0	0	25	0	50	0	25	0	82	25	41	8
	BRITANNIA AIRWAYS	C	10	0	0	30	30	10	10	20	0	79	0	105	8
	CALEDONIAN AIRWAYS	C	8	0	0	50	0	0	25	25	0	94	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	-9	50	14	8
	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	29	13	66	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	19	31	0	13	0	64	35	53	17
<b>TOTAL FUERTEVENTURA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>19</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>59</b>	<b>35</b>	<b>47</b>	<b>57</b>
LAS PALMAS	AIR 2000	C	9	0	0	22	11	44	22	0	0	51	20	47	10
	AIR EUROPA	C	16	0	0	25	25	25	0	13	13	101	20	35	15
	AIRWORLD AVIATION LTD	C	8	0	0	38	0	0	63	0	0	66	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	22	17	39	22	0	0	39	44	27	27
	EXCEL AIRWAYS LTD	C	10	0	0	30	30	20	20	0	0	46	0	0	0
	FUTURA AIRLINES	C	8	1	0	50	25	0	25	0	0	35	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	0	40	40	20	0	0	41	60	82	10
	MONARCH AIRLINES	C	20	0	0	55	20	15	10	0	0	20	48	35	29
	MY TRAVEL AIRWAYS UK	C	24	0	0	46	17	13	21	4	0	46	26	35	27
	THOMAS COOK AIRLINES LTD	C	19	0	0	84	0	0	16	0	0	12	0	0	0
	TRANSAER	C	9	0	1	67	22	11	0	0	0	10	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>151</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>18</b>	<b>19</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>42</b>	<b>37</b>	<b>45</b>	<b>137</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	41	0	0	20	7	20	49	5	0	66	38	54	40
	AIRWORLD AVIATION LTD	C	7	0	0	86	0	0	14	0	0	26	0	0	0
	BRITANNIA AIRWAYS	C	27	0	0	56	15	7	22	0	0	33	69	15	26
	CALEDONIAN AIRWAYS	C	42	0	2	33	21	12	26	7	0	51	17	63	24
	EXCEL AIRWAYS LTD	C	18	0	0	39	22	17	22	0	0	33	0	25	2
	FUTURA AIRLINES	C	8	0	0	75	0	0	13	13	0	34	43	16	14
	LEISURE INTERNATIONAL	C	18	0	0	33	17	39	11	0	0	33	0	0	0
	MONARCH AIRLINES	C	50	0	1	40	12	22	22	4	0	47	16	71	50
	MY TRAVEL AIRWAYS UK	C	17	0	0	29	12	18	29	0	12	132	31	65	16
	SPANAIR	C	17	0	0	24	29	35	12	0	0	31	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	17	6	0	0	13	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)										
TENERIFE (SURREINA SOFIA)	TRANSAER	C	8	0	0	25	13	38	25	0	0	40	0	37	1
	VIVA	C	2	0	0	100	0	0	0	0	9	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>273</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>14</b>	<b>19</b>	<b>24</b>	<b>3</b>	<b>48</b>	<b>34</b>	<b>51</b>	<b>205</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>600</b>	<b>1</b>	<b>12</b>	<b>44</b>	<b>15</b>	<b>18</b>	<b>20</b>	<b>4</b>	<b>44</b>	<b>33</b>	<b>54</b>	<b>499</b>	
<b>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	18	0	0	94	0	6	0	0	0	82	7	17	
<b>TOTAL COLOMBO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>17</b>	
<b>TOTAL SRI LANKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>17</b>	
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	63	25	30	4
	BRITISH AIRWAYS PLC	S	27	0	0	56	19	22	4	0	14	46	18	26	
	CALEDONIAN AIRWAYS	C	8	0	0	13	25	38	25	0	46	20	29	5	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>40</b>	<b>21</b>	<b>35</b>	
<b>TOTAL ST LUCIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>40</b>	<b>21</b>	<b>35</b>	
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	68	17	13	2	0	13	87	10	60	
<b>TOTAL GOTEBORG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>10</b>	<b>60</b>	
STOCKHOLM (ARLANDA)	AIR 2000	C	14	0	0	21	21	29	29	0	50	31	57	16	
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	75	17	8	0	0	7	72	13	120	
	FINNAIR	S	55	0	0	56	16	24	4	0	18	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>18</b>	<b>136</b>	
<b>TOTAL SWEDEN</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	<b>196</b>	
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	172	0	0	77	16	3	3	0	11	81	12	170	
<b>TOTAL GENEVA</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>12</b>	<b>170</b>	
ZURICH	AIR HOLLAND	C	2	0	0	0	0	100	0	0	45	0	0	0	
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	60	25	12	2	2	16	64	14	120	
<b>TOTAL ZURICH</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>64</b>	<b>14</b>	<b>122</b>	
<b>TOTAL SWITZERLAND</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>292</b>	
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	25	0	0	84	8	4	0	4	7	63	20	24	
<b>TOTAL DAR-ES-SALAAM</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>63</b>	<b>20</b>	<b>24</b>	
<b>TOTAL TANZANIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>63</b>	<b>20</b>	<b>24</b>	
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	CALEDONIAN AIRWAYS	C	9	0	0	33	11	22	22	11	61	42	67	12	
<b>TOTAL TOBAGO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>61</b>	<b>42</b>	<b>67</b>	<b>12</b>	
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>61</b>	<b>42</b>	<b>67</b>	<b>12</b>	
<b>TUNISIA</b>															

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
MONASTIR	MONARCH AIRLINES	C	8	0	0	13	13	25	13	38	0	139	7	82	14
	MY TRAVEL AIRWAYS UK	C	24	0	0	58	8	13	21	0	0	23	33	44	18
	NOUVELAIR TUNISIE	C	25	2	2	44	32	16	8	0	0	19	33	29	24
<b>TOTAL MONASTIR</b>			<b>57</b>	<b>2</b>	<b>2</b>	<b>46</b>	<b>19</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>28</b>	<b>45</b>	<b>64</b>
SFAX	MONARCH AIRLINES	C	8	0	0	0	63	25	0	13	0	51	25	78	8
<b>TOTAL SFAX</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>78</b>	<b>8</b>
TUNIS	GB AIRWAYS LTD	S	34	0	0	47	24	21	9	0	0	25	54	18	26
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>18</b>	<b>26</b>
<b>TOTAL TUNISIA</b>			<b>99</b>	<b>2</b>	<b>2</b>	<b>42</b>	<b>24</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>35</b>	<b>41</b>	<b>98</b>
<b>TURKEY</b>															
ANTALYA	AIR 2000	C	9	0	0	11	44	11	33	0	0	54	20	84	10
	BRITANNIA AIRWAYS	C	10	0	0	30	40	10	20	0	0	41	50	31	8
	MONARCH AIRLINES	C	17	0	0	29	12	12	35	12	0	75	0	55	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	0	17	38	77	8
	SUNWAYS	C	9	0	1	56	22	22	0	0	0	15	60	10	10
<b>TOTAL ANTALYA</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>26</b>	<b>15</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>60</b>	<b>73</b>
BODRUM (MILAS)	CALEDONIAN AIRWAYS	C	8	0	0	13	25	25	38	0	0	47	0	0	0
	EXCEL AIRWAYS LTD	C	13	3	0	46	8	23	15	0	8	74	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>21</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>14</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>															
DALAMAN	AIR 2000	C	38	0	0	18	16	21	45	0	0	58	46	36	35
	AIRWORLD AVIATION LTD	C	16	0	0	0	31	19	38	13	0	91	0	0	0
	BRITANNIA AIRWAYS	C	24	1	0	17	29	21	29	4	0	61	38	26	32
	CALEDONIAN AIRWAYS	C	78	1	1	19	18	15	33	6	8	96	22	77	78
	EXCEL AIRWAYS LTD	C	8	0	0	13	63	25	0	0	0	26	0	0	0
	MONARCH AIRLINES	C	20	0	0	40	55	5	0	0	0	17	22	58	27
	MY TRAVEL AIRWAYS UK	C	27	0	0	41	4	11	41	4	0	63	4	69	23
	ONUR AIR	C	8	0	0	38	0	50	13	0	0	33	38	18	8
	PEGASUS AIRLINES	C	11	1	1	45	18	36	0	0	0	19	0	0	0
	SUNWAYS	C	10	0	0	60	20	10	10	0	0	16	20	26	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	6	6	0	0	10	0	0	0
TRANSAER	C	8	0	0	75	25	0	0	0	0	9	0	134	8	
<b>TOTAL DALAMAN</b>			<b>266</b>	<b>3</b>	<b>2</b>	<b>30</b>	<b>21</b>	<b>17</b>	<b>26</b>	<b>3</b>	<b>2</b>	<b>59</b>	<b>25</b>	<b>63</b>	<b>248</b>
<b>ISTANBUL</b>															
ISTANBUL	ISTANBUL HAVA YOLLARI	C	22	0	3	5	18	36	41	0	0	56	0	41	8
	ONUR AIR	C	15	0	1	7	40	40	13	0	0	37	0	77	18
<b>TOTAL ISTANBUL</b>			<b>37</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>27</b>	<b>38</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>68</b>	<b>30</b>
<b>IZMIR (ADNAM MENDERES)</b>															
IZMIR (ADNAM MENDERES)	AIR 2000	C	28	0	0	61	18	7	14	0	0	20	28	49	25
	AIRWORLD AVIATION LTD	C	10	0	0	20	30	20	10	20	0	73	0	265	7
	CALEDONIAN AIRWAYS	C	10	0	0	80	20	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	28	0	0	75	14	11	0	0	0	9	17	39	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	8	13	108	8
	ONUR AIR	C	8	0	0	13	63	25	0	0	0	25	0	39	8
	PEGASUS AIRLINES	C	17	0	1	88	12	0	0	0	0	0	0	0	0
	SUNWAYS	C	10	0	0	80	20	0	0	0	0	9	20	17	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	50	0	0	0	0	14	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 IZMIR (ADNAM MENDERES)			129	0	1	64	23	7	4	2	0	16	17	71	103
TOTAL TURKEY			506	6	8	38	23	16	20	3	1	46	23	64	454
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	92	4	4	0	0	0	-4	72	64	25
TOTAL ENTEBBE			26	0	0	92	4	4	0	0	0	-4	72	64	25
TOTAL UGANDA			26	0	0	92	4	4	0	0	0	-4	72	64	25
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	48	23	9	20	0	0	29	88	2	26
	UKRAINE INTERNATIONAL AIRLINE	S	42	0	0	71	29	0	0	0	0	11	59	16	34
TOTAL KIEV (BORISPOL)			86	0	0	59	26	5	10	0	0	20	72	10	60
TOTAL UKRAINE			86	0	0	59	26	5	10	0	0	20	72	10	60
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	EMIRATES	S	8	0	0	50	50	0	0	0	0	15	50	20	8
TOTAL ABU DHABI INTERNATIONAL			8	0	0	50	50	0	0	0	0	15	50	20	8
DUBAI	EMIRATES	S	52	0	0	40	29	25	6	0	0	24	29	28	52
TOTAL DUBAI			52	0	0	40	29	25	6	0	0	24	29	28	52
TOTAL UNITED ARAB EMIRATES			60	0	0	42	32	22	5	0	0	23	32	27	60
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	222	0	2	79	14	5	2	0	0	7	72	11	179
TOTAL ABERDEEN			222	0	2	79	14	5	2	0	0	7	72	11	179
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	342	0	2	75	13	7	5	0	0	12	74	14	242
TOTAL BELFAST CITY			342	0	2	75	13	7	5	0	0	12	74	14	242
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	93	7	0	0	0	0	3	0	0	0
TOTAL BRISTOL			44	0	0	93	7	0	0	0	0	3	0	0	0
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	325	0	3	76	12	9	3	0	0	11	76	11	180
TOTAL EDINBURGH			325	0	3	76	12	9	3	0	0	11	77	11	441
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	274	0	2	79	12	7	1	0	0	8	0	0	0
TOTAL GLASGOW			274	0	2	79	12	7	1	0	0	8	72	11	261
GUERNSEY	CITY FLYER EXPRESS	C	8	0	6	88	0	13	0	0	0	-1	100	-8	5
	CITY FLYER EXPRESS	S	172	0	0	72	16	10	2	0	0	11	85	7	171
	FLYBE.BRITISH EUROPEAN	S	232	0	0	84	9	4	2	0	0	6	90	4	231
TOTAL GUERNSEY			412	0	6	79	11	7	2	0	0	8	88	5	407
JERSEY	CITY FLYER EXPRESS	S	305	3	0	60	17	11	12	0	0	20	76	12	282
	FLYBE.BRITISH EUROPEAN	S	264	0	0	72	14	8	6	0	0	14	74	14	266
TOTAL JERSEY			569	3	0	66	16	10	9	0	0	17	75	13	548
LEEDS BRADFORD	CITY FLYER EXPRESS	S	197	0	3	53	27	14	6	0	0	17	60	17	143
TOTAL LEEDS BRADFORD			197	0	3	53	27	14	6	0	0	17	60	17	143
MANCHESTER	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	33	63	13	24

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				Actual (7)	Plan (8)										
MANCHESTER	BRITISH AIRWAYS (EURO OPS) LG	S	325	0	13	76	15	6	2	0	0	10	74	12	323
	CALEDONIAN AIRWAYS	C	3	2	1	67	33	0	0	0	6	100	-6	8	
	LEISURE INTERNATIONAL	C	10	0	0	70	0	30	0	0	16	0	0	0	
	MONARCH AIRLINES	C	11	0	0	45	27	9	9	9	0	31	46	58	13
<b>TOTAL MANCHESTER</b>			<b>351</b>	<b>3</b>	<b>14</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	<b>415</b>
NEWCASTLE	CITY FLYER EXPRESS	S	311	0	1	66	17	12	5	0	15	70	13	252	
<b>TOTAL NEWCASTLE</b>			<b>311</b>	<b>2</b>	<b>1</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	<b>252</b>	
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	87	0	3	75	14	9	2	0	11	0	0	0	
<b>TOTAL NEWQUAY</b>			<b>87</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	147	0	3	74	12	10	4	0	10	0	0	0	
<b>TOTAL PLYMOUTH</b>			<b>147</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3281</b>	<b>9</b>	<b>39</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>2960</b>	
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	87	8	3	2	0	-10	68	14	60	
	DELTA AIRLINES	S	120	0	0	75	11	5	7	3	11	64	15	120	
<b>TOTAL ATLANTA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>66</b>	<b>15</b>	<b>180</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	70	13	5	8	3	22	73	20	60	
<b>TOTAL BALTIMORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>22</b>	<b>71</b>	<b>32</b>	<b>62</b>	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	13	5	2	0	2	83	7	60	
<b>TOTAL BOSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>62</b>	
CHARLOTTE	BRITISH AIRWAYS PLC	S	59	0	1	49	31	14	7	0	18	62	39	60	
<b>TOTAL CHARLOTTE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>31</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>39</b>	<b>60</b>	
CINCINNATI	DELTA AIRLINES	S	60	0	0	55	27	13	5	0	17	68	24	59	
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>24</b>	<b>59</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	120	0	0	78	10	3	7	3	12	53	26	120	
	BRITISH AIRWAYS PLC	S	57	0	0	75	12	11	2	0	10	57	25	60	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>54</b>	<b>26</b>	<b>180</b>	
DETROIT	AMERICAN TRANS AIR	C	8	0	0	25	25	13	25	13	0	75	63	8	
	NORTHWEST AIRLINES	S	117	2	3	55	17	9	18	2	28	60	22	90	
<b>TOTAL DETROIT</b>			<b>125</b>	<b>2</b>	<b>3</b>	<b>53</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>2</b>	<b>31</b>	<b>60</b>	<b>21</b>	<b>98</b>	
FORT LAUDERDALE	LAKER AIRWAYS INC	S	18	0	0	61	11	6	17	6	39	76	14	17	
<b>TOTAL FORT LAUDERDALE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>39</b>	<b>76</b>	<b>14</b>	<b>17</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	52	17	8	18	5	37	47	35	58	
	CONTINENTAL AIRLINES	S	111	0	0	68	14	12	4	3	20	77	11	95	
<b>TOTAL HOUSTON</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>26</b>	<b>65</b>	<b>21</b>	<b>153</b>	
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	9	0	0	11	11	11	67	0	88	0	0	0	
<b>TOTAL LAS VEGAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>67</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LOS ANGELES INTERNATIONAL	CALEDONIAN AIRWAYS	C	5	0	5	20	20	20	40	0	40	0	0	0	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>5</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	77	12	3	7	2	0	14	58	18	60
	LAKER AIRWAYS INC	S	19	0	26	58	11	5	21	5	0	35	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>79</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>11</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>20</b>	103
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	0	0	72	18	8	2	0	0	6	70	18	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>18</b>	60
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	56	0	3	73	16	11	0	0	0	1	67	9	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>9</b>	60
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	119	2	1	69	17	8	6	0	1	15	64	21	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	2	62	16	10	3	7	2	38	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>177</b>	<b>2</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>61</b>	<b>21</b>	119
ORLANDO	AMERICAN TRANS AIR	C	34	1	1	47	18	21	9	6	0	33	35	77	17
	BRITISH AIRWAYS PLC	S	34	0	0	56	21	9	12	3	0	27	66	18	35
	LAKER AIRWAYS INC	C	30	0	6	43	23	3	20	3	7	63	78	6	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	12	3	3	3	0	15	75	11	60
<b>TOTAL ORLANDO</b>			<b>158</b>	<b>1</b>	<b>7</b>	<b>60</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>31</b>	<b>60</b>	<b>28</b>	191
PITTSBURGH	BRITISH AIRWAYS PLC	S	60	0	0	72	13	10	5	0	0	13	71	35	59
<b>TOTAL PITTSBURGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>35</b>	59
RALEIGH	AMERICAN AIRLINES	S	60	0	0	82	12	0	5	2	0	4	64	14	58
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	58
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	0	85	8	3	2	2	0	-2	78	21	60
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>-2</b>	<b>78</b>	<b>21</b>	60
SANFORD	BRITANNIA AIRWAYS	C	25	0	0	80	16	4	0	0	0	5	41	26	22
	CALEDONIAN AIRWAYS	C	24	0	0	33	38	17	13	0	0	27	0	0	0
	LEISURE INTERNATIONAL	C	24	0	0	33	8	17	33	8	0	67	0	0	0
	MONARCH AIRLINES	C	17	0	0	35	12	24	24	0	6	68	0	0	0
	MY TRAVEL AIRWAYS UK	C	26	0	3	8	19	19	50	4	0	75	12	88	25
<b>TOTAL SANFORD</b>			<b>116</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>19</b>	<b>16</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>47</b>	<b>23</b>	<b>74</b>	53
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	120	0	0	59	22	14	4	1	0	17	36	43	59
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>36</b>	<b>43</b>	59
TAMPA	BRITISH AIRWAYS PLC	S	26	0	0	38	12	12	23	15	0	73	35	64	17
<b>TOTAL TAMPA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>12</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>73</b>	<b>35</b>	<b>64</b>	17
<b>TOTAL USA</b>			<b>1896</b>	<b>5</b>	<b>51</b>	<b>65</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>25</b>	1713
VENEZUELA															
PORLAMAR	MONARCH AIRLINES	C	5	0	0	60	40	0	0	0	0	4	0	0	0
<b>TOTAL PORLAMAR</b>			<b>5</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>4</b>	<b>89</b>	<b>0</b>	9
<b>TOTAL VENEZUELA</b>			<b>5</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>4</b>	<b>89</b>	<b>0</b>	9
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	13	0	0	77	23	0	0	0	0	9	88	17	17
<b>TOTAL LUSAKA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>17</b>	17
<b>TOTAL ZAMBIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>17</b>	17

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	46	0	1	57	26	13	2	2	0	20	65	15	34
	BRITISH AIRWAYS PLC	S	12	0	7	75	8	8	8	0	0	13	78	5	9
<b>TOTAL HARARE</b>			<b>58</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>13</b>	<b>43</b>
<b>TOTAL ZIMBABWE</b>			<b>58</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>13</b>	<b>43</b>
<b>TOTAL GATWICK</b>			<b>21246</b>	<b>82</b>	<b>275</b>	<b>60</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>29</b>	<b>19266</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>															
SALZBURG	CALEDONIAN AIRWAYS	C	8	0	0	75	0	13	13	0	0	9	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	0	75	51	8
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>28</b>	<b>16</b>
VIENNA	ROYAL AIRLINES	C	4	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL VIENNA</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>14</b>	<b>0</b>	<b>39</b>	<b>1</b>
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>29</b>	<b>17</b>
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	164	0	0	78	15	4	2	1	0	12	85	7	111
<b>TOTAL BRUSSELS</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>111</b>
<b>TOTAL BELGIUM</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>111</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	50	13	10
<b>TOTAL BURGAS</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>3</b>	<b>50</b>	<b>13</b>	<b>10</b>
<b>TOTAL BULGARIA</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>3</b>	<b>50</b>	<b>13</b>	<b>10</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	58	2	0	76	5	9	5	5	0	24	73	15	60
	AIR TRANSAT	C	22	0	0	36	18	36	0	0	9	102	68	6	22
	CANADA 3000 AIRLINES	C	23	0	1	87	4	9	0	0	0	-3	89	1	18
	ROYAL AIRLINES	C	25	1	21	36	28	16	20	0	0	34	88	8	8
<b>TOTAL TORONTO</b>			<b>128</b>	<b>3</b>	<b>22</b>	<b>63</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>75</b>	<b>11</b>	<b>114</b>
VANCOUVER	AIR TRANSAT	C	8	0	0	38	13	0	13	13	25	329	70	88	10
	CANADA 3000 AIRLINES	C	8	0	0	100	0	0	0	0	0	-8	100	-6	8
<b>TOTAL VANCOUVER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>160</b>	<b>73</b>	<b>28</b>	<b>45</b>
<b>TOTAL CANADA</b>			<b>144</b>	<b>3</b>	<b>22</b>	<b>64</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>49</b>	<b>74</b>	<b>16</b>	<b>159</b>
<b>CROATIA</b>															
PULA	LEISURE INTERNATIONAL	C	5	0	1	60	0	20	20	0	0	30	0	0	0
<b>TOTAL PULA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	8	0	0	75	13	0	13	0	0	15	75	12	8
	BRITANNIA AIRWAYS	C	4	0	0	25	75	0	0	0	0	19	75	7	4
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	14	25	65	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	26	0	0	0
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>32</b>	<b>20</b>
PAPHOS	AIR 2000	C	8	0	0	38	13	0	25	25	0	88	100	-2	8
	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	15	100	-4	4
<b>TOTAL PAPHOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>63</b>	<b>100</b>	<b>-2</b>	<b>12</b>

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 CYPRUS			48	0	0	56	23	6	10	4	0	29	72	19	32
DENMARK															
COPENHAGEN	BMI BRITISH MIDLAND	S	103	0	1	85	11	2	2	0	0	4	88	2	102
TOTAL COPENHAGEN			103	0	1	85	11	2	2	0	0	4	88	2	102
TOTAL DENMARK			103	0	1	85	11	2	2	0	0	4	88	2	102
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	4	0	0	50	50	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	0	22	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	50	13	0	0	0	8	0	0	0
TOTAL PUERTO PLATA			16	0	0	44	38	13	6	0	0	11	0	0	0
TOTAL DOMINICAN REPUBLIC			16	0	0	44	38	13	6	0	0	11	0	0	0
FRANCE															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	22	0	0	68	18	9	5	0	0	18	86	6	43
	FLYBE.BRITISH EUROPEAN	S	112	0	0	86	6	6	2	0	0	7	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			135	0	0	82	9	7	2	0	0	9	86	6	43
STRASBOURG	AIR CHARTER	C	2	0	0	50	0	50	0	0	0	13	0	0	0
TOTAL STRASBOURG			2	3	2	50	0	50	0	0	0	13	0	0	0
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	50	0	50	0	0	0	29	100	2	2
TOTAL FRANCE			139	4	2	81	9	8	2	0	0	9	88	5	49
GERMANY															
BERLIN (TEGEL)	ROYAL AIRLINES	C	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BERLIN (TEGEL)			4	0	0	100	0	0	0	0	0	1	0	0	0
FRANKFURT MAIN	LUFTHANSA	S	14	0	2	64	21	0	14	0	0	24	78	23	18
TOTAL FRANKFURT MAIN			14	0	2	64	21	0	14	0	0	24	81	17	21
HANOVER	BRITISH AIRWAYS PLC	S	22	0	0	95	5	0	0	0	0	2	88	7	60
TOTAL HANOVER			22	0	0	95	5	0	0	0	0	2	88	7	60
MUNICH	ROYAL AIRLINES	C	10	0	0	40	0	20	40	0	0	43	0	0	0
TOTAL MUNICH			10	0	0	40	0	20	40	0	0	43	0	0	0
TOTAL GERMANY			50	0	2	76	8	4	12	0	0	16	81	11	93
GREECE															
ATHENS	ROYAL AIRLINES	C	3	1	21	33	0	33	33	0	0	24	0	0	0
TOTAL ATHENS			3	1	21	33	0	33	33	0	0	24	0	0	0
CORFU	AIR 2000	C	18	0	0	83	11	0	6	0	0	3	71	4	17
	BRITANNIA AIRWAYS	C	5	0	1	80	0	0	0	20	0	41	100	2	4
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-12	0	0	0
TOTAL CORFU			33	0	1	88	6	0	3	3	0	4	76	4	21
HERAKLION	AIR 2000	C	10	0	0	50	20	0	10	20	0	57	50	25	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
HERAKLION	BRITANNIA AIRWAYS	C	6	0	0	33	33	0	0	0	33	156	100	8	3
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	2	0	0	0
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>59</b>	<b>64</b>	<b>21</b>	<b>11</b>
RHODES	AIR 2000	C	8	0	0	75	0	25	0	0	0	7	100	-11	8
	BRITANNIA AIRWAYS	C	4	0	0	50	50	0	0	0	0	16	100	7	4
<b>TOTAL RHODES</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>-5</b>	<b>12</b>	
ZAKINTHOS	AIR 2000	C	8	0	0	75	0	0	25	0	0	32	70	39	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	32	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>70</b>	<b>39</b>	<b>10</b>
<b>TOTAL GREECE</b>			<b>90</b>	<b>1</b>	<b>22</b>	<b>73</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>26</b>	<b>79</b>	<b>11</b>	<b>58</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	42	3	2	67	21	10	0	2	0	11	100	0	26
<b>TOTAL KEFLAVIK</b>			<b>42</b>	<b>3</b>	<b>2</b>	<b>67</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	<b>26</b>
<b>TOTAL ICELAND</b>			<b>42</b>	<b>4</b>	<b>2</b>	<b>67</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	<b>26</b>
<b>IRISH REPUBLIC</b>															
DONEGAL	BRITISH REGIONAL AIRLINES LTD	S	36	0	0	64	19	11	0	6	0	22	0	0	0
<b>TOTAL DONEGAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>4</b>	<b>36</b>
DUBLIN	AER LINGUS	S	188	0	2	81	14	2	3	0	0	7	90	5	192
<b>TOTAL DUBLIN</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>192</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>224</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>228</b>
<b>ITALY</b>															
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	6	50	14	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>14</b>	<b>8</b>
PISA	BMI BRITISH MIDLAND	C	8	0	0	38	25	38	0	0	0	25	50	14	8
	KLM UK LTD	C	7	0	0	43	14	43	0	0	0	26	100	-5	5
<b>TOTAL PISA</b>			<b>15</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>25</b>	<b>69</b>	<b>7</b>	<b>13</b>
VERONA	LEISURE INTERNATIONAL	C	8	0	0	63	25	13	0	0	0	-1	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-3	19	39	16
<b>TOTAL VERONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>19</b>	<b>39</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>22</b>	<b>37</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	10	0	0	50	10	20	20	0	0	31	0	0	0
	AIR MALTA	C	20	0	0	35	45	20	0	0	0	21	39	22	28
	AIR MALTA	S	10	0	0	80	0	0	20	0	0	20	17	28	12
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	60	10	0	0	0	18	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	4	0	0	0
<b>TOTAL MALTA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>24</b>	<b>40</b>
<b>TOTAL MALTA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>24</b>	<b>40</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1996		
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			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	231	0	0	65	19	13	3	1	0	19	77	8	172
TOTAL AMSTERDAM			231	0	0	65	19	13	3	1	0	19	77	8	172
TOTAL NETHERLANDS			231	0	0	65	19	13	3	1	0	19	77	8	172
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	16	0	0	69	13	6	6	6	0	33	92	8	26
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10	100	-2	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	11	70	6	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	27	0	0	0
TOTAL FARO			49	0	4	78	12	2	6	2	0	20	80	15	60
TOTAL PORTUGAL(EXCLUDING MADEIRA)			49	0	4	78	12	2	6	2	0	20	80	15	60
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	10	0	0	20	10	20	50	0	0	54	60	68	10
TOTAL FUNCHAL			10	0	0	20	10	20	50	0	0	54	60	68	10
TOTAL PORTUGAL(MADEIRA)			10	0	0	20	10	20	50	0	0	54	60	68	10
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	50	0	0	50	0	0	52	50	30	16
	AVIACO	C	8	0	0	63	38	0	0	0	0	9	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	75	25	0	0	0	0	1	75	4	8
	BRITANNIA AIRWAYS	C	14	0	0	71	21	0	0	7	0	20	58	19	12
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	50	13	0	0	30	25	21	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	13	38	0	0	41	0	0	0
TOTAL ALICANTE			54	0	0	59	15	9	15	2	0	25	50	21	52
GERONA	AIR 2000	C	9	0	0	33	0	33	33	0	0	53	80	8	10
	BRITANNIA AIRWAYS	C	8	0	1	100	0	0	0	0	0	-4	88	-4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	27	86	16	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	0	0	0	0
TOTAL GERONA			33	0	1	70	3	12	15	0	0	20	71	47	35
IBIZA	AIR 2000	C	16	0	0	44	13	6	31	6	0	52	44	18	18
	BRITANNIA AIRWAYS	C	16	0	0	81	6	13	0	0	0	4	94	-1	18
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	33	0	0	11	0	32	10	47	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	0	13	0	23	0	0	0
TOTAL IBIZA			49	0	0	63	14	6	10	6	0	28	57	17	46
MAHON	AIR 2000	C	8	0	0	50	25	25	0	0	0	19	88	0	8
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-1	75	10	8
	FUTURA AIRLINES	C	8	0	0	75	25	0	0	0	0	5	75	7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	24	63	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	6	0	0	0
TOTAL MAHON			40	0	0	65	20	13	3	0	0	11	75	7	40
MALAGA	AIR 2000	C	24	0	0	63	8	4	21	4	0	36	44	26	16
	BCM AIRLINES	C	8	0	0	75	13	0	0	13	0	49	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	0	50	50	0	0	0	33	60	33	10
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	0	14	0	0	26	50	19	10
<b>TOTAL MALAGA</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>17</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>32</b>	<b>53</b>
PALMA DE MALLORCA	AIR 2000	C	26	0	0	58	0	19	23	0	0	27	38	36	16
	BCM AIRLINES	C	8	0	0	63	13	0	0	13	13	0	0	0	0
	BRITANNIA AIRWAYS	C	43	0	0	58	26	16	0	0	0	15	91	2	34
	MONARCH AIRLINES	C	17	0	0	59	35	6	0	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	48	0	0	42	21	21	17	0	0	37	46	35	50
	THOMAS COOK AIRLINES LTD	C	26	0	1	42	23	12	23	0	0	29	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>168</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>56</b>	<b>25</b>	<b>148</b>
REUS	AIR 2000	C	9	0	0	44	11	0	0	44	0	88	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	100	-3	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-9	70	11	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	19	90	-4	10
	THOMAS COOK AIRLINES LTD	C	6	1	0	67	0	17	17	0	0	11	0	0	0
<b>TOTAL REUS</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>3</b>	<b>46</b>
<b>TOTAL SPAIN</b>			<b>432</b>	<b>1</b>	<b>3</b>	<b>59</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>22</b>	<b>420</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	25	0	13	50	13	0	89	71	-2	7
	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-2	100	9	4
	FUTURA AIRLINES	C	8	0	0	25	0	50	25	0	0	50	50	20	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	37	75	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	10	0	0	0
	VIVA	C	7	1	1	71	0	0	0	29	0	55	0	0	0
<b>TOTAL ARRECIFE</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>2</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>70</b>	<b>9</b>	<b>27</b>
LAS PALMAS	AIR 2000	C	9	0	0	56	11	0	22	0	11	127	90	-8	10
	BRITANNIA AIRWAYS	C	10	0	0	40	40	20	0	0	0	17	100	-1	9
	MONARCH AIRLINES	C	8	0	0	0	13	88	0	0	0	37	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	11	0	0	0	7	56	92	18
	SPANAIR	C	8	0	0	75	25	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	36	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>69</b>	<b>40</b>	<b>49</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	0	0	63	19	6	6	6	0	30	38	56	16
	BRITANNIA AIRWAYS	C	9	0	0	78	11	11	0	0	0	8	100	-2	10
	FUTURA AIRLINES	C	10	0	0	100	0	0	0	0	0	-5	75	0	8
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	25	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	17	17	0	0	0	11	63	45	16
	THOMAS COOK AIRLINES LTD	C	8	0	8	75	13	13	0	0	0	5	0	0	0
	VIVA	C	8	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>78</b>	<b>1</b>	<b>9</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>27</b>	<b>58</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>182</b>	<b>2</b>	<b>10</b>	<b>63</b>	<b>11</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>68</b>	<b>27</b>	<b>146</b>
<b>SWITZERLAND</b>															
ZURICH	ROYAL AIRLINES	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL ZURICH</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>11</b>	<b>100</b>	<b>11</b>	<b>4</b>

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				Actual (7)	Plan (8)										
TOTAL SWITZERLAND			3	0	0	67	33	0	0	0	0	11	100	11	4
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	4	88	13	0	0	0	0	-1	75	5	12
TOTAL MONASTIR			8	0	4	88	13	0	0	0	0	-1	75	5	12
TOTAL TUNISIA			8	0	4	88	13	0	0	0	0	-1	75	5	12
TURKEY															
ANTALYA	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	5	0	0	0
	SUNWAYS	C	10	0	0	50	10	0	20	20	0	74	50	26	8
TOTAL ANTALYA			14	0	0	57	14	0	14	14	0	55	50	26	8
DALAMAN	AIR 2000	C	10	0	0	30	20	30	20	0	0	40	50	-3	8
	BRITANNIA AIRWAYS	C	10	0	0	20	30	40	10	0	0	34	33	34	9
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	1	40	41	10
	ONUR AIR	C	8	0	0	100	0	0	0	0	0	-8	38	20	8
	SUNWAYS	C	5	3	5	20	0	40	40	0	0	35	13	57	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	10	0	0	11	0	0	0
TOTAL DALAMAN			60	3	5	58	15	17	10	0	0	17	41	27	51
IZMIR (ADNAM MENDERES)	AIR 2000	C	10	0	0	50	20	10	20	0	0	44	78	11	9
	ONUR AIR	C	8	0	0	0	25	63	13	0	0	44	0	0	0
	PEGASUS AIRLINES	C	8	0	0	88	0	0	13	0	0	7	0	0	0
	SUNWAYS	C	7	1	1	29	0	14	43	14	0	54	63	50	8
TOTAL IZMIR (ADNAM MENDERES)			33	1	1	42	12	21	21	3	0	37	46	45	26
TOTAL TURKEY			107	4	6	53	14	16	14	3	0	28	44	32	85
UNITED KINGDOM															
ABERDEEN	BRITISH REGIONAL AIRLINES LTD	S	128	0	0	80	9	7	4	0	0	10	0	0	0
TOTAL ABERDEEN			128	0	0	80	9	7	4	0	0	10	97	4	126
BARRA	LOGANAIR	S	55	0	1	75	16	2	4	4	0	17	89	4	45
TOTAL BARRA			55	0	1	75	16	2	4	4	0	17	89	4	45
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	168	0	0	76	8	13	2	1	0	13	95	0	166
TOTAL BELFAST CITY			168	0	0	76	8	13	2	1	0	13	95	0	166
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	176	0	0	77	10	5	9	0	0	14	0	0	0
TOTAL BELFAST INTERNATIONAL			176	0	0	77	10	5	9	0	0	14	97	2	238
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	56	0	0	73	16	7	2	2	0	14	0	0	0
TOTAL BENBECULA			56	0	0	73	16	7	2	2	0	14	84	16	49
BIRMINGHAM	BRITISH AIRWAYS PLC	S	390	0	14	86	8	4	2	0	0	8	89	4	376
TOTAL BIRMINGHAM			390	0	14	86	8	4	2	0	0	8	89	4	376
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	18	0	2	72	11	6	11	0	0	20	0	0	0
TOTAL BOURNEMOUTH			18	0	2	72	11	6	11	0	0	20	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	291	0	9	80	11	4	4	0	0	10	80	10	265
TOTAL BRISTOL			291	0	9	80	11	4	4	0	0	10	80	10	265

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
CAMPBELTOWN	LOGANAIR	S	79	4	7	89	4	3	5	0	0	7	96	-2	96
<b>TOTAL CAMPBELTOWN</b>			<b>79</b>	<b>4</b>	<b>7</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>-2</b>	<b>96</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	114	0	0	86	5	4	5	0	0	7	97	2	126
<b>TOTAL CARDIFF WALES</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>130</b>
CITY OF DERRY ( EGLINTON )	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	73	7	10	10	0	0	17	0	0	0
<b>TOTAL CITY OF DERRY ( EGLINTON )</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>97</b>	<b>-2</b>	<b>59</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	192	0	0	78	10	9	3	0	0	10	83	10	186
<b>TOTAL EAST MIDLANDS</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>186</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	273	0	3	80	12	5	2	0	0	11	0	0	0
	ROYAL AIRLINES	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL GATWICK</b>			<b>275</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>290</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	26	0	0	85	12	4	0	0	0	7	100	-3	10
<b>TOTAL GUERNSEY</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>7</b>	<b>100</b>	<b>-3</b>	<b>10</b>
HEATHROW	BMI BRITISH MIDLAND	S	472	0	0	75	15	9	0	0	0	10	82	9	472
	BRITISH AIRWAYS PLC	S	647	0	5	74	17	7	2	0	0	11	79	9	650
<b>TOTAL HEATHROW</b>			<b>1120</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>1122</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	44	0	0	73	14	5	9	0	0	15	0	0	0
<b>TOTAL INVERNESS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>98</b>	<b>1</b>	<b>42</b>
ISLAY	BRITISH REGIONAL AIRLINES LTD	S	98	0	0	74	12	6	7	0	0	15	0	0	0
<b>TOTAL ISLAY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>97</b>	<b>-1</b>	<b>68</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	60	0	0	75	13	7	5	0	0	11	97	-1	60
<b>TOTAL ISLE OF MAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>97</b>	<b>-1</b>	<b>60</b>
JERSEY	BMI BRITISH MIDLAND	S	38	0	0	55	29	13	3	0	0	18	64	19	44
	BRITISH AIRWAYS PLC	C	8	0	0	75	25	0	0	0	0	5	67	6	6
	BRITISH REGIONAL AIRLINES LTD	C	6	0	0	33	50	17	0	0	0	13	56	21	9
<b>TOTAL JERSEY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>59</b>
KIRKWALL	BRITISH REGIONAL AIRLINES LTD	S	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL KIRKWALL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	136	0	4	88	2	2	8	0	0	11	98	0	130
<b>TOTAL LEEDS BRADFORD</b>			<b>136</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>98</b>	<b>0</b>	<b>130</b>
LUTON	AIR FOYLE PASSENGER AIRLINES	S	216	0	0	78	10	4	7	0	0	15	82	13	116
<b>TOTAL LUTON</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>13</b>	<b>116</b>
MANCHESTER	BMI REGIONAL	S	131	0	9	63	27	8	2	0	0	13	79	11	127
	BRITISH AIRWAYS PLC	S	236	0	0	74	13	6	6	1	0	16	81	8	177
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	38	38	0	0	72	57	68	7
	THOMAS COOK AIRLINES LTD	C	3	2	1	67	0	0	0	33	0	79	0	0	0
<b>TOTAL MANCHESTER</b>			<b>378</b>	<b>2</b>	<b>10</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>334</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	12	0	0	67	17	8	8	0	0	20	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	91	2	2	4	0	0	5	99	-4	136

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Reporting Airport: GLASGOW (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 SOUTHAMPTON			140	0	0	91	2	2	4	0	0	5	99	-4	136
STANSTED	KLM UK LTD	S	268	0	0	83	9	3	4	1	0	8	86	6	200
TOTAL STANSTED			268	0	0	83	9	3	4	1	0	8	86	6	200
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	113	0	0	73	15	8	3	2	0	16	0	0	0
TOTAL STORNOWAY			113	0	0	73	15	8	3	2	0	16	77	12	109
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	59	0	1	83	5	3	8	0	0	15	0	0	0
TOTAL SUMBURGH			59	0	1	83	5	3	8	0	0	15	84	8	49
TEESSIDE	MY TRAVEL AIRWAYS UK	C	16	0	0	69	6	19	6	0	0	6	0	0	0
TOTAL TEESSIDE			16	0	0	69	6	19	6	0	0	6	0	0	0
TIREE	LOGANAIR	S	52	0	0	87	6	0	8	0	0	10	89	3	46
TOTAL TIREE			52	0	0	87	6	0	8	0	0	10	89	3	46
TOTAL UNITED KINGDOM			4797	8	60	78	12	6	4	0	0	11	86	6	4520
USA															
BOSTON	BRITISH AIRWAYS PLC	S	52	0	0	75	12	6	8	0	0	5	75	11	52
TOTAL BOSTON			52	0	0	75	12	6	8	0	0	5	76	10	54
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	82	10	3	3	2	0	6	68	14	60
TOTAL CHICAGO (O'HARE)			60	0	0	82	10	3	3	2	0	6	68	14	60
ORLANDO	THOMAS COOK AIRLINES LTD	C	3	1	1	33	33	0	0	33	0	94	0	0	0
TOTAL ORLANDO			3	1	1	33	33	0	0	33	0	94	59	39	22
SANFORD	BRITANNIA AIRWAYS	C	17	0	0	71	18	0	6	6	0	24	50	22	18
	MONARCH AIRLINES	C	21	0	0	38	5	29	29	0	0	37	93	-10	15
	MY TRAVEL AIRWAYS UK	C	16	0	0	25	13	31	31	0	0	51	56	46	16
TOTAL SANFORD			54	1	0	44	11	20	22	2	0	37	65	20	49
TOTAL USA			169	2	1	67	11	9	11	2	0	17	68	20	189
TOTAL GLASGOW			7140	30	142	75	13	7	5	1	0	14	82	9	6596

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	0	4	35	58	4	0	76	4	84	26
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>84</b>	<b>26</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>84</b>	<b>26</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	26	0	0	88	8	4	0	0	0	5	84	8	25
<b>TOTAL BRISBANE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>25</b>	
MELBOURNE	BRITISH AIRWAYS PLC	S	34	0	0	62	26	9	0	3	0	15	89	2	35
	QANTAS	S	56	1	0	71	16	9	4	0	0	11	73	19	73
<b>TOTAL MELBOURNE</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>14</b>	<b>108</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	60	0	0	50	20	20	10	0	0	23	58	23	60
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>23</b>	<b>60</b>
SYDNEY	QANTAS	S	62	0	1	56	26	10	6	2	0	23	81	5	47
<b>TOTAL SYDNEY</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>26</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>5</b>	<b>47</b>
<b>TOTAL AUSTRALIA</b>			<b>238</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>14</b>	<b>240</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	196	0	0	55	27	18	1	0	0	15	65	11	187
	BRITISH AIRWAYS PLC	S	180	0	0	62	32	6	1	0	0	12	81	8	180
<b>TOTAL VIENNA</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>9</b>	<b>367</b>
<b>TOTAL AUSTRIA</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>9</b>	<b>367</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	34	0	0	38	24	32	3	3	0	26	63	21	63
<b>TOTAL BAHRAIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>24</b>	<b>32</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>21</b>	<b>63</b>
<b>TOTAL BAHRAIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>24</b>	<b>32</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>21</b>	<b>63</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	43	1	0	53	12	12	16	5	2	44	44	93	41
	BRITISH AIRWAYS PLC	S	42	1	0	67	17	7	5	0	5	43	62	9	34
<b>TOTAL DACCA</b>			<b>85</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>43</b>	<b>52</b>	<b>55</b>	<b>75</b>
<b>TOTAL BANGLADESH</b>			<b>85</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>43</b>	<b>52</b>	<b>55</b>	<b>75</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	364	0	0	69	19	9	3	0	0	12	78	8	357
	BRITISH AIRWAYS PLC	S	280	0	4	67	21	8	4	0	0	12	82	8	325
	SABENA	S	505	0	3	57	22	16	5	0	0	19	85	6	484
	UNITED AIRLINES	S	60	0	0	75	17	3	5	0	0	12	72	12	60
<b>TOTAL BRUSSELS</b>			<b>1209</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>7</b>	<b>1226</b>
<b>TOTAL BELGIUM</b>			<b>1209</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>7</b>	<b>1318</b>
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	17	0	0	82	18	0	0	0	0	6	78	11	18

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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 GABORONE			17	0	0	82	18	0	0	0	0	6	78	11	18
TOTAL BOTSWANA			17	0	0	82	18	0	0	0	0	6	78	11	18
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	28	0	0	68	14	11	4	4	0	24	70	26	30
TOTAL RIO DE JANEIRO (GALEAO)			28	0	0	68	14	11	4	4	0	24	74	23	34
SAO PAULO (GUARULHOS)	VARIG	S	12	0	0	42	33	25	0	0	0	20	50	20	12
TOTAL SAO PAULO (GUARULHOS)			12	0	0	42	33	25	0	0	0	20	64	14	25
TOTAL BRAZIL			40	0	0	60	20	15	3	3	0	23	69	19	59
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	72	18	5	5	0	0	13	52	20	44
TOTAL BANDAR SERI BEGAWAN			60	0	0	72	18	5	5	0	0	13	52	20	44
TOTAL BRUNEI			60	0	0	72	18	5	5	0	0	13	52	20	44
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	42	0	0	50	26	21	2	0	0	18	68	15	44
TOTAL SOFIA			42	0	0	50	26	21	2	0	0	18	68	15	44
TOTAL BULGARIA			42	0	0	50	26	21	2	0	0	18	68	15	44
<b>CANADA</b>															
CALGARY	AIR CANADA	S	42	0	0	86	7	2	5	0	0	4	84	5	32
	CANADIAN AIRLINES INT/L	S	60	0	0	77	13	7	3	0	0	8	44	16	9
TOTAL CALGARY			102	0	0	80	11	5	4	0	0	6	76	7	41
EDMONTON	AIR CANADA	S	26	0	0	88	4	8	0	0	0	1	62	15	37
TOTAL EDMONTON			26	0	0	88	4	8	0	0	0	1	62	15	37
HALIFAX INT	AIR CANADA	S	60	0	0	65	18	8	8	0	0	17	58	15	60
TOTAL HALIFAX INT			60	0	0	65	18	8	8	0	0	17	58	15	60
MONTREAL (DORVAL)	AIR CANADA	S	22	0	1	64	9	14	9	5	0	23	0	0	0
	BRITISH AIRWAYS PLC	S	31	0	0	71	19	10	0	0	0	11	0	0	0
TOTAL MONTREAL (DORVAL)			53	0	1	68	15	11	4	2	0	16	0	0	0
MONTREAL (MIRABEL)	AIR CANADA	S	21	0	0	43	43	10	5	0	0	15	33	23	3
	BRITISH AIRWAYS PLC	S	29	0	0	83	14	3	0	0	0	4	0	0	0
TOTAL MONTREAL (MIRABEL)			50	0	0	66	26	6	2	0	0	9	33	23	3
OTTAWA INTERNATIONAL	AIR CANADA	S	59	1	0	73	15	8	3	0	0	10	59	16	66
TOTAL OTTAWA INTERNATIONAL			59	1	0	73	15	8	3	0	0	10	59	16	66
TORONTO	AIR CANADA	S	215	1	6	62	21	13	3	0	0	16	47	23	152
	AIR INDIA	S	17	0	0	24	24	41	12	0	0	38	25	40	20
	BRITISH AIRWAYS PLC	C	2	0	1	50	50	0	0	0	0	17	67	16	3
	BRITISH AIRWAYS PLC	S	76	0	0	62	22	13	1	1	0	14	61	16	77
	CANADIAN AIRLINES INT/L	S	120	0	0	77	18	3	2	0	0	9	60	20	60
TOTAL TORONTO			430	1	7	64	21	12	3	0	0	14	52	21	312
VANCOUVER	AIR CANADA	S	81	0	3	51	22	19	6	2	0	25	61	21	66



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
VANCOUVER	BRITISH AIRWAYS PLC	S	60	0	0	65	27	5	3	0	0	7	78	7	60
	CANADIAN AIRLINES INT/L	S	50	0	2	86	10	2	2	0	0	1	69	21	95
<b>TOTAL VANCOUVER</b>			<b>191</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>18</b>	<b>221</b>
<b>TOTAL CANADA</b>			<b>971</b>	<b>2</b>	<b>13</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>746</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	36	0	0	81	8	8	3	0	0	0	50	141	18
	BRITISH AIRWAYS PLC	S	26	0	0	69	23	8	0	0	0	6	88	5	17
<b>TOTAL BEIJING</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>75</b>	<b>35</b>
<b>TOTAL CHINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>75</b>	<b>35</b>
<b>COLOMBIA</b>															
BOGOTA	AVIANCA COLOMBIA	S	18	0	0	33	6	50	0	11	0	48	0	0	0
<b>TOTAL BOGOTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>50</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>61</b>	<b>13</b>	<b>18</b>
<b>TOTAL COLOMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>50</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>61</b>	<b>13</b>	<b>18</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAGREB	CROATIA AIRLINES	S	60	0	0	75	17	2	7	0	0	15	67	9	60
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>9</b>	<b>60</b>
<b>TOTAL CROATIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>9</b>	<b>60</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	67	0	0	63	30	7	0	0	0	11	62	17	68
	CYPRUS AIRWAYS	S	105	0	0	53	31	11	4	0	0	17	30	30	97
<b>TOTAL LARNACA</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>31</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>25</b>	<b>167</b>
<b>TOTAL CYPRUS</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>31</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>26</b>	<b>175</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	78	0	0	65	26	9	0	0	0	11	83	9	78
	BRITISH AIRWAYS PLC	S	120	0	0	70	18	8	3	0	0	13	83	6	120
	CSA	S	120	0	0	73	18	8	1	0	0	10	73	12	120
<b>TOTAL PRAGUE</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>318</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>318</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	60	0	0	90	2	5	3	0	0	7	87	6	60
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>60</b>
COPENHAGEN	BMI BRITISH MIDLAND	S	52	0	0	58	27	10	6	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	228	0	4	71	21	7	1	0	0	11	90	3	232
	SAS	S	296	0	0	73	19	7	2	0	0	10	83	7	296
	VARIG	S	24	0	0	63	25	8	4	0	0	17	65	28	26
<b>TOTAL COPENHAGEN</b>			<b>600</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>554</b>

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				Actual (7)	Plan (8)										
TOTAL DENMARK			660	0	4	72	19	7	2	0	0	11	85	6	614
EGYPT															
ASWAN	EGYPT AIR	S	4	0	0	0	50	50	0	0	0	29	0	0	0
TOTAL ASWAN			4	0	0	0	50	50	0	0	0	29	0	0	0
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	68	12	7	8	5	0	27	80	8	60
	EGYPT AIR	S	60	0	0	20	27	38	15	0	0	35	10	39	60
TOTAL CAIRO			120	0	0	44	19	23	12	3	0	31	45	24	120
LUXOR	EGYPT AIR	S	10	0	0	50	30	0	20	0	0	31	30	47	10
TOTAL LUXOR			10	0	0	50	30	0	20	0	0	31	30	47	10
TOTAL EGYPT			134	0	0	43	21	22	12	2	0	31	44	25	130
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	42	0	0	55	14	24	7	0	0	16	29	27	45
TOTAL ADDIS ABABA			42	0	0	55	14	24	7	0	0	16	29	27	45
TOTAL ETHIOPIA			42	0	0	55	14	24	7	0	0	16	29	27	45
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	S	44	0	0	86	2	0	11	0	0	6	68	9	44
TOTAL BELGRADE			44	0	0	86	2	0	11	0	0	6	68	9	44
TOTAL FED REP YUGO SERBIA M'ENEGRO			44	0	0	86	2	0	11	0	0	6	68	9	44
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	73	14	11	3	0	0	10	82	4	120
	FINNAIR	S	180	0	0	64	24	10	1	0	1	14	82	4	181
TOTAL HELSINKI			300	0	0	67	20	10	2	0	0	13	82	4	301
TOTAL FINLAND			300	0	0	67	20	10	2	0	0	13	82	4	301
FRANCE															
LILLE	AIR FRANCE	S	44	0	0	64	30	7	0	0	0	12	0	0	0
TOTAL LILLE			44	0	0	64	30	7	0	0	0	12	0	0	0
LYON	BRITISH AIRWAYS PLC	S	180	0	4	67	23	8	2	0	0	12	77	9	120
	FLYBE.BRITISH EUROPEAN	S	168	0	4	76	17	8	0	0	0	9	0	0	0
TOTAL LYON			348	0	8	71	20	8	1	0	0	11	74	11	222
NICE	BMI BRITISH MIDLAND	S	120	0	0	65	27	8	0	0	0	11	65	14	120
	BRITISH AIRWAYS PLC	S	188	0	0	58	26	14	3	0	0	16	61	15	188
TOTAL NICE			308	0	0	61	26	12	2	0	0	14	65	14	369
PARIS (CHARLES DE GAULLE)	AIR FRANCE	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	AIR FRANCE	S	604	0	0	69	23	7	2	0	0	11	82	6	495
	BMI BRITISH MIDLAND	S	412	0	0	83	13	4	1	0	0	6	88	4	470
	BRITISH AIRWAYS PLC	S	388	0	0	77	15	5	2	1	0	12	87	4	471
	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	31	100	-4	2
TOTAL PARIS (CHARLES DE GAULLE)			1408	0	0	75	18	5	2	0	0	10	85	5	1438
PARIS (ORLY)	AIR LIBERTE/ TAT EUROPEAN ALN	S	177	0	3	69	18	10	4	0	0	13	89	3	180

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				Actual (7)	Plan (8)										
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	172	0	0	88	9	2	1	0	0	2	88	2	112
<b>TOTAL PARIS (ORLY)</b>			<b>349</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>472</b>
STRASBOURG	AIR INTER EUROPE	S	102	0	2	48	38	12	2	0	0	17	58	13	52
<b>TOTAL STRASBOURG</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>38</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>13</b>	<b>52</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	178	0	2	72	24	3	1	0	0	8	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>10</b>	<b>119</b>
<b>TOTAL FRANCE</b>			<b>2737</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>2783</b>
<b>GEORGIA</b>															
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	18	4	1	72	17	0	0	0	11	116	0	0	0
<b>TOTAL TBILISI</b>			<b>18</b>	<b>4</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GEORGIA</b>			<b>18</b>	<b>4</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	240	0	0	73	20	5	3	0	0	10	85	4	240
	LUFTHANSA	S	120	0	0	74	13	11	2	0	0	9	79	4	120
<b>TOTAL BERLIN (TEGEL)</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>4</b>	<b>360</b>
BREMEN	LUFTHANSA	S	60	0	0	67	17	10	0	7	0	26	65	10	60
<b>TOTAL BREMEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>10</b>	<b>60</b>
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	60	0	0	73	17	10	0	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	112	0	0	66	25	7	2	0	0	12	80	7	112
<b>TOTAL COLOGNE (BONN)</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>191</b>
DRESDEN	LUFTHANSA	S	46	0	0	85	11	4	0	0	0	7	75	9	89
<b>TOTAL DRESDEN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>89</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	232	0	4	69	20	9	3	0	0	13	82	7	232
	LUFTHANSA	S	192	0	0	76	11	12	1	0	0	10	82	6	184
<b>TOTAL DUSSELDORF</b>			<b>424</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>416</b>
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	240	0	0	80	15	4	1	0	0	7	83	6	240
	BRITISH AIRWAYS PLC	S	284	0	0	69	20	8	3	0	0	12	77	9	284
	LUFTHANSA	S	360	0	0	77	17	3	2	0	0	9	82	7	299
<b>TOTAL FRANKFURT MAIN</b>			<b>884</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>823</b>
HAMBURG	BRITISH AIRWAYS PLC	S	179	0	1	72	23	4	0	0	0	8	82	8	178
	LUFTHANSA	S	179	0	2	74	16	8	2	1	0	9	89	-2	180
<b>TOTAL HAMBURG</b>			<b>358</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>3</b>	<b>358</b>
HANOVER	BRITISH AIRWAYS PLC	S	68	0	0	84	10	6	0	0	0	8	96	0	68
	LUFTHANSA	S	120	0	0	78	18	5	0	0	0	8	88	4	120
<b>TOTAL HANOVER</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>3</b>	<b>188</b>
LEIPZIG	BRITISH AIRWAYS PLC	S	60	0	0	75	13	10	2	0	0	12	83	2	60
	LUFTHANSA	S	68	0	2	78	21	0	1	0	0	9	80	7	51
<b>TOTAL LEIPZIG</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>4</b>	<b>111</b>
MUNICH	BRITISH AIRWAYS PLC	S	292	0	0	72	21	5	2	0	0	12	76	8	282
	LUFTHANSA	S	309	0	2	65	23	8	3	0	0	13	80	7	274

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>TOTAL MUNICH</b>			<b>601</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>8</b>	556
NUREMBERG	LUFTHANSA	S	60	0	0	90	7	3	0	0	0	2	84	5	120
<b>TOTAL NUREMBERG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	120
STUTTGART	BRITISH AIRWAYS PLC	S	60	0	0	57	30	10	3	0	0	18	80	8	60
	LUFTHANSA	S	100	0	0	77	18	5	0	0	0	6	90	1	159
<b>TOTAL STUTTGART</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>3</b>	219
<b>TOTAL GERMANY</b>			<b>3442</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>6</b>	3491
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	29	2	6	14	14	10	45	3	14	135	19	164	32
<b>TOTAL ACCRA</b>			<b>29</b>	<b>2</b>	<b>6</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>45</b>	<b>3</b>	<b>14</b>	<b>135</b>	<b>19</b>	<b>164</b>	32
<b>TOTAL GHANA</b>			<b>29</b>	<b>2</b>	<b>6</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>45</b>	<b>3</b>	<b>14</b>	<b>135</b>	<b>19</b>	<b>164</b>	32
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	0	75	9	8
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	8
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	8
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	9	0	0	89	0	11	0	0	0	-3	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	58	19	19	4	0	0	16	40	28	120
	OLYMPIC AIRWAYS	S	178	0	0	51	21	20	6	1	1	28	31	35	172
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	2	81	16	2	2	0	0	3	58	17	60
<b>TOTAL ATHENS</b>			<b>365</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>38</b>	<b>30</b>	359
SALONIKA	AEGEAN AIRLINES	S	17	0	0	100	0	0	0	0	0	-3	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	52	35	12	2	0	0	17	75	10	60
<b>TOTAL SALONIKA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	60
<b>TOTAL GREECE</b>			<b>444</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>27</b>	419
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	67	1	0	87	7	6	0	0	0	0	93	-3	60
	CATHAY PACIFIC AIRWAYS	S	101	1	1	88	9	2	0	0	1	6	82	3	96
	UNITED AIRLINES	S	60	0	0	72	23	2	2	2	0	11	33	30	30
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	82	8	8	2	0	0	0	88	9	59
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>288</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>6</b>	245
<b>TOTAL HONG KONG</b>			<b>288</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>6</b>	245
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	120	0	0	71	18	8	3	0	0	12	74	12	120
	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	58	29	13	1	0	0	16	83	6	120
<b>TOTAL BUDAPEST</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	240
<b>TOTAL HUNGARY</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	240

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	76	0	0	86	8	1	4	1	0	8	80	9	60
TOTAL KEFLAVIK			76	0	0	86	8	1	4	1	0	8	80	9	60
TOTAL ICELAND			76	0	0	86	8	1	4	1	0	8	80	9	60
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	17	0	0	76	18	6	0	0	0	8	86	10	21
TOTAL CALCUTTA			17	0	0	76	18	6	0	0	0	8	86	10	21
DELHI	AIR CANADA	S	23	2	4	48	35	4	9	4	0	24	68	39	25
TOTAL DELHI			23	2	4	48	35	4	9	4	0	24	65	24	65
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	0	0	83	6	11	0	0	0	4	0	0	0
TOTAL MADRAS/CHENNAI			18	0	0	83	6	11	0	0	0	4	0	0	0
MUMBAI	AIR INDIA	S	94	0	0	48	28	15	9	1	0	24	31	42	86
	BRITISH AIRWAYS PLC	S	60	0	0	77	18	5	0	0	0	8	68	4	60
TOTAL MUMBAI			154	0	0	59	24	11	5	1	0	18	47	26	146
TOTAL INDIA			212	2	4	61	23	10	5	1	0	17	55	24	232
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	42	1	0	55	19	17	7	2	0	24	82	14	34
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			42	1	0	55	19	17	7	2	0	24	82	14	34
TOTAL INDONESIA			42	1	0	55	19	17	7	2	0	24	82	14	34
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	26	0	0	54	31	12	4	0	0	17	72	11	18
	IRAN AIR	S	26	0	0	35	19	23	19	4	0	37	31	25	26
TOTAL TEHRAN			52	0	0	44	25	17	12	2	0	27	48	19	44
TOTAL IRAN			52	0	0	44	25	17	12	2	0	27	48	19	44
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	274	0	2	73	15	5	4	2	1	20	70	18	274
TOTAL CORK			274	0	2	73	15	5	4	2	1	20	70	18	274
DUBLIN	AER LINGUS	S	804	0	10	64	22	11	3	0	0	15	66	14	806
	BMI BRITISH MIDLAND	S	504	0	0	56	28	13	3	0	0	17	72	12	489
TOTAL DUBLIN			1308	0	10	61	24	12	3	0	0	16	68	13	1295
SHANNON	AER LINGUS	S	239	2	1	56	21	15	7	1	0	24	59	24	240
TOTAL SHANNON			239	2	1	56	21	15	7	1	0	24	59	24	240
TOTAL IRISH REPUBLIC			1821	2	13	62	22	11	4	0	0	18	67	15	1809
<b>ISRAEL</b>															
OVDA	EL AL	S	5	0	1	80	0	20	0	0	0	-3	100	0	1
TOTAL OVDA			5	0	1	80	0	20	0	0	0	-3	100	0	1
TEL AVIV	BRITISH AIRWAYS PLC	S	68	0	0	81	10	7	1	0	0	6	78	7	67
	EL AL	S	61	0	11	64	20	10	7	0	0	16	66	11	74

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				Actual (7)	Plan (8)										
TOTAL TEL AVIV			129	0	11	73	15	9	4	0	0	11	72	9	141
TOTAL ISRAEL			134	0	12	73	14	9	4	0	0	10	72	9	142
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	100	0	2	74	16	6	4	0	0	11	67	19	60
TOTAL BOLOGNA			100	0	2	74	16	6	4	0	0	11	67	19	60
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	10	0	0	60	30	10	0	0	0	14	25	36	12
TOTAL CAGLIARI (ELMAS)			10	0	0	60	30	10	0	0	0	14	25	36	12
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	7	38	20	8
TOTAL CATANIA (FONTANAROSSA)			8	0	0	88	13	0	0	0	0	7	33	26	12
MILAN (LINATE)	ALITALIA	S	359	0	0	62	24	11	3	0	0	16	47	20	346
	BRITISH AIRWAYS PLC	S	299	0	1	59	26	14	1	0	0	15	43	24	240
TOTAL MILAN (LINATE)			658	0	1	61	25	12	2	0	0	15	45	21	586
ROME (FIUMICINO)	ALITALIA	S	300	0	2	60	22	11	7	0	0	19	54	19	300
	BMI BRITISH MIDLAND	S	60	0	0	70	20	8	2	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	297	0	3	68	19	8	4	0	0	14	66	14	300
TOTAL ROME (FIUMICINO)			657	0	5	65	21	10	5	0	0	16	60	17	600
TURIN	ALITALIA	S	60	1	0	60	25	15	0	0	0	15	52	19	60
TOTAL TURIN			60	1	0	60	25	15	0	0	0	15	68	11	180
VENICE	BRITISH AIRWAYS PLC	S	77	0	0	60	32	6	1	0	0	12	90	-2	69
TOTAL VENICE			77	0	0	60	32	6	1	0	0	12	90	-2	69
TOTAL ITALY			1570	1	12	63	23	11	3	0	0	15	56	17	1597
JAMAICA															
KINGSTON	AIR JAMAICA	S	32	0	0	56	22	6	16	0	0	22	72	11	25
TOTAL KINGSTON			32	0	0	56	22	6	16	0	0	22	72	11	25
TOTAL JAMAICA			32	0	0	56	22	6	16	0	0	22	72	11	25
JAPAN															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	25	0	0	72	12	8	8	0	0	14	100	-4	16
TOTAL NAGOYA (AFB)			25	0	0	72	12	8	8	0	0	14	100	-4	16
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	18	0	0	67	17	17	0	0	0	16	81	6	16
	BRITISH AIRWAYS PLC	S	46	2	1	72	22	2	2	0	2	34	87	0	52
	JAPAN AIRLINES	S	44	0	0	55	39	7	0	0	0	11	73	10	44
TOTAL OSAKA (KANSAI)			108	2	1	64	28	6	1	0	1	22	80	5	112
TOKYO (NARITA)	AEROFLOT	S	25	0	0	48	24	12	12	0	4	62	46	32	26
	ALL NIPPON AIRWAYS	S	60	0	0	60	20	13	7	0	0	18	77	20	60
	BRITISH AIRWAYS PLC	S	112	0	0	69	21	4	5	1	1	25	82	7	111
	JAPAN AIRLINES	S	93	0	1	63	18	15	3	0	0	14	69	18	83
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	73	21	4	0	0	2	9	63	37	52
TOTAL TOKYO (NARITA)			342	0	1	65	20	9	5	0	1	21	72	20	333
TOTAL JAPAN			475	2	2	65	21	8	4	0	1	21	75	15	461

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			MATCHED	Actual (7)											Plan (8)
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	46	0	3	85	7	2	7	0	0	11	76	7	17
	ROYAL JORDANIAN	S	60	0	0	70	20	3	5	2	0	19	55	16	60
<b>TOTAL AMMAN</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>14</b>	<b>121</b>
<b>TOTAL JORDAN</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>14</b>	<b>121</b>
<b>KENYA</b>															
NAIROBI	KENYA AIRWAYS	S	68	0	0	74	13	10	3	0	0	6	83	12	64
<b>TOTAL NAIROBI</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>12</b>	<b>65</b>
<b>TOTAL KENYA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>69</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	77	12	3	7	2	0	11	85	12	52
	KUWAIT AIRWAYS	S	66	2	12	56	24	15	5	0	0	21	58	16	76
<b>TOTAL KUWAIT</b>			<b>126</b>	<b>2</b>	<b>12</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>128</b>
<b>TOTAL KUWAIT</b>			<b>126</b>	<b>2</b>	<b>12</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>128</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	50	0	25	25	0	0	44	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>50</b>	<b>23</b>	<b>4</b>
<b>TOTAL KYRGYZSTAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>50</b>	<b>23</b>	<b>4</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	22	0	2	73	9	18	0	0	0	12	100	-7	8
<b>TOTAL RIGA</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>-7</b>	<b>8</b>
<b>TOTAL LATVIA</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>-7</b>	<b>8</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	60	0	0	72	17	12	0	0	0	11	44	12	9
	MEA	S	42	0	0	50	24	26	0	0	0	16	20	38	35
<b>TOTAL BEIRUT</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>33</b>	<b>44</b>
<b>TOTAL LEBANON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>33</b>	<b>44</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	44	0	0	91	9	0	0	0	0	2	100	-7	42
<b>TOTAL VILNIUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>-7</b>	<b>42</b>
<b>TOTAL LITHUANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>-7</b>	<b>42</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	60	0	0	62	22	15	0	0	2	31	85	6	52
	LUXAIR	S	120	0	0	88	11	2	0	0	0	5	69	10	110
<b>TOTAL LUXEMBOURG</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>74</b>	<b>9</b>	<b>162</b>
<b>TOTAL LUXEMBOURG</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>74</b>	<b>9</b>	<b>162</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	120	0	0	50	27	17	5	1	1	27	58	16	120
TOTAL KUALA LUMPUR (SEPANG)			120	0	0	50	27	17	5	1	1	27	58	16	120
TOTAL MALAYSIA			120	0	0	50	27	17	5	1	1	27	58	16	120
<b>MALTA</b>															
MALTA	AIR MALTA	S	122	0	0	74	19	5	2	0	0	8	53	17	120
TOTAL MALTA			122	0	0	74	19	5	2	0	0	8	53	17	120
TOTAL MALTA			122	0	0	74	19	5	2	0	0	8	53	17	120
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	16	0	0	50	31	13	6	0	0	18	56	21	18
TOTAL MAURITIUS			16	0	0	50	31	13	6	0	0	18	56	21	18
TOTAL MAURITIUS			16	0	0	50	31	13	6	0	0	18	56	21	18
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	60	0	0	77	12	5	7	0	0	10	65	13	60
	ROYAL AIR MAROC	S	58	0	1	53	26	17	3	0	0	18	76	5	54
TOTAL CASABLANCA MOHAMED V			118	0	1	65	19	11	5	0	0	14	70	9	114
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	5	0	0	40	0	40	20	0	0	51	71	14	7
TOTAL TANGIERS (IBN BATUTA)			5	0	0	40	0	40	20	0	0	51	71	14	7
TOTAL MOROCCO			123	0	1	64	18	12	6	0	0	16	70	9	121
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	85	15	0	0	0	0	7	73	11	26
TOTAL WINDHOEK			26	0	0	85	15	0	0	0	0	7	73	11	26
TOTAL NAMIBIA			26	0	0	85	15	0	0	0	0	7	73	11	26
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	73	15	12	0	0	0	10	85	3	26
	EVA AIR	S	26	0	0	69	15	12	4	0	0	12	42	26	24
TOTAL TAIPEI			52	0	0	71	15	12	2	0	0	11	64	14	50
TOTAL NATIONALIST CHINA (TAIWAN)			52	0	0	71	15	12	2	0	0	11	64	14	50
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	464	0	0	75	18	6	1	0	0	9	81	7	511
	BRITISH AIRWAYS PLC	S	403	0	1	71	21	6	2	0	0	11	85	5	402
	KLM	S	476	0	4	75	18	5	2	0	0	9	80	9	478
	UNITED AIRLINES	S	16	0	0	75	13	13	0	0	0	9	50	23	58
TOTAL AMSTERDAM			1359	0	5	74	19	6	2	0	0	9	81	8	1449
EINDHOVEN	KLM	S	88	0	0	85	9	2	3	0	0	8	92	0	84
TOTAL EINDHOVEN			88	0	0	85	9	2	3	0	0	8	92	0	84
ROTTERDAM	KLM	S	258	0	2	79	14	6	2	0	0	6	82	7	256



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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ROTTERDAM			258	0	2	79	14	6	2	0	0	6	82	7	256
TOTAL NETHERLANDS			1705	0	7	75	17	6	2	0	0	9	81	7	1789
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	42	0	0	86	10	5	0	0	0	3	50	52	44
TOTAL AUCKLAND INTERNATIONAL			42	0	0	86	10	5	0	0	0	3	50	52	44
TOTAL NEW ZEALAND			42	0	0	86	10	5	0	0	0	3	50	52	44
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	59	0	1	83	10	5	2	0	0	7	95	-3	60
TOTAL BERGEN			59	0	1	83	10	5	2	0	0	7	95	-3	60
OSLO (FORNEBU)	BMI BRITISH MIDLAND	S	52	0	0	71	21	6	2	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	180	0	0	74	14	4	6	1	0	17	85	5	179
	SAS	S	228	0	0	78	14	4	4	0	0	8	88	3	227
TOTAL OSLO (FORNEBU)			460	0	0	76	15	5	4	1	0	12	87	4	406
STAVANGER	SAS	S	120	0	0	81	12	6	2	0	0	7	83	5	120
TOTAL STAVANGER			120	0	0	81	12	6	2	0	0	7	83	5	120
TOTAL NORWAY			639	0	1	77	14	5	4	0	0	10	87	3	586
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	67	27	7	0	0	0	13	60	11	60
	GULF AIR	S	97	0	0	73	10	10	4	2	0	16	45	27	85
TOTAL MUSCAT			157	0	0	71	17	9	3	1	0	15	51	21	145
TOTAL OMAN			157	0	0	71	17	9	3	1	0	15	51	21	145
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	0	28	39	17	17	0	0	37	20	63	20
TOTAL ISLAMABAD			18	0	0	28	39	17	17	0	0	37	20	63	20
KARACHI	PAKISTAN INTL AIRLINES	S	16	0	0	50	38	6	0	6	0	33	41	27	22
TOTAL KARACHI			16	0	0	50	38	6	0	6	0	33	41	27	22
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	25	31	25	13	6	0	52	31	30	16
TOTAL LAHORE			16	0	0	25	31	25	13	6	0	52	31	30	16
TOTAL PAKISTAN			50	0	0	34	36	16	10	4	0	41	31	40	58
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	34	0	0	65	24	9	0	3	0	8	85	10	34
	PHILIPPINE AIRLINES	S	32	0	2	34	13	19	22	6	6	84	0	0	0
TOTAL MANILA			66	0	2	50	18	14	11	5	3	45	85	10	34
TOTAL PHILIPPINES			66	0	2	50	18	14	11	5	3	45	85	10	34
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	120	0	0	80	8	10	2	0	0	10	89	2	119
	LOT-POLISH AIRLINES	S	136	0	0	67	21	10	3	0	0	12	77	9	138

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 WARSAW			256	0	0	73	15	10	2	0	0	11	82	6	257
TOTAL POLAND			256	0	0	73	15	10	2	0	0	11	82	6	257
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	60	0	0	68	12	13	7	0	0	14	65	16	60
	BMI BRITISH MIDLAND	C	8	0	0	50	50	0	0	0	0	15	50	23	10
TOTAL FARO			68	0	0	66	16	12	6	0	0	14	63	17	70
LISBON	AIR PORTUGAL	S	179	1	1	84	7	7	2	0	0	8	79	9	180
	BRITISH AIRWAYS PLC	S	188	0	0	78	16	5	1	1	0	10	72	11	180
TOTAL LISBON			367	1	1	81	12	6	1	0	0	9	75	10	362
OPORTO ( PORTUGAL )	AIR PORTUGAL	S	60	0	0	83	5	3	8	0	0	8	92	2	60
TOTAL OPORTO ( PORTUGAL )			60	0	0	83	5	3	8	0	0	8	81	8	120
TOTAL PORTUGAL(EXCLUDING MADEIRA)			495	1	1	79	12	6	3	0	0	9	75	10	552
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	16	0	0	81	6	13	0	0	0	10	61	12	18
TOTAL FUNCHAL			16	0	0	81	6	13	0	0	0	10	61	12	18
TOTAL PORTUGAL(MADEIRA)			16	0	0	81	6	13	0	0	0	10	61	12	18
QATAR															
DOHA	GULF AIR	S	17	0	0	53	12	24	6	6	0	33	38	25	8
	QATAR AIRWAYS	S	60	0	0	85	8	3	3	0	0	2	0	0	0
TOTAL DOHA			77	0	0	78	9	8	4	1	0	9	38	25	8
TOTAL QATAR			77	0	0	78	9	8	4	1	0	9	38	25	8
REPUBLIC OF KOREA															
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	31	0	0	61	35	3	0	0	0	11	88	1	25
	KOREAN AIR	S	42	0	0	83	14	2	0	0	0	5	81	6	32
TOTAL SEOUL (KIMPO)			73	0	0	74	23	3	0	0	0	7	84	4	57
TOTAL REPUBLIC OF KOREA			73	0	0	74	23	3	0	0	0	7	84	4	57
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	34	0	0	74	12	6	9	0	0	14	77	3	35
	SOUTH AFRICAN AIRWAYS	S	29	0	0	66	17	14	3	0	0	15	69	12	26
TOTAL CAPE TOWN			63	0	0	70	14	10	6	0	0	14	74	6	61
DURBAN	BRITISH AIRWAYS PLC	S	34	0	0	88	6	3	3	0	0	4	92	2	25
	SOUTH AFRICAN AIRWAYS	S	25	0	0	56	20	16	8	0	0	24	58	23	26
TOTAL DURBAN			59	0	0	75	12	8	5	0	0	12	75	13	51
JOHANNESBURG	BRITISH AIRWAYS PLC	S	60	0	0	67	25	7	2	0	0	14	85	4	60
	SOUTH AFRICAN AIRWAYS	S	70	0	2	53	21	17	7	0	1	32	56	20	57
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	73	22	5	0	0	0	8	0	0	0
TOTAL JOHANNESBURG			190	0	2	64	23	10	3	0	1	19	71	12	117
TOTAL REPUBLIC OF SOUTH AFRICA			312	0	2	67	19	10	4	0	0	17	72	11	229

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				Actual (7)	Plan (8)										
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	64	0	0	47	34	16	3	0	0	19	75	3	60
TOTAL BUCHAREST (OTOPENI)			<b>64</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>34</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>3</b>	<b>60</b>
TOTAL RUMANIA			<b>64</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>34</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>3</b>	<b>60</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	83	0	0	63	19	17	1	0	0	16	52	22	94
	BRITISH AIRWAYS PLC	S	60	0	0	72	13	3	12	0	0	15	77	6	60
TOTAL MOSCOW (SHEREMETYEVO)			<b>143</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>16</b>	<b>154</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	100	0	0	0	0	0	-1	63	12	8
TOTAL ST PETERSBURG			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>62</b>	<b>9</b>	<b>53</b>
TOTAL RUSSIA			<b>151</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>14</b>	<b>207</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	50	0	1	84	14	2	0	0	0	-4	83	0	52
	SAUDI ARABIAN AIRLINES	S	18	0	0	44	6	28	22	0	0	35	43	17	14
TOTAL DHAHRAN			<b>68</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>3</b>	<b>66</b>
JEDDAH	BRITISH AIRWAYS PLC	S	34	0	4	88	3	3	6	0	0	7	86	2	36
	SAUDI ARABIAN AIRLINES	S	35	2	0	60	20	9	11	0	0	23	31	22	36
TOTAL JEDDAH			<b>69</b>	<b>2</b>	<b>4</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>12</b>	<b>72</b>
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	69	19	8	4	0	0	12	88	-3	26
	SAUDI ARABIAN AIRLINES	S	8	0	2	63	25	0	13	0	0	17	26	31	19
TOTAL RIYADH			<b>34</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>10</b>	<b>49</b>
TOTAL SAUDI ARABIA			<b>171</b>	<b>2</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>8</b>	<b>187</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	26	0	0	54	23	15	8	0	0	22	76	2	17
	SINGAPORE AIRLINES	S	120	0	0	73	16	8	3	0	0	12	73	9	120
TOTAL SINGAPORE			<b>146</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>8</b>	<b>137</b>
TOTAL SINGAPORE			<b>146</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>8</b>	<b>137</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	60	0	0	55	25	17	3	0	0	18	78	10	60
TOTAL LJUBLJANA			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>10</b>	<b>60</b>
TOTAL SLOVENIA			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>10</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	60	0	0	63	20	15	2	0	0	15	60	13	60
TOTAL ALICANTE			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>13</b>	<b>60</b>
BARCELONA	BRITISH AIRWAYS PLC	S	196	0	0	78	13	7	2	0	0	9	76	10	180
	IBERIA	S	180	0	0	91	6	2	2	0	0	4	92	1	180
TOTAL BARCELONA			<b>376</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>360</b>
BILBAO	BRITISH AIRWAYS PLC	S	120	0	0	93	4	3	0	0	0	0	88	12	60

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				Actual (7)	Plan (8)										
BILBAO	IBERIA	S	60	0	0	83	10	3	3	0	0	5	92	0	60
<b>TOTAL BILBAO</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>120</b>
LA CORUNA	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL LA CORUNA</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>
MADRID	AEROLINEAS ARGENTINAS	S	26	0	0	42	23	23	12	0	0	29	0	0	0
	BRITISH AIRWAYS PLC	S	239	0	1	63	24	10	3	0	0	16	68	11	240
	IBERIA	S	280	0	2	73	17	7	3	0	0	11	81	7	286
<b>TOTAL MADRID</b>			<b>545</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>9</b>	<b>526</b>
MALAGA	BRITISH AIRWAYS PLC	S	4	0	0	25	50	25	0	0	0	22	0	0	0
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	EUROPEAN AIR CHARTER	C	2	1	0	50	0	50	0	0	0	23	0	0	0
	IBERIA	S	62	0	0	55	21	13	10	2	0	22	55	17	60
<b>TOTAL MALAGA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>17</b>	<b>60</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	76	0	0	68	20	8	4	0	0	14	55	22	60
<b>TOTAL PALMA DE MALLORCA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>22</b>	<b>60</b>
SANTIAGO DE COMPOSTELA ( SPAIN )	BMI BRITISH MIDLAND	C	8	0	0	75	25	0	0	0	0	7	69	19	13
	IBERIA	S	60	0	0	75	12	8	5	0	0	15	93	2	60
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>5</b>	<b>73</b>
SEVILLE	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	11	0	0	0
	IBERIA	S	60	0	0	88	10	2	0	0	0	-1	100	-4	60
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>100</b>	<b>-4</b>	<b>60</b>
VALENCIA	IBERIA	S	60	0	0	83	8	5	3	0	0	7	90	1	60
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>1</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>1500</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>1379</b>
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (NORTE LOS RODEOS)	IBERIA	S	8	0	0	50	38	13	0	0	0	16	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	34	0	0	65	12	21	3	0	0	16	59	28	34
<b>TOTAL COLOMBO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>28</b>	<b>34</b>
<b>TOTAL SRI LANKA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>28</b>	<b>34</b>
<b>SWEDEN</b>															
GOTEBORG	BMI BRITISH MIDLAND	S	8	0	2	88	0	13	0	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	76	19	3	1	1	0	10	88	2	120
	SAS	S	127	0	1	82	11	6	1	1	0	7	87	4	130
<b>TOTAL GOTEBORG</b>			<b>255</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>3</b>	<b>250</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	296	0	4	74	16	9	1	0	0	8	80	5	240
	SAS	S	292	0	0	78	14	4	3	0	0	11	78	5	291
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>588</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>5</b>	<b>531</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 SWEDEN</b>			<b>843</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>4</b>	<b>781</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	BRITISH AIRWAYS PLC	S	120	0	0	63	23	12	2	0	0	14	64	14	120
	SWISS AIRLINES	S	180	0	0	67	22	9	3	0	0	11	87	3	120
<b>TOTAL BASLE MULHOUSE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>8</b>	<b>240</b>
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	272	0	0	76	20	4	0	0	0	8	75	10	250
	SWISSAIR	S	240	0	0	83	14	3	0	0	0	4	87	4	240
<b>TOTAL GENEVA</b>			<b>512</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>490</b>
<b>ZURICH</b>	BMI BRITISH MIDLAND	S	232	0	0	57	27	13	3	0	0	16	68	12	231
	BRITISH AIRWAYS PLC	S	232	0	0	71	20	7	2	0	0	11	75	11	232
	SWISSAIR	S	360	0	0	70	23	6	1	0	0	10	60	15	300
<b>TOTAL ZURICH</b>			<b>824</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>13</b>	<b>763</b>
<b>TOTAL SWITZERLAND</b>			<b>1636</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>10</b>	<b>1493</b>
<b>SYRIA</b>															
<b>DAMASCUS</b>	BRITISH MEDITERRANEAN AIRWA	S	24	2	1	71	25	0	4	0	0	7	78	11	18
	SYRIANAIR	S	26	0	0	42	35	12	8	4	0	28	69	16	26
<b>TOTAL DAMASCUS</b>			<b>50</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>30</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>14</b>	<b>44</b>
<b>TOTAL SYRIA</b>			<b>50</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>30</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>14</b>	<b>44</b>
<b>TANZANIA</b>															
<b>DAR-ES-SALAAM</b>	ALLIANCE	S	14	3	0	36	29	36	0	0	0	22	50	33	18
<b>TOTAL DAR-ES-SALAAM</b>			<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>33</b>	<b>18</b>
<b>KILIMANJARO</b>	ALLIANCE	S	8	1	3	25	13	50	13	0	0	36	0	0	0
<b>TOTAL KILIMANJARO</b>			<b>8</b>	<b>1</b>	<b>3</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TANZANIA</b>			<b>22</b>	<b>4</b>	<b>3</b>	<b>32</b>	<b>23</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>33</b>	<b>18</b>
<b>THAILAND</b>															
<b>BANGKOK</b>	THAI AIRWAYS INTERNATIONAL	S	60	0	0	57	30	7	5	2	0	21	62	22	60
<b>TOTAL BANGKOK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>22</b>	<b>60</b>
<b>TOTAL THAILAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>22</b>	<b>60</b>
<b>TRINIDAD AND TOBAGO</b>															
<b>PORT OF SPAIN</b>	BWIA	S	54	0	0	50	20	13	11	6	0	29	9	70	54
<b>TOTAL PORT OF SPAIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>9</b>	<b>70</b>	<b>54</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>9</b>	<b>70</b>	<b>54</b>
<b>TUNISIA</b>															
<b>TUNIS</b>	TUNISAIR	S	34	0	0	50	24	21	6	0	0	19	23	31	26
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>23</b>	<b>31</b>	<b>26</b>
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>23</b>	<b>31</b>	<b>26</b>
<b>TURKEY</b>															
<b>DALAMAN</b>	BMI BRITISH MIDLAND	C	8	0	0	50	50	0	0	0	0	11	50	17	10

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DALAMAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>17</b>	10
<b>ISTANBUL</b>	BRITISH AIRWAYS PLC	S	120	0	0	38	18	30	14	0	0	30	52	28	120
	ISTANBUL HAVA YOLLARI	C	24	0	0	4	17	42	38	0	0	64	18	46	28
	THY TURK HAVA YOLLARI TURKIS	S	136	0	0	56	23	17	4	0	0	20	38	26	120
<b>TOTAL ISTANBUL</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>29</b>	268
<b>IZMIR (ADNAM MENDERES)</b>	THY TURK HAVA YOLLARI TURKIS	S	16	0	2	38	31	19	13	0	0	26	24	49	17
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>31</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>24</b>	<b>49</b>	17
<b>TOTAL TURKEY</b>			<b>304</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>22</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>41</b>	<b>30</b>	295
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	8	0	0	100	0	0	0	0	0	6	100	-7	8
<b>TOTAL ASHKHABAD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>-7</b>	8
<b>TOTAL TURKMENISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>-7</b>	8
<b>UNITED ARAB EMIRATES</b>															
<b>ABU DHABI INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	60	0	0	75	22	3	0	0	0	1	70	14	60
	GULF AIR	S	69	1	1	30	26	23	17	3	0	41	54	20	48
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>129</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>24</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>17</b>	117
<b>DUBAI</b>	BRITISH AIRWAYS PLC	S	35	0	0	89	3	6	3	0	0	5	0	0	0
	EMIRATES	S	119	1	1	35	32	27	6	0	0	26	60	14	111
<b>TOTAL DUBAI</b>			<b>154</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>25</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>14</b>	111
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>283</b>	<b>3</b>	<b>2</b>	<b>49</b>	<b>25</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>15</b>	228
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	380	0	0	80	13	6	1	0	0	8	89	4	376
<b>TOTAL ABERDEEN</b>			<b>380</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	376
<b>BELFAST INTERNATIONAL</b>	BMI BRITISH MIDLAND	S	498	0	0	87	9	3	0	0	0	4	87	5	471
	BRITISH AIRWAYS PLC	S	360	0	0	77	16	6	2	0	0	9	77	10	359
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>858</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	830
<b>EDINBURGH</b>	BMI BRITISH MIDLAND	S	494	1	4	78	16	6	0	0	0	7	79	8	487
	BRITISH AIRWAYS PLC	S	646	0	2	70	23	6	1	0	0	11	77	8	641
<b>TOTAL EDINBURGH</b>			<b>1140</b>	<b>1</b>	<b>6</b>	<b>74</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>8</b>	1128
<b>GLASGOW</b>	BMI BRITISH MIDLAND	S	472	0	0	75	16	8	1	0	0	9	79	8	468
	BRITISH AIRWAYS PLC	S	646	1	6	73	17	7	2	0	0	11	80	8	650
<b>TOTAL GLASGOW</b>			<b>1119</b>	<b>1</b>	<b>10</b>	<b>74</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	1118
<b>GUERNSEY</b>	KLM UK LTD	S	236	0	4	92	4	4	0	0	0	-1	89	8	238
<b>TOTAL GUERNSEY</b>			<b>236</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>8</b>	238
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	180	0	0	83	14	3	1	0	0	8	76	10	180
<b>TOTAL INVERNESS</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	180
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	164	0	0	88	9	2	0	0	0	3	95	0	162
<b>TOTAL ISLE OF MAN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>0</b>	162
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	240	0	0	73	18	5	4	0	0	12	80	9	240

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 JERSEY</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	257
KENT INTERNATIONAL	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	14	100	-3	2
<b>TOTAL KENT INTERNATIONAL</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>14</b>	<b>100</b>	<b>-3</b>	<b>2</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	270	0	2	75	17	7	2	0	0	11	79	8	274
<b>TOTAL LEEDS BRADFORD</b>			<b>270</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>274</b>
MANCHESTER	BRITISH AIRWAYS PLC	C	2	0	1	100	0	0	0	0	0	5	0	36	2
	BRITISH AIRWAYS PLC	S	594	0	1	71	17	10	2	0	0	12	81	8	587
<b>TOTAL MANCHESTER</b>			<b>596</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>589</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	326	0	2	84	9	4	2	0	0	7	89	4	324
<b>TOTAL NEWCASTLE</b>			<b>326</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>4</b>	<b>324</b>
TEESSIDE	BMI BRITISH MIDLAND	S	274	0	2	77	16	5	2	0	0	9	89	2	270
<b>TOTAL TEESSIDE</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>2</b>	<b>270</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5786</b>	<b>2</b>	<b>28</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>5958</b>
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	120	0	0	84	9	3	3	1	0	7	76	8	119
	BRITISH AIRWAYS PLC	S	178	0	0	76	12	8	3	1	0	8	87	2	120
<b>TOTAL BOSTON</b>			<b>298</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>5</b>	<b>239</b>
CHICAGO (O'HARE)	AIR INDIA	S	17	0	0	88	6	6	0	0	0	3	0	0	0
	AMERICAN AIRLINES	S	180	0	0	78	14	4	2	1	0	6	67	16	178
	BRITISH AIRWAYS PLC	S	119	0	1	73	18	7	3	0	0	3	82	0	120
	UNITED AIRLINES	S	120	0	0	74	16	7	3	0	0	10	73	19	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>436</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>11</b>	<b>358</b>
DETROIT	BRITISH AIRWAYS PLC	S	60	0	0	68	25	7	0	0	0	9	55	13	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>13</b>	<b>60</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	93	3	0	3	0	0	-8	60	19	60
	BRITISH AIRWAYS PLC	S	180	0	0	69	18	7	4	1	0	11	71	9	119
	UNITED AIRLINES	S	60	0	0	63	27	5	5	0	0	10	63	24	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	119	0	1	79	11	5	3	2	0	3	57	20	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>419</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>16</b>	<b>299</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	85	8	3	3	0	0	-9	62	19	60
	BRITISH AIRWAYS PLC	S	60	0	0	78	17	3	2	0	0	0	65	54	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	8	8	5	0	0	10	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>180</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>0</b>	<b>63</b>	<b>36</b>	<b>120</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	58	0	2	59	21	12	7	2	0	18	33	30	60
	AMERICAN AIRLINES	S	360	0	0	83	10	5	2	0	0	2	70	15	360
	BRITISH AIRWAYS PLC	S	418	0	0	75	15	6	3	1	0	8	74	10	415
	BRITISH AIRWAYS PLC	C	3	0	0	100	0	0	0	0	0	-1	0	0	0
	KUWAIT AIRWAYS	S	25	0	0	80	12	8	0	0	0	7	64	18	25
	UNITED AIRLINES	S	120	0	0	88	8	4	0	0	0	1	68	23	90
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	64	21	11	4	0	0	14	63	21	120
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1105</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>15</b>	<b>1070</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 (NEWARK)	BRITISH AIRWAYS PLC	S	58	1	1	71	12	7	9	2	0	18	72	9	60
	UNITED AIRLINES	S	60	0	0	75	17	7	2	0	0	7	45	33	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	13	7	0	0	0	4	73	13	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>178</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>19</b>	<b>180</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	102	0	0	80	12	7	1	0	0	3	72	7	120
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>7</b>	<b>120</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	68	23	6	3	0	0	8	69	14	120
	UNITED AIRLINES	S	120	0	0	78	9	7	5	0	1	19	54	17	150
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	17	0	3	0	0	3	51	18	59
<b>TOTAL SAN FRANCISCO</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>16</b>	<b>329</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	58	1	2	64	17	9	9	0	2	37	70	16	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>58</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>70</b>	<b>16</b>	<b>60</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	120	1	0	73	16	7	3	0	3	18	70	12	122
	UNITED AIRLINES	S	179	0	1	64	13	14	8	0	0	18	60	20	138
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	57	27	8	8	0	0	15	72	13	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>359</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>66</b>	<b>16</b>	<b>320</b>
<b>TOTAL USA</b>			<b>3495</b>	<b>4</b>	<b>8</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>15</b>	<b>3155</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	0	88	12	0	0	0	0	-4	76	1	34
<b>TOTAL TASHKENT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>76</b>	<b>1</b>	<b>34</b>
<b>TOTAL UZBEKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>76</b>	<b>1</b>	<b>34</b>
<b>TOTAL HEATHROW</b>			<b>36278</b>	<b>42</b>	<b>199</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>11</b>	<b>35541</b>



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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	241	0	21	68	23	7	2	0	0	12	0	0	0
<b>TOTAL ANTWERP</b>			<b>241</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRUSSELS	SABENA	S	230	0	6	60	26	12	2	0	0	15	0	0	0
<b>TOTAL BRUSSELS</b>			<b>230</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>471</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	217	0	3	83	10	4	3	0	0	9	0	0	0
	CITY JET	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>219</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>219</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA	S	136	0	4	57	29	13	1	0	0	15	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>136</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>29</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	206	0	2	56	33	10	0	0	0	15	0	0	0
<b>TOTAL MOENCHENGLADBACH</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>33</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>342</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>32</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	367	0	5	74	19	5	1	0	0	10	0	0	0
<b>TOTAL DUBLIN</b>			<b>367</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>1</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>367</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
BERGAMO	AZZURRA AIR	S	58	0	2	64	19	16	0	2	0	5	0	0	0
<b>TOTAL BERGAMO</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	AZZURRA AIR	S	58	0	46	47	38	14	0	2	0	19	0	0	0
<b>TOTAL TURIN</b>			<b>58</b>	<b>0</b>	<b>46</b>	<b>47</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>116</b>	<b>0</b>	<b>48</b>	<b>55</b>	<b>28</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	190	0	2	57	30	10	3	0	0	17	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>190</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>30</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROTTERDAM	KLM UK LTD	S	177	0	5	72	16	10	1	0	0	11	0	0	0
	VLM (BELGIUM)	S	242	0	18	94	6	0	0	0	0	3	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>419</b>	<b>0</b>	<b>23</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>609</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
MALMO	MALMO AVIATION	S	102	0	0	78	18	2	2	0	0	8	0	0	0
<b>TOTAL MALMO</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 SWEDEN			102	0	0	78	18	2	2	0	0	8	0	0	0
SWITZERLAND															
BERNE	AIR ENGIADINA	S	104	0	0	48	33	13	6	0	0	20	0	0	0
TOTAL BERNE			104	0	0	48	33	13	6	0	0	20	0	0	0
GENEVA	SWISS AIRLINES	S	151	0	5	77	17	2	3	1	0	12	0	0	0
TOTAL GENEVA			151	2	5	77	17	2	3	1	0	12	0	0	0
ZURICH	SWISS AIRLINES	S	156	0	0	37	41	18	4	0	0	22	0	0	0
TOTAL ZURICH			156	0	0	37	41	18	4	0	0	22	0	0	0
TOTAL SWITZERLAND			411	2	5	55	30	11	4	0	0	18	0	0	0
UNITED KINGDOM															
EDINBURGH	KLM UK LTD	S	175	0	7	74	18	6	2	1	0	11	0	0	0
TOTAL EDINBURGH			175	0	7	74	18	6	2	1	0	11	0	0	0
LEEDS BRADFORD	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL LEEDS BRADFORD			2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL UNITED KINGDOM			177	1	7	74	18	6	2	1	0	11	0	0	0
TOTAL LONDON CITY			2814	3	126	68	22	8	2	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>CYPRUS</b>															
LARNACA	AIR 2000	C	8	1	0	25	25	25	25	0	0	42	13	42	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	63	23	8
	EUROCYPRIA AIRLINES LTD	C	44	0	0	43	11	30	11	5	0	39	42	48	26
	MONARCH AIRLINES	C	24	0	0	58	25	8	8	0	0	19	54	36	24
<b>TOTAL LARNACA</b>			<b>84</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>45</b>	<b>48</b>	<b>83</b>
PAPHOS	AIR 2000	C	16	0	0	44	13	19	13	13	0	55	39	25	18
	BRITANNIA AIRWAYS	C	24	0	0	67	17	4	13	0	0	21	76	7	25
	EUROCYPRIA AIRLINES LTD	C	8	0	0	0	13	63	0	25	0	89	25	58	20
<b>TOTAL PAPHOS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>43</b>	<b>46</b>	<b>34</b>	<b>72</b>
<b>TOTAL CYPRUS</b>			<b>132</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>45</b>	<b>41</b>	<b>155</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH WORLD AIRLINES LTD	S	98	6	1	73	15	8	3	0	0	11	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>98</b>	<b>6</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>98</b>	<b>6</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	8	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</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>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</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>
<b>FRANCE</b>															
NICE	AIR FOYLE PASSENGER AIRLINES	S	180	0	1	76	15	4	4	0	0	12	39	40	95
<b>TOTAL NICE</b>			<b>180</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>40</b>	<b>95</b>
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	168	3	22	63	25	10	2	0	0	12	79	6	145
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>168</b>	<b>3</b>	<b>22</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>6</b>	<b>145</b>
TARBES-LOURDES INTERNATIONAL	AERIS	C	12	0	0	0	8	17	58	17	0	109	42	44	12
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>58</b>	<b>17</b>	<b>0</b>	<b>109</b>	<b>42</b>	<b>44</b>	<b>12</b>
<b>TOTAL FRANCE</b>			<b>360</b>	<b>5</b>	<b>23</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>20</b>	<b>252</b>
<b>GERMANY</b>															
MUNICH	BRITISH WORLD AIRLINES LTD	S	100	2	2	59	18	12	8	2	1	31	80	23	50
	MONARCH AIRLINES	C	6	0	1	83	0	17	0	0	0	0	0	0	0
<b>TOTAL MUNICH</b>			<b>106</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>80</b>	<b>23</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>106</b>	<b>4</b>	<b>3</b>	<b>60</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>80</b>	<b>23</b>	<b>50</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	26	4	1	69	8	19	4	0	0	12	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>4</b>	<b>1</b>	<b>69</b>	<b>8</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>4</b>	<b>1</b>	<b>69</b>	<b>8</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	8	1	0	63	25	13	0	0	0	13	75	14	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
CORFU	MONARCH AIRLINES	C	17	1	0	76	6	6	12	0	0	4	100	-14	8
<b>TOTAL CORFU</b>			<b>25</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>32</b>
HERAKLION	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	3	60	17	5	
<b>TOTAL HERAKLION</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>3</b>	<b>60</b>	<b>17</b>	<b>5</b>	
KEFALLINIA	BRITANNIA AIRWAYS	C	7	1	1	71	14	0	14	0	13	88	10	8	
<b>TOTAL KEFALLINIA</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>9</b>	<b>9</b>	
KOS	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	50	0	38	75	4	8	
<b>TOTAL KOS</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>38</b>	<b>75</b>	<b>4</b>	<b>8</b>	
RHODES	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	22	100	-1	4	
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>-1</b>	<b>4</b>	
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	12	60	12	10	
<b>TOTAL SALONIKA</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>12</b>	<b>10</b>	
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	5	100	-3	4	
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-3</b>	<b>4</b>	
<b>TOTAL GREECE</b>			<b>67</b>	<b>9</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>7</b>	<b>72</b>	
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	236	5	1	84	6	4	6	0	9	72	10	220	
<b>TOTAL DUBLIN</b>			<b>236</b>	<b>5</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>10</b>	<b>220</b>	
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	57	1	0	95	4	2	0	0	2	87	6	54	
<b>TOTAL KERRY COUNTY</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>54</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>293</b>	<b>6</b>	<b>9</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>322</b>	
<b>ITALY</b>															
BRINDISI	BMI BRITISH MIDLAND	C	4	0	2	0	0	0	100	0	92	0	0	0	
<b>TOTAL BRINDISI</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>92</b>	<b>50</b>	<b>16</b>	<b>2</b>	
LAMETIA-TERME	BMI BRITISH MIDLAND	C	6	0	0	17	33	17	33	0	42	0	0	0	
<b>TOTAL LAMETIA-TERME</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NAPLES	BMI BRITISH MIDLAND	C	26	3	21	42	19	4	31	0	58	0	0	0	
	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	25	0	32	63	13	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	63	25	0	0	28	0	0	0	
<b>TOTAL NAPLES</b>			<b>42</b>	<b>3</b>	<b>21</b>	<b>38</b>	<b>24</b>	<b>12</b>	<b>24</b>	<b>0</b>	<b>47</b>	<b>58</b>	<b>40</b>	<b>31</b>	
PALERMO	BMI BRITISH MIDLAND	C	26	1	13	58	8	4	31	0	30	0	0	0	
<b>TOTAL PALERMO</b>			<b>26</b>	<b>1</b>	<b>13</b>	<b>58</b>	<b>8</b>	<b>4</b>	<b>31</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>20</b>	<b>19</b>	
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	S	69	1	6	58	14	22	3	3	23	0	0	0	
<b>TOTAL ROME (CIAMPINO)</b>			<b>69</b>	<b>1</b>	<b>6</b>	<b>58</b>	<b>14</b>	<b>22</b>	<b>3</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>147</b>	<b>5</b>	<b>42</b>	<b>49</b>	<b>16</b>	<b>15</b>	<b>18</b>	<b>1</b>	<b>34</b>	<b>58</b>	<b>32</b>	<b>52</b>	
<b>MALTA</b>															
MALTA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	8	63	13	8	
<b>TOTAL MALTA</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>8</b>	<b>63</b>	<b>13</b>	<b>8</b>	

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				Actual (7)	Plan (8)										
<b>TOTAL MALTA</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>8</b>	<b>63</b>	<b>13</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	AIR FOYLE PASSENGER AIRLINES	S	172	0	0	83	7	6	4	0	0	6	78	44	152
<b>TOTAL AMSTERDAM</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>28</b>	<b>322</b>
<b>TOTAL NETHERLANDS</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>28</b>	<b>322</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	16	0	0	69	6	19	6	0	0	6	54	29	26
	BRITANNIA AIRWAYS	C	8	0	0	13	13	75	0	0	0	40	90	7	10
	MONARCH AIRLINES	C	24	0	0	75	21	4	0	0	0	3	13	26	8
<b>TOTAL FARO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>22</b>	<b>47</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>22</b>	<b>48</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	0	20	100	4	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>4</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>4</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	9	1	0	56	33	11	0	0	0	14	75	17	8
	MONARCH AIRLINES	S	34	0	0	68	26	3	0	3	0	15	74	12	34
	MONARCH AIRLINES	C	7	1	0	100	0	0	0	0	0	7	81	6	16
<b>TOTAL ALICANTE</b>			<b>50</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>11</b>	<b>58</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	23	75	13	8
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>13</b>	<b>8</b>
BARCELONA	AIR FOYLE PASSENGER AIRLINES	S	92	0	0	75	21	3	1	0	0	10	15	55	60
	BRITISH WORLD AIRLINES LTD	S	177	2	1	77	11	7	5	1	0	11	83	11	166
<b>TOTAL BARCELONA</b>			<b>269</b>	<b>4</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>23</b>	<b>226</b>
GERONA	BRITANNIA AIRWAYS	C	10	0	0	20	40	20	0	20	0	65	0	0	0
<b>TOTAL GERONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>116</b>	<b>5</b>
IBIZA	AIR 2000	C	8	0	0	75	25	0	0	0	0	3	90	4	10
	BRITANNIA AIRWAYS	C	26	0	0	73	23	4	0	0	0	9	77	-29	35
	MONARCH AIRLINES	C	9	0	0	78	0	22	0	0	0	1	80	2	10
<b>TOTAL IBIZA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>-17</b>	<b>55</b>
MADRID	BRITISH WORLD AIRLINES LTD	S	80	0	1	76	10	11	3	0	0	7	82	17	56
<b>TOTAL MADRID</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>17</b>	<b>56</b>
MAHON	AIR 2000	C	10	0	0	20	0	10	60	10	0	76	40	30	10
	BRITANNIA AIRWAYS	C	15	1	0	73	13	7	7	0	0	10	100	0	16
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	12	88	6	8
	MONARCH AIRLINES	S	17	1	0	65	24	0	12	0	0	21	89	6	18
<b>TOTAL MAHON</b>			<b>50</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>4</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>9</b>	<b>52</b>
MALAGA	AIR 2000	C	8	0	0	100	0	0	0	0	0	1	67	16	9
	BRITANNIA AIRWAYS	C	8	2	0	0	63	38	0	0	0	26	90	4	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
MALAGA	MONARCH AIRLINES	S	42	0	0	79	10	0	12	0	0	10	82	7	34
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	0	19	33	36	9
<b>TOTAL MALAGA</b>			<b>66</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>13</b>	<b>72</b>	
PALMA DE MALLORCA	AIR 2000	C	18	0	0	61	22	0	17	0	0	21	71	73	7
	BRITANNIA AIRWAYS	C	51	1	1	61	14	20	6	0	0	19	79	17	61
	MONARCH AIRLINES	C	8	1	0	38	13	50	0	0	0	26	79	-1	24
	MONARCH AIRLINES	S	18	0	0	44	11	22	22	0	0	37	50	35	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	28	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>103</b>	<b>2</b>	<b>1</b>	<b>55</b>	<b>15</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>19</b>	<b>108</b>	
REUS	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-3	88	17	8
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>88</b>	<b>17</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>689</b>	<b>16</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>72</b>	<b>16</b>	<b>648</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-3	100	-1	8
	MONARCH AIRLINES	C	7	1	0	100	0	0	0	0	0	-4	43	18	7
<b>TOTAL ARRECIFE</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>78</b>	<b>2</b>	<b>23</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-1	88	-1	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-3	75	38	8
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>81</b>	<b>18</b>	<b>16</b>	
LAS PALMAS	AIR 2000	C	8	1	0	0	25	50	0	25	0	96	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	5	63	43	8
	MONARCH AIRLINES	C	10	0	0	40	20	20	20	0	0	31	70	10	10
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>40</b>	<b>67</b>	<b>25</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	75	0	25	0	0	0	13	75	117	8
	BRITANNIA AIRWAYS	C	9	0	0	78	0	11	11	0	0	18	100	-1	8
	MONARCH AIRLINES	C	16	0	1	75	25	0	0	0	0	3	88	8	8
	MONARCH AIRLINES	S	17	0	0	53	24	18	6	0	0	23	69	10	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>50</b>	<b>4</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>29</b>	<b>40</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>111</b>	<b>6</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>20</b>	<b>97</b>
<b>SWITZERLAND</b>															
ZURICH	EDELWEISS AIR	C	44	0	5	84	2	5	9	0	0	6	86	7	43
<b>TOTAL ZURICH</b>			<b>44</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>43</b>
<b>TOTAL SWITZERLAND</b>			<b>44</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>43</b>
<b>TUNISIA</b>															
MONASTIR	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
DALAMAN	AIR 2000	C	10	0	0	60	30	10	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	-11	63	7	8
	MONARCH AIRLINES	C	10	0	0	40	10	40	10	0	0	32	44	9	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	8	0	0	0	0	25	50	25	0	161	14	63	7
<b>TOTAL DALAMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>42</b>	<b>24</b>	<b>24</b>
<b>TOTAL TURKEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>42</b>	<b>24</b>	<b>24</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	AIR FOYLE PASSENGER AIRLINES	S	102	0	1	89	2	6	2	1	0	6	77	94	52
<b>TOTAL ABERDEEN</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>94</b>	<b>52</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	92	8	0	0	0	0	3	73	15	60
<b>TOTAL BELFAST CITY</b>			<b>60</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>3</b>	<b>73</b>	<b>15</b>	<b>60</b>
EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	264	1	4	82	8	6	2	1	0	12	73	42	152
<b>TOTAL EDINBURGH</b>			<b>264</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>42</b>	<b>152</b>
GATWICK	AIR 2000	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL GATWICK</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>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	211	2	5	82	8	5	5	0	0	13	80	37	115
<b>TOTAL GLASGOW</b>			<b>211</b>	<b>6</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>37</b>	<b>115</b>
INVERNESS	AIR FOYLE PASSENGER AIRLINES	S	60	0	0	80	10	7	3	0	0	12	0	0	0
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	58	0	0	88	5	7	0	0	0	4	91	1	54
<b>TOTAL ISLE OF MAN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>1</b>	<b>54</b>
JERSEY	BMI BRITISH MIDLAND	S	24	0	4	33	8	21	21	17	0	70	56	12	36
	BRITISH AIRWAYS PLC	C	8	0	0	0	0	100	0	0	0	48	0	0	0
<b>TOTAL JERSEY</b>			<b>32</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>6</b>	<b>41</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>64</b>	<b>56</b>	<b>12</b>	<b>36</b>
NORWICH	SCOT AIRWAYS	S	83	1	5	61	33	6	0	0	0	8	91	2	67
<b>TOTAL NORWICH</b>			<b>83</b>	<b>1</b>	<b>5</b>	<b>61</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>2</b>	<b>67</b>
<b>TOTAL UNITED KINGDOM</b>			<b>872</b>	<b>16</b>	<b>19</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>39</b>	<b>697</b>
<b>USA</b>															
SANFORD	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	28	0	0	0
<b>TOTAL SANFORD</b>			<b>12</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>12</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>33</b>	<b>8</b>
<b>TOTAL LUTON</b>			<b>3247</b>	<b>84</b>	<b>109</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>25</b>	<b>2808</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL ANTIGUA			4	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL ANTIGUA AND BARBUDA			4	0	0	100	0	0	0	0	0	-3	0	0	0
<b>AUSTRIA</b>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	7	0	1	100	0	0	0	0	0	3	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	75	13	13	0	0	0	7	60	20	15
TOTAL INNSBRUCK			15	0	1	87	7	7	0	0	0	6	60	20	15
SALZBURG	AIR 2000	C	16	0	0	19	25	31	25	0	0	42	0	58	8
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	13	33	60	15
TOTAL SALZBURG			24	0	0	33	29	21	17	0	0	32	39	45	31
VIENNA	LAUDA-AIR	S	92	0	0	61	24	13	2	0	0	13	83	2	52
TOTAL VIENNA			92	0	4	61	24	13	2	0	0	13	83	3	58
TOTAL AUSTRIA			131	0	5	59	23	14	5	0	0	16	66	18	104
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	4	0	0	50	25	0	0	25	0	84	0	0	0
TOTAL NASSAU			4	0	0	50	25	0	0	25	0	84	0	0	0
TOTAL BAHAMAS			4	0	0	50	25	0	0	25	0	84	0	0	0
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	0	0	11	94	60	13	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	0	3	56	14	9
TOTAL BRIDGETOWN			19	0	0	79	5	11	0	0	5	46	58	14	19
TOTAL BARBADOS			19	0	0	79	5	11	0	0	5	46	58	14	19
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	96	0	0	66	25	8	1	0	0	14	89	6	93
	SABENA	S	208	0	0	76	15	5	2	1	0	11	78	10	85
TOTAL BRUSSELS			304	0	0	73	18	6	2	1	0	12	84	8	178
TOTAL BELGIUM			304	0	0	73	18	6	2	1	0	12	84	8	178
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	8	70	7	10
TOTAL BURGAS			8	0	0	63	13	25	0	0	0	8	70	7	10
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	75	0	0	25	0	0	20	0	0	0
TOTAL VARNA			8	0	0	75	0	0	25	0	0	20	0	33	8
TOTAL BULGARIA			16	0	0	69	6	13	13	0	0	14	39	18	18
<b>CANADA</b>															
TORONTO	AIR CANADA	S	58	0	2	66	14	14	7	0	0	15	68	10	60
	AIR TRANSAT	C	29	0	1	52	24	17	7	0	0	18	35	27	31
	CANADA 3000 AIRLINES	C	24	0	0	83	8	0	0	8	0	13	81	-3	26



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				Actual (7)	Plan (8)										
TORONTO	ROYAL AIRLINES	C	16	0	0	44	19	19	6	6	6	68	0	0	0
<b>TOTAL TORONTO</b>			<b>128</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>61</b>	<b>15</b>	132
VANCOUVER	AIR TRANSAT	C	16	0	0	38	31	31	0	0	0	20	57	15	7
	CANADA 3000 AIRLINES	C	8	0	0	88	13	0	0	0	0	-15	100	-11	8
<b>TOTAL VANCOUVER</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>18</b>	23
<b>TOTAL CANADA</b>			<b>152</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>61</b>	<b>16</b>	155
<b>CROATIA</b>															
DUBROVNIK	CALEDONIAN AIRWAYS	C	10	0	0	40	30	0	30	0	0	31	0	0	0
<b>TOTAL DUBROVNIK</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>31</b>	<b>100</b>	<b>1</b>	4
PULA	LEISURE INTERNATIONAL	C	10	0	0	70	20	0	10	0	0	13	0	0	0
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>7</b>	8
<b>TOTAL CROATIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>8</b>	18
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	17	0	0	18	29	18	35	0	0	42	22	65	18
	BRITANNIA AIRWAYS	C	17	0	0	76	24	0	0	0	0	4	78	-1	18
	CALEDONIAN AIRWAYS	C	16	0	0	63	13	13	13	0	0	17	33	55	18
	CYPRUS AIRWAYS	S	16	0	0	75	13	0	13	0	0	14	35	91	17
	EUROCYPRIA AIRLINES LTD	C	28	0	0	61	21	11	7	0	0	16	25	71	8
	MONARCH AIRLINES	C	16	0	0	44	25	19	13	0	0	28	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	22	0	11	0	0	24	20	57	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	8	0	0	0
<b>TOTAL LARNACA</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>37</b>	<b>64</b>	91
PAPHOS	AIR 2000	S	15	0	1	27	33	27	13	0	0	35	88	5	8
	BRITANNIA AIRWAYS	C	16	0	0	81	0	6	13	0	0	15	83	7	24
	CALEDONIAN AIRWAYS	C	8	0	0	25	0	50	25	0	0	57	20	89	10
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	50	27	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	11	44	22	0	0	43	40	161	10
<b>TOTAL PAPHOS</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>47</b>	67
<b>TOTAL CYPRUS</b>			<b>183</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>18</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>57</b>	158
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	52	0	0	23	40	33	2	0	2	38	77	9	26
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>77</b>	<b>9</b>	26
<b>TOTAL CZECH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>77</b>	<b>9</b>	26
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	0	49	34	16	1	0	0	16	0	0	0
<b>TOTAL BILLUND</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>34</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>-1</b>	94
COPENHAGEN	SAS	S	164	0	0	77	13	7	2	0	1	12	93	1	137
<b>TOTAL COPENHAGEN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>93</b>	<b>1</b>	137
<b>TOTAL DENMARK</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>0</b>	231
<b>DOMINICAN REPUBLIC</b>															

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
PUERTO PLATA	BRITANNIA AIRWAYS	C	30	0	0	70	17	7	3	3	0	15	61	154	23
	CALEDONIAN AIRWAYS	C	8	0	0	50	38	0	0	13	0	37	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	0	-18	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-5	63	169	8
<b>TOTAL PUERTO PLATA</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>139</b>	<b>35</b>
PUNTA CANA	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-10	50	10	4
<b>TOTAL PUNTA CANA</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>-10</b>	<b>50</b>	<b>10</b>	<b>4</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	3	67	12	9
	LEISURE INTERNATIONAL	C	6	0	0	67	0	17	17	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	22	22	0	0	19	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>28</b>	<b>13</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>79</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>101</b>	<b>52</b>
<b>EGYPT</b>															
LUXOR	BRITANNIA AIRWAYS	C	16	0	0	69	31	0	0	0	0	10	69	16	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	38	0	0	0	22	0	0	0
<b>TOTAL LUXOR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>16</b>	<b>26</b>
<b>TOTAL EGYPT</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>16</b>	<b>26</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	60	0	0	97	3	0	0	0	0	-1	90	2	60
<b>TOTAL HELSINKI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>91</b>	<b>2</b>	<b>112</b>
<b>TOTAL FINLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>91</b>	<b>2</b>	<b>112</b>
<b>FRANCE</b>															
AJACCIO	EUROPEAN AIR CHARTER	C	8	0	0	75	25	0	0	0	0	1	60	13	10
<b>TOTAL AJACCIO</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>1</b>	<b>60</b>	<b>13</b>	<b>10</b>
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	78	0	11	11	0	0	10	67	19	18
<b>TOTAL BEAUVAIS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	<b>18</b>
NICE	BRITISH AIRWAYS PLC	C	8	0	0	25	50	25	0	0	0	22	0	0	0
	STAR EUROPE	C	3	0	0	67	0	33	0	0	0	19	0	0	0
<b>TOTAL NICE</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>24</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	232	0	0	84	10	3	2	0	0	8	84	5	232
	AIR TRANSAT	C	7	0	1	71	0	29	0	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	268	0	0	74	17	7	2	0	0	10	85	4	266
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>509</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>5</b>	<b>499</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	18	0	0	39	39	17	6	0	0	26	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>25</b>	<b>13</b>
<b>TOTAL FRANCE</b>			<b>564</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>7</b>	<b>639</b>
<b>GAMBIA</b>															
BANJUL	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	19	50	15	8
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>15</b>	<b>8</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 GAMBIA			8	0	0	50	38	13	0	0	0	19	50	15	8
GERMANY															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	96	0	0	48	24	24	4	0	0	21	0	0	0
TOTAL BERLIN (TEGEL)			96	0	0	48	24	24	4	0	0	21	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	164	0	0	73	12	11	4	0	0	13	95	-1	164
	LUFTHANSA	S	104	0	0	72	23	3	2	0	0	11	92	3	102
TOTAL DUSSELDORF			268	0	0	72	16	8	3	0	0	12	94	1	266
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	172	0	0	76	13	10	1	0	0	9	95	2	171
	LUFTHANSA	S	179	1	0	90	7	2	1	0	0	2	92	2	180
TOTAL FRANKFURT MAIN			351	1	0	83	10	6	1	0	0	6	93	2	352
HAMBURG	LUFTHANSA CITY LINE	S	52	0	0	63	19	15	2	0	0	14	87	4	52
TOTAL HAMBURG			52	0	0	63	19	15	2	0	0	14	87	4	52
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	62	17	13	7	2	0	20	0	0	0
TOTAL HANOVER			60	0	0	62	17	13	7	2	0	20	85	7	60
MUNICH	LUFTHANSA CITY LINE	S	171	0	1	75	20	4	1	0	0	8	86	4	172
TOTAL MUNICH			171	0	1	75	20	4	1	0	0	8	87	5	232
TOTAL GERMANY			998	1	1	73	16	9	2	0	0	11	91	3	962
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	8	60	27	10
TOTAL GIBRALTAR			8	0	0	75	25	0	0	0	0	8	60	27	10
TOTAL GIBRALTAR			8	0	0	75	25	0	0	0	0	8	60	27	10
GREECE															
ATHENS	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	0	75	4
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	0	38	0	0	30	50	22	10
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-1	13	44	8
TOTAL ATHENS			18	2	0	67	17	0	17	0	0	14	27	34	30
CHANIA	AIR 2000	C	10	0	0	50	20	20	10	0	0	18	88	4	8
	CALEDONIAN AIRWAYS	C	10	0	0	30	10	30	30	0	0	40	50	33	8
TOTAL CHANIA			20	0	0	40	15	25	20	0	0	29	69	18	16
CORFU	AIR 2000	C	28	0	0	50	11	7	25	7	0	52	40	32	45
	BRITANNIA AIRWAYS	C	24	0	0	79	13	8	0	0	0	5	96	0	26
	CALEDONIAN AIRWAYS	C	26	0	0	65	8	23	0	4	0	21	0	0	0
	LEISURE INTERNATIONAL	C	28	0	0	75	7	7	11	0	0	13	0	0	0
	MONARCH AIRLINES	C	20	0	0	65	25	5	5	0	0	7	67	21	27
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	0	19	19	25	6	125	21	60	19
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-21	0	0	0
TOTAL CORFU			152	0	0	65	10	11	9	5	1	29	52	32	126
HERAKLION	AIR 2000	C	27	0	0	44	7	22	26	0	0	36	47	28	17
	AIRWORLD AVIATION LTD	C	18	0	0	72	11	6	0	11	0	35	13	105	8
	BRITANNIA AIRWAYS	C	18	1	0	67	22	6	6	0	0	11	78	7	18
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-10	48	62	25

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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)										
HERAKLION	MY TRAVEL AIRWAYS UK	C	17	0	0	35	24	12	18	12	0	55	75	-6	8
	THOMAS COOK AIRLINES LTD	C	9	0	1	89	0	0	11	0	0	-2	0	0	0
<b>TOTAL HERAKLION</b>			<b>99</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>49</b>	<b>44</b>	<b>84</b>
KALAMATA	CALEDONIAN AIRWAYS	C	8	0	0	25	0	25	25	13	13	136	0	0	0
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>136</b>	<b>75</b>	<b>21</b>	<b>4</b>
KAVALLA	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	14	80	7	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	60	0	20	0	0	44	75	13	8
<b>TOTAL KAVALLA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>35</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>78</b>	<b>10</b>	<b>18</b>
KEFALLINIA	AIR 2000	C	8	0	0	25	38	13	25	0	0	36	50	36	10
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	13	75	24	8
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	4	25	43	8
<b>TOTAL KEFALLINIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>80</b>	<b>31</b>
KOS	AIR 2000	C	11	0	1	36	18	36	0	9	0	41	81	2	16
	AIRWORLD AVIATION LTD	C	8	1	0	50	50	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	56	38	6	0	0	0	9	29	29	17
	MONARCH AIRLINES	C	8	0	0	13	13	50	25	0	0	43	22	85	9
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	38	0	6	6	0	31	76	40	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	12	0	0	0
<b>TOTAL KOS</b>			<b>67</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>28</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>35</b>	<b>68</b>
MITILINI	AIR 2000	C	8	0	0	25	25	13	25	13	0	74	63	19	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	0	33	33	33	0	0	45	75	26	8
<b>TOTAL MITILINI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>21</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>62</b>	<b>70</b>	<b>19</b>	<b>20</b>
PREVEZA	AIR 2000	C	8	0	0	75	13	13	0	0	0	10	100	-6	8
	TRANSAER	C	8	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL PREVEZA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>39</b>	<b>26</b>
RHODES	AIR 2000	C	24	0	0	25	33	25	17	0	0	37	81	-1	16
	AIRWORLD AVIATION LTD	C	8	0	0	75	25	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	56	19	19	6	0	0	15	72	7	25
	CALEDONIAN AIRWAYS	C	8	0	0	50	25	0	25	0	0	28	33	82	9
	MONARCH AIRLINES	C	8	0	0	38	25	13	0	0	25	106	63	24	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	88	6	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
	<b>TOTAL RHODES</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>70</b>	<b>17</b>
SALONIKA	AIRWORLD AVIATION LTD	C	8	0	0	0	50	38	13	0	0	38	19	122	16
	BRITANNIA AIRWAYS	C	18	0	0	61	33	6	0	0	0	11	94	-3	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	100	0	0	0	33	38	33	8
	TRANSAER	C	8	0	0	50	50	0	0	0	0	7	0	0	0
<b>TOTAL SALONIKA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>39</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>52</b>	<b>42</b>
SAMOS	MONARCH AIRLINES	C	8	0	0	63	0	38	0	0	0	15	40	209	10
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>209</b>	<b>10</b>
SKIATHOS	AIRWORLD AVIATION LTD	C	26	0	0	62	23	0	15	0	0	18	50	61	8
	CALEDONIAN AIRWAYS	C	10	0	0	40	20	20	0	0	20	129	0	0	0
	LEISURE INTERNATIONAL	C	7	1	0	100	0	0	0	0	0	-12	63	11	8

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>TOTAL SKIATHOS</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>39</b>	<b>50</b>	<b>40</b>	<b>34</b>
<b>ZAKINTHOS</b>	AIR 2000	C	18	0	0	44	0	6	50	0	0	54	37	54	19
	AIRWORLD AVIATION LTD	C	16	0	0	63	38	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	41	80	4	10
	MONARCH AIRLINES	C	16	0	0	75	19	6	0	0	0	-1	53	25	36
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	50	25	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	0	0	12	0	0	-2	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>30</b>	<b>73</b>
<b>TOTAL GREECE</b>			<b>698</b>	<b>5</b>	<b>2</b>	<b>58</b>	<b>17</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>54</b>	<b>38</b>	<b>648</b>
<b>HONG KONG</b>															
<b>HONG KONG (CHEP LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	60	0	0	80	15	5	0	0	0	2	75	15	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>60</b>
<b>TOTAL HONG KONG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>60</b>
<b>INDIA</b>															
<b>MUMBAI</b>	AIR INDIA	S	18	0	0	78	17	0	6	0	0	9	28	24	18
<b>TOTAL MUMBAI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>28</b>	<b>24</b>	<b>18</b>
<b>TOTAL INDIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>28</b>	<b>24</b>	<b>18</b>
<b>IRISH REPUBLIC</b>															
<b>CONNAUGHT</b>	BRITISH REGIONAL AIRLINES LTD	S	58	0	0	86	7	2	5	0	0	3	84	6	57
<b>TOTAL CONNAUGHT</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>6</b>	<b>57</b>
<b>CORK</b>	BRITISH REGIONAL AIRLINES LTD	S	148	0	2	87	5	3	4	0	0	3	85	6	152
<b>TOTAL CORK</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>6</b>	<b>152</b>
<b>DUBLIN</b>	AER LINGUS	S	289	0	1	91	6	3	1	0	0	3	85	7	289
	RYANAIR	S	300	0	2	92	7	1	0	0	0	2	78	7	320
<b>TOTAL DUBLIN</b>			<b>589</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>610</b>
<b>SHANNON</b>	BRITISH REGIONAL AIRLINES LTD	S	104	1	0	88	6	2	1	3	0	8	84	6	102
<b>TOTAL SHANNON</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>102</b>
<b>WATERFORD</b>	BRITISH REGIONAL AIRLINES LTD	S	16	0	0	100	0	0	0	0	0	-7	94	0	18
<b>TOTAL WATERFORD</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>-7</b>	<b>94</b>	<b>0</b>	<b>18</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>916</b>	<b>1</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>6</b>	<b>939</b>
<b>ISRAEL</b>															
<b>TEL AVIV</b>	EL AL	S	18	0	0	100	0	0	0	0	0	-1	88	3	16
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>88</b>	<b>3</b>	<b>16</b>
<b>TOTAL ISRAEL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>88</b>	<b>3</b>	<b>16</b>
<b>ITALY</b>															
<b>CATANIA (FONTANAROSSA)</b>	CALEDONIAN AIRWAYS	C	8	0	0	50	13	25	13	0	0	23	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</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>23</b>	<b>29</b>	<b>258</b>	<b>7</b>
<b>GENOA</b>	AIR HOLLAND	C	2	0	0	50	50	0	0	0	0	22	0	79	1

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL GENOA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>79</b>	<b>1</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	104	0	0	53	27	17	3	0	0	17	62	14	102
<b>TOTAL MILAN (LINATE)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>14</b>	<b>102</b>
MILAN (MALPENSA)	AIR 2000	C	8	0	0	25	25	0	25	0	25	127	0	136	8
	LEISURE INTERNATIONAL	C	7	0	1	57	29	0	0	0	14	58	43	25	7
<b>TOTAL MILAN (MALPENSA)</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>27</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>95</b>	<b>20</b>	<b>84</b>	<b>15</b>
NAPLES	AIR 2000	C	8	0	0	38	25	13	25	0	0	37	0	118	8
	BRITANNIA AIRWAYS	C	18	0	0	56	22	22	0	0	0	15	72	15	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	50	13	0	0	0	20	25	47	8
<b>TOTAL NAPLES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>48</b>	<b>42</b>
PISA	BRITISH AIRWAYS PLC	C	6	0	0	17	17	17	50	0	0	72	38	59	8
	EUROPEAN AIR CHARTER	C	24	0	0	54	25	17	4	0	0	16	72	14	18
	MONARCH AIRLINES	C	8	0	0	25	50	0	25	0	0	49	0	45	8
<b>TOTAL PISA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>29</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>31</b>	<b>38</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	8	1	2	0	25	25	50	0	0	76	75	12	8
<b>TOTAL RIMINI</b>			<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>87</b>	<b>7</b>	<b>15</b>
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	18	0	0	44	17	17	22	0	0	34	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>28</b>	<b>35</b>	<b>18</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	51	0	0	65	20	14	2	0	0	11	73	10	51
<b>TOTAL ROME (FIUMICINO)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>4</b>	<b>170</b>
TREVISO	TRANSAER	C	8	2	0	75	0	0	0	25	0	72	0	0	0
<b>TOTAL TREVISO</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>72</b>	<b>43</b>	<b>61</b>	<b>14</b>
VENICE	AIRWORLD AVIATION LTD	C	8	0	0	25	0	50	25	0	0	53	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	71	0	29	0	0	0	11	27	41	11
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL VENICE</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>4</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>32</b>	<b>43</b>	<b>22</b>
VERONA	AIR 2000	C	8	0	0	13	38	0	50	0	0	67	25	76	8
	AIRWORLD AVIATION LTD	C	9	0	1	67	11	0	0	22	0	53	0	0	0
	BRITISH AIRWAYS PLC	C	8	0	0	63	13	25	0	0	0	14	80	6	10
	EUROPEAN AIR CHARTER	C	8	0	0	75	13	0	13	0	0	25	67	6	6
	MONARCH AIRLINES	C	16	0	0	69	13	19	0	0	0	15	50	46	16
<b>TOTAL VERONA</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>36</b>	<b>48</b>
<b>TOTAL ITALY</b>			<b>360</b>	<b>3</b>	<b>4</b>	<b>53</b>	<b>22</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>62</b>	<b>26</b>	<b>500</b>
JAMAICA															
MONTEGO BAY	LEISURE INTERNATIONAL	C	5	0	0	80	20	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	22	33	11	0	0	28	58	17	19
<b>TOTAL MONTEGO BAY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>20</b>	<b>27</b>
<b>TOTAL JAMAICA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>20</b>	<b>27</b>
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	9	0	0	44	11	11	33	0	0	36	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)										
MOMBASA	CALEDONIAN AIRWAYS	C	9	0	0	0	11	22	44	11	11	195	25	27	8
	MONARCH AIRLINES	C	9	0	0	67	11	11	11	0	0	10	56	68	9
<b>TOTAL MOMBASA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>15</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>80</b>	<b>41</b>	<b>49</b>	<b>17</b>
<b>TOTAL KENYA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>15</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>80</b>	<b>41</b>	<b>49</b>	<b>17</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	44	0	0	84	9	7	0	0	0	5	76	10	42
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>42</b>
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>42</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	18	0	0	28	6	17	50	0	0	70	69	14	16
	AIR MALTA	S	32	1	0	63	16	19	0	0	3	26	38	30	34
	AIR MALTA	C	20	0	0	75	15	10	0	0	0	-1	76	8	17
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	33	88	5	16
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	0	0	25	0	84	33	47	9
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-5	31	22	13
	MY TRAVEL AIRWAYS UK	C	20	0	0	25	20	20	35	0	0	48	38	51	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	13	0	0	0	3	0	0	0
<b>TOTAL MALTA</b>			<b>130</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>51</b>	<b>24</b>	<b>125</b>
<b>TOTAL MALTA</b>			<b>130</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>51</b>	<b>24</b>	<b>125</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	80	20	0	0	0	0	8	63	17	8
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	9	0	0	67	11	0	0	22	0	46	0	0	0
	LEISURE INTERNATIONAL	C	9	0	0	56	0	33	11	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	33	0	11	0	0	17	38	311	8
<b>TOTAL CANCUN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>38</b>	<b>311</b>	<b>8</b>
<b>PUERTO VALLARTA</b>															
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	50	0	0	32	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	50	25	25	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	10	0	0	10	10	10	70	0	0	80	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>11</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>34</b>	<b>6</b>
<b>TOTAL MEXICO</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>11</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>36</b>	<b>192</b>	<b>14</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	205	0	0	89	9	0	2	0	0	4	93	2	206
	KLM UK LTD	S	353	0	7	79	13	6	2	0	0	6	76	11	232
<b>TOTAL AMSTERDAM</b>			<b>558</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>526</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	85	0	3	85	7	8	0	0	0	3	83	4	80
<b>TOTAL EINDHOVEN</b>			<b>85</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>4</b>	<b>80</b>
<b>TOTAL NETHERLANDS</b>			<b>644</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>606</b>

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>NORWAY</b>															
OSLO (FORNEBU)	SAS	S	52	0	0	69	15	12	4	0	0	11	85	6	26
TOTAL OSLO (FORNEBU)			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>26</b>
TOTAL NORWAY			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>26</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	31	23	4	23	8	12	190	41	35	17
	PAKISTAN INTL AIRLINES	S	17	0	0	6	24	53	12	6	0	65	0	63	18
TOTAL ISLAMABAD			<b>43</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>23</b>	<b>23</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>140</b>	<b>20</b>	<b>50</b>	<b>35</b>
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	0	0	38	38	25	0	0	47	0	0	0
TOTAL LAHORE			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL PAKISTAN			<b>51</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>25</b>	<b>25</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>126</b>	<b>20</b>	<b>50</b>	<b>35</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	26	0	0	62	27	4	8	0	0	19	0	0	0
	LOT-POLISH AIRLINES	S	24	0	0	50	29	21	0	0	0	14	0	0	0
TOTAL WARSAW			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL POLAND			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	32	0	0	25	13	13	25	19	6	116	42	36	24
	AIRWORLD AVIATION LTD	C	16	0	0	75	13	0	13	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	56	25	19	0	0	0	16	77	6	26
	CALEDONIAN AIRWAYS	C	23	0	0	39	13	30	13	4	0	43	38	97	16
	LEISURE INTERNATIONAL	C	8	0	0	75	0	13	13	0	0	21	39	48	18
	MONARCH AIRLINES	C	40	0	0	33	30	20	15	3	0	36	31	40	42
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	11	0	0	22	0	53	45	48	20
	THOMAS COOK AIRLINES LTD	C	24	0	0	92	0	0	8	0	0	7	0	0	0
	TRANSAER	C	16	0	0	38	25	13	25	0	0	43	0	0	0
TOTAL FARO			<b>193</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>45</b>	<b>42</b>	<b>46</b>	<b>168</b>
LISBON	AIRWORLD AVIATION LTD	C	8	0	0	63	13	0	25	0	0	30	90	-1	10
	PORTUGALIA	S	42	0	2	93	5	0	0	0	2	9	0	0	0
TOTAL LISBON			<b>50</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>90</b>	<b>-1</b>	<b>10</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>243</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>14</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>38</b>	<b>44</b>	<b>43</b>	<b>178</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	38	13	0	50	0	0	68	0	0	0
	AIRWORLD AVIATION LTD	C	10	0	0	80	10	10	0	0	0	1	90	-6	10
	CALEDONIAN AIRWAYS	C	10	0	0	40	20	20	20	0	0	36	40	22	10
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	13	56	17	18
TOTAL FUNCHAL			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>12</b>	<b>38</b>
TOTAL PORTUGAL(MADEIRA)			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>12</b>	<b>38</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	36	0	0	36	22	31	11	0	0	25	46	29	26



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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 SINGAPORE			36	0	0	36	22	31	11	0	0	25	46	29	26
TOTAL SINGAPORE			36	0	0	36	22	31	11	0	0	25	46	29	26
SLOVAK REPUBLIC															
KOSICE	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	40	0	0	0
TOTAL KOSICE			4	0	0	25	25	25	25	0	0	53	0	0	0
TOTAL SLOVAK REPUBLIC			4	0	0	25	25	25	25	0	0	53	0	0	0
SPAIN															
ALICANTE	AIR 2000	C	26	0	1	31	12	35	23	0	0	42	71	13	24
	AIR EUROPA	C	8	0	0	75	13	13	0	0	0	5	0	37	3
	AIRWORLD AVIATION LTD	C	8	0	0	63	13	0	25	0	0	43	0	0	0
	BRITANNIA AIRWAYS	C	34	0	1	79	9	3	0	3	6	30	73	13	41
	BRITISH AIRWAYS PLC	C	16	0	0	63	13	0	25	0	0	23	44	23	16
	CALEDONIAN AIRWAYS	C	24	0	0	92	8	0	0	0	0	-4	50	44	16
	LEISURE INTERNATIONAL	C	18	0	0	44	0	11	28	17	0	70	38	36	24
	MONARCH AIRLINES	C	43	0	0	60	19	14	7	0	0	18	50	39	24
	MY TRAVEL AIRWAYS UK	C	34	0	1	41	21	24	9	6	0	40	47	26	32
	THOMAS COOK AIRLINES LTD	C	34	0	1	76	9	12	3	0	0	7	0	0	0
	TRANSAER	C	8	0	0	38	13	25	25	0	0	27	0	0	0
TOTAL ALICANTE			253	8	4	61	12	13	10	2	1	26	56	26	236
ALMERIA	BRITANNIA AIRWAYS	C	20	0	0	60	20	20	0	0	0	11	64	14	22
	MONARCH AIRLINES	C	8	0	0	25	63	13	0	0	0	20	86	21	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	13	0	13	98	50	35	8
TOTAL ALMERIA			36	0	0	47	31	17	3	0	3	32	65	20	37
BARCELONA	IBERIA	S	60	0	0	72	15	8	5	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL BARCELONA			69	0	0	74	13	9	4	0	0	11	30	98	23
GERONA	AIR 2000	C	16	0	0	25	6	13	38	13	6	98	53	35	19
	BRITANNIA AIRWAYS	C	18	0	0	78	0	0	22	0	0	13	100	-7	17
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	0	6	13	6	0	27	63	12	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	6	0	0	0	-3	0	0	0
TOTAL GERONA			66	0	0	67	3	6	18	5	2	33	56	44	71
IBIZA	AIR 2000	C	24	0	0	67	4	4	17	8	0	38	54	36	41
	AIR EUROPA	C	8	0	0	13	25	13	50	0	0	54	0	0	0
	AIRWORLD AVIATION LTD	C	16	0	0	81	6	0	13	0	0	20	36	67	25
	AVIACO	C	8	0	0	75	13	13	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	60	0	0	78	12	3	7	0	0	10	56	17	78
	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	-8	56	19	18
	FUTURA AIRLINES	C	4	0	0	50	25	0	0	25	0	53	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	100	0	0	0	0	0	-13	0	0	0
	MONARCH AIRLINES	C	38	0	0	66	5	13	16	0	0	22	50	33	38
	MY TRAVEL AIRWAYS UK	C	34	1	0	50	12	6	24	9	0	57	22	60	18
	THOMAS COOK AIRLINES LTD	C	32	1	0	78	3	9	9	0	0	6	0	0	0
TOTAL IBIZA			240	2	0	70	9	6	13	3	0	22	47	39	236
MADRID	BRITISH AIRWAYS PLC	S	104	0	0	76	14	5	5	0	0	12	76	9	102

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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 MADRID</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>6</b>	162
<b>MAHON</b>	AIR 2000	C	18	0	0	56	17	11	17	0	0	25	40	32	20
	AIRWORLD AVIATION LTD	C	14	0	2	50	7	0	0	29	14	156	0	0	0
	BRITANNIA AIRWAYS	C	34	0	0	71	18	6	6	0	0	20	68	10	34
	CALEDONIAN AIRWAYS	C	16	0	0	44	31	6	13	0	6	47	50	23	8
	LEISURE INTERNATIONAL	C	26	0	0	46	31	12	12	0	0	19	35	39	26
	MONARCH AIRLINES	C	16	0	0	56	31	13	0	0	0	14	44	54	16
	MY TRAVEL AIRWAYS UK	C	32	0	0	50	28	6	6	6	3	49	68	40	41
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	0	11	0	0	10	0	0	0
	TRANSAER	C	8	0	0	38	38	25	0	0	0	22	0	0	0
<b>TOTAL MAHON</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>55</b>	<b>30</b>	162
<b>MALAGA</b>	AIR 2000	C	40	0	0	20	10	25	38	5	3	74	25	47	32
	AIR EUROPA	C	24	0	0	46	17	21	8	0	8	66	33	56	18
	BRITANNIA AIRWAYS	C	20	0	0	35	55	5	5	0	0	26	58	30	26
	CALEDONIAN AIRWAYS	C	29	0	0	48	28	14	10	0	0	21	63	37	8
	LEISURE INTERNATIONAL	C	25	0	0	64	28	8	0	0	0	9	36	25	11
	MONARCH AIRLINES	C	41	0	1	49	20	15	15	2	0	31	27	56	70
	MY TRAVEL AIRWAYS UK	C	32	0	0	16	19	25	22	13	6	92	17	67	18
	THOMAS COOK AIRLINES LTD	C	24	0	0	79	13	0	0	8	0	20	0	0	0
	TRANSAER	C	26	0	0	54	8	15	19	0	4	38	0	0	0
	VIVA	C	4	0	0	50	0	0	50	0	0	47	69	23	32
<b>TOTAL MALAGA</b>			<b>266</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>34</b>	<b>51</b>	257
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	-7	50	25	8
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>50</b>	<b>25</b>	8
<b>PALMA DE MALLORCA</b>	AIR 2000	C	58	1	1	43	5	10	26	12	3	81	70	11	66
	AIR EUROPA	C	27	0	1	56	15	7	15	7	0	39	33	29	36
	AIRWORLD AVIATION LTD	C	45	0	1	51	18	13	16	2	0	34	44	81	16
	BRITANNIA AIRWAYS	C	120	1	1	55	17	16	9	3	0	28	74	12	117
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	CALEDONIAN AIRWAYS	C	17	0	1	24	24	29	24	0	0	41	38	122	8
	FUTURA AIRLINES	C	12	0	2	42	17	17	17	8	0	45	65	25	20
	MONARCH AIRLINES	C	54	1	0	54	26	9	11	0	0	19	56	37	43
	MY TRAVEL AIRWAYS UK	C	109	0	0	60	11	21	6	2	0	22	45	50	93
	SPANAIR	C	16	0	0	75	19	6	0	0	0	-6	38	30	32
	THOMAS COOK AIRLINES LTD	C	34	0	1	76	12	6	6	0	0	7	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>500</b>	<b>3</b>	<b>8</b>	<b>55</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>28</b>	493
<b>REUS</b>	AIR 2000	C	20	0	0	65	10	5	0	20	0	40	75	21	8
	AIRWORLD AVIATION LTD	C	9	0	0	78	11	11	0	0	0	-3	88	-6	16
	BRITANNIA AIRWAYS	C	28	0	0	89	7	4	0	0	0	0	83	2	24
	MY TRAVEL AIRWAYS UK	C	30	0	0	90	3	0	7	0	0	4	73	-3	11
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	0	14	0	0	5	0	0	0
<b>TOTAL REUS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>2</b>	69
<b>TOTAL SPAIN</b>			<b>1820</b>	<b>13</b>	<b>15</b>	<b>60</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>55</b>	<b>31</b>	1754
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	18	0	0	50	28	11	0	11	0	37	31	54	16

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
ARRECIFE	BRITANNIA AIRWAYS	C	16	0	0	56	25	19	0	0	0	17	67	12	18
	CALEDONIAN AIRWAYS	C	16	0	0	44	13	13	31	0	0	43	38	26	8
	LEISURE INTERNATIONAL	C	8	0	0	75	0	0	25	0	0	32	25	60	8
	MONARCH AIRLINES	C	24	0	0	71	17	8	4	0	0	11	56	17	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	42	25	49	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	22	0	0	25	0	0	0
<b>TOTAL ARRECIFE</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>46</b>	<b>98</b>
FUERTEVENTURA	AIRWORLD AVIATION LTD	C	8	0	0	50	0	25	13	0	13	112	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	0	0	20	109	88	-4	8
	MONARCH AIRLINES	C	16	0	0	75	6	6	0	13	0	24	25	53	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	31	19	13	0	0	35	28	33	18
<b>TOTAL FUERTEVENTURA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>59</b>	<b>45</b>	<b>29</b>	<b>42</b>
LAS PALMAS	AIR 2000	C	28	0	0	43	21	11	25	0	0	35	67	14	27
	AIRWORLD AVIATION LTD	C	8	0	0	50	0	25	25	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	32	0	0	63	9	3	9	13	3	64	76	55	17
	CALEDONIAN AIRWAYS	C	10	0	0	70	20	10	0	0	0	10	0	0	0
	FUTURA AIRLINES	C	8	0	0	38	13	0	25	25	0	72	0	59	2
	MY TRAVEL AIRWAYS UK	C	26	0	0	50	4	23	8	8	8	64	15	62	26
	THOMAS COOK AIRLINES LTD	C	46	0	0	91	0	7	0	2	0	1	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>36</b>	<b>42</b>	<b>54</b>	<b>132</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	47	0	0	38	9	19	26	9	0	61	45	34	40
	BRITANNIA AIRWAYS	C	26	0	0	54	15	27	4	0	0	22	88	8	26
	CALEDONIAN AIRWAYS	C	26	0	0	12	19	27	35	8	0	67	11	114	18
	EXCEL AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	34	38	27	8
	FUTURA AIRLINES	C	8	0	0	50	0	0	50	0	0	55	100	-2	1
	MARTINAIR HOLLAND	C	2	0	0	50	0	50	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	55	0	1	67	20	7	5	0	0	12	42	30	48
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	40	20	10	0	0	30	19	63	16
	SPANAIR	C	16	0	0	69	13	6	13	0	0	19	81	14	16
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	15	4	0	0	0	2	0	0	0
	TRANSAER	C	17	0	1	59	29	6	0	0	6	33	0	0	0
	VIVA	C	8	0	0	63	13	0	25	0	0	22	47	16	19
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>249</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>37</b>	<b>228</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>556</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>47</b>	<b>42</b>	<b>500</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	50	0	0	80	14	6	0	0	0	3	98	-6	52
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>-6</b>	<b>52</b>
<b>TOTAL SWEDEN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>-6</b>	<b>54</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	52	0	0	52	37	10	2	0	0	15	75	11	102
<b>TOTAL BASLE MULHOUSE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>37</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>102</b>
GENEVA	AIR ENGIADINA	S	88	0	0	66	19	13	2	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	50	0	0	86	10	0	4	0	0	8	78	8	60
<b>TOTAL GENEVA</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>8</b>	<b>60</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
ZURICH	AER LINGUS	S	48	0	0	69	17	13	2	0	0	13	79	12	47
	SWISS AIRLINES	S	52	0	0	50	33	17	0	0	0	16	0	0	0
	SWISSAIR	S	60	0	0	72	25	3	0	0	0	10	80	8	60
	VIRGIN EXPRESS	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL ZURICH</b>			<b>162</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>107</b>
<b>TOTAL SWITZERLAND</b>			<b>353</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>269</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	27	50	21	8
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	0	25	13	25	0	92	10	57	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	31	6	13	0	0	25	54	16	28
	NOUVELAIR TUNISIE	C	12	0	0	42	33	17	8	0	0	21	0	0	0
<b>TOTAL MONASTIR</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>26</b>	<b>46</b>
<b>TOTAL TUNISIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>26</b>	<b>46</b>
<b>TURKEY</b>															
ANTALYA	AIRWORLD AVIATION LTD	C	18	0	0	67	17	6	11	0	0	12	90	-3	10
	BRITANNIA AIRWAYS	C	10	0	0	30	40	10	20	0	0	30	63	19	8
	MONARCH AIRLINES	C	9	0	0	0	11	44	44	0	0	60	20	65	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	63	0	0	0	31	50	17	8
	ONUR AIR	C	8	0	0	13	38	50	0	0	0	33	10	59	10
	SUNWAYS	C	10	0	1	40	40	20	0	0	0	17	50	2	10
<b>TOTAL ANTALYA</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>27</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>45</b>	<b>31</b>	<b>76</b>
<b>DALAMAN</b>															
DALAMAN	AIR 2000	C	46	0	0	65	2	22	11	0	0	20	51	41	45
	AIRWORLD AVIATION LTD	C	28	0	0	50	21	11	11	7	0	39	89	-1	9
	BRITANNIA AIRWAYS	C	34	0	0	68	9	12	3	9	0	35	79	56	24
	CALEDONIAN AIRWAYS	C	28	0	0	32	29	18	11	4	7	57	38	66	26
	MONARCH AIRLINES	C	18	0	0	56	17	22	6	0	0	14	39	56	33
	MY TRAVEL AIRWAYS UK	C	45	0	0	44	24	22	4	4	0	31	30	48	43
	ONUR AIR	C	16	0	0	0	19	63	19	0	0	54	63	2	8
	PEGASUS AIRLINES	C	4	0	0	25	25	25	25	0	0	39	0	0	0
	SUNWAYS	C	18	1	2	39	39	6	6	11	0	33	46	20	24
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	6	6	22	0	0	17	0	0	0
	TOP AIR HAVACILIK SANAYI	C	14	0	0	36	29	7	14	14	0	68	0	0	0
<b>TOTAL DALAMAN</b>			<b>269</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>18</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>47</b>	<b>45</b>	<b>220</b>
<b>ISTANBUL</b>															
ISTANBUL	ISTANBUL HAVA YOLLARI	C	10	0	0	0	20	10	70	0	0	68	8	65	13
	THY TURK HAVA YOLLARI TURKIS	S	26	0	0	54	27	19	0	0	0	16	0	0	0
<b>TOTAL ISTANBUL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>7</b>	<b>61</b>	<b>15</b>
<b>IZMIR (ADNAM MENDERES)</b>															
IZMIR (ADNAM MENDERES)	AIR 2000	C	28	0	0	25	4	7	64	0	0	71	63	11	27
	AIRWORLD AVIATION LTD	C	18	0	0	22	33	11	28	0	6	93	0	89	8
	MONARCH AIRLINES	C	10	0	0	20	30	30	20	0	0	37	36	64	28
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	0	11	11	22	0	87	71	30	17
	ONUR AIR	C	8	0	0	13	38	38	13	0	0	39	13	28	8
	PEGASUS AIRLINES	C	12	0	0	75	8	17	0	0	0	4	0	0	0
	SUNWAYS	C	10	1	0	50	20	30	0	0	0	22	28	46	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	33	0	0	0	0	8	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)										
IZMIR (ADNAM MENDERES)	TOP AIR HAVACILIK SANAYI	C	6	0	0	17	67	17	0	0	0	24	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>14</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>50</b>	<b>44</b>	<b>48</b>	<b>131</b>
<b>TOTAL TURKEY</b>			<b>496</b>	<b>2</b>	<b>3</b>	<b>44</b>	<b>20</b>	<b>18</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>44</b>	<b>44</b>	<b>442</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	52	33	10	5	0	0	18	75	11	44
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>44</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>44</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	159	0	11	76	14	6	3	1	0	13	83	9	130
	BRITISH AIRWAYS PLC	S	200	0	0	78	17	2	3	0	0	9	97	-2	149
<b>TOTAL ABERDEEN</b>			<b>359</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>16</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>3</b>	<b>279</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	234	0	0	93	4	1	2	0	0	2	89	7	222
<b>TOTAL BELFAST CITY</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>222</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	208	0	0	84	8	6	3	0	0	8	89	3	212
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>3</b>	<b>212</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	88	0	0	57	34	7	2	0	0	13	58	12	83
<b>TOTAL CARDIFF WALES</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>34</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>12</b>	<b>83</b>
CITY OF DERRY ( EGLINTON )	BRITISH REGIONAL AIRLINES LTD	S	68	0	0	76	7	1	15	0	0	11	93	1	60
<b>TOTAL CITY OF DERRY ( EGLINTON )</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>1</b>	<b>60</b>
DUNDEE	BMI REGIONAL	S	63	0	3	68	21	5	6	0	0	16	70	14	44
<b>TOTAL DUNDEE</b>			<b>63</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>21</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>44</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	236	0	0	84	11	4	1	0	0	5	92	2	220
	STAR EUROPE	C	2	0	0	50	0	50	0	0	0	14	0	0	0
<b>TOTAL EDINBURGH</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>2</b>	<b>220</b>
GATWICK	AIRWORLD AVIATION LTD	C	9	1	1	33	33	11	0	22	0	60	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	5	0	37	4
	BRITISH AIRWAYS (EURO OPS) LG	S	325	1	3	82	12	3	2	0	0	7	80	9	324
	BRITISH AIRWAYS PLC	S	26	0	1	54	4	15	15	4	8	133	76	25	17
	CALEDONIAN AIRWAYS	C	14	1	1	71	14	0	7	7	0	20	0	0	0
	MONARCH AIRLINES	C	13	0	0	23	23	15	38	0	0	58	75	38	4
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	0	44	56	0	0	90	0	0	0
<b>TOTAL GATWICK</b>			<b>404</b>	<b>3</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>349</b>
GLASGOW	BMI REGIONAL	S	131	0	9	67	21	11	0	1	0	14	78	8	102
	BRITISH AIRWAYS PLC	S	236	2	0	75	13	6	5	1	0	13	84	6	237
<b>TOTAL GLASGOW</b>			<b>367</b>	<b>5</b>	<b>9</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>7</b>	<b>339</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	74	0	0	84	9	3	0	4	0	13	89	3	102
	CITY FLYER EXPRESS	C	8	0	0	100	0	0	0	0	0	-7	100	-11	10
<b>TOTAL GUERNSEY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>2</b>	<b>112</b>
HEATHROW	BRITISH AIRWAYS PLC	C	2	0	1	0	100	0	0	0	0	24	0	37	3
	BRITISH AIRWAYS PLC	S	594	1	1	74	16	8	2	0	0	11	84	8	587

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 HEATHROW</b>			<b>596</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	590
INVERNESS	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL INVERNESS</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>-12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	172	0	0	92	3	2	2	0	0	3	92	1	169
<b>TOTAL ISLE OF MAN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>1</b>	<b>169</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	0	100	0	0	0	0	23	0	0	0
	BRITISH AIRWAYS PLC	C	32	0	0	63	25	9	3	0	0	12	84	8	32
	BRITISH REGIONAL AIRLINES LTD	S	152	0	2	77	13	3	6	1	1	13	82	7	142
	EUROPEAN AIR CHARTER	C	14	0	2	57	14	14	0	14	0	60	17	27	6
<b>TOTAL JERSEY</b>			<b>200</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>192</b>
NEWCASTLE	EUROPEAN AIRWAYS LTD	S	87	0	1	90	5	3	2	0	0	6	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>87</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>81</b>
NORWICH	SCOT AIRWAYS	S	86	0	2	92	8	0	0	0	0	1	90	2	82
<b>TOTAL NORWICH</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>82</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	130	0	2	82	8	5	5	0	0	8	90	3	124
<b>TOTAL SOUTHAMPTON</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>3</b>	<b>124</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	131	0	1	86	9	2	3	0	0	3	94	2	125
<b>TOTAL STANSTED</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>2</b>	<b>125</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3515</b>	<b>11</b>	<b>41</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>6</b>	<b>3495</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	60	1	0	77	15	2	5	2	0	11	62	23	60
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>23</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	90	5	2	2	2	0	1	77	9	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>60</b>
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	9	0	0	0	0	44	56	0	0	89	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>
LOS ANGELES INTERNATIONAL	CALEDONIAN AIRWAYS	C	5	1	0	60	20	20	0	0	0	13	0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>5</b>	<b>1</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>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	80	13	2	5	0	0	-1	78	5	60
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	32	50	60	2
	DELTA AIRLINES	S	60	0	0	92	5	3	0	0	0	-6	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>77</b>	<b>6</b>	<b>62</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	1	0	62	17	13	7	2	0	15	57	43	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>41</b>	<b>64</b>
ORLANDO	AMERICAN TRANS AIR	C	34	0	0	71	18	9	3	0	0	7	54	36	13
	LAKER AIRWAYS INC	S	35	0	8	57	6	17	14	6	0	42	70	19	44
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	12	6	0	12	0	24	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	82	8	6	4	0	0	-3	90	-8	51
<b>TOTAL ORLANDO</b>			<b>136</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>19</b>	<b>174</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
SANFORD	BRITANNIA AIRWAYS	C	24	0	0	75	21	4	0	0	0	-3	70	16	33
	LEISURE INTERNATIONAL	C	24	0	0	63	17	13	4	4	0	22	0	0	0
	MONARCH AIRLINES	C	28	0	0	61	21	14	4	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	43	0	0	49	19	19	14	0	0	34	33	89	43
<b>TOTAL SANFORD</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>57</b>	<b>76</b>
<b>TOTAL USA</b>			<b>571</b>	<b>3</b>	<b>8</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>25</b>	<b>496</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	6	0	0	33	50	17	0	0	0	16	88	3	8
<b>TOTAL TASHKENT</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>3</b>	<b>8</b>
<b>TOTAL UZBEKISTAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>3</b>	<b>8</b>
<b>VENEZUELA</b>															
PORLAMAR	MONARCH AIRLINES	C	5	0	0	20	20	40	0	20	0	58	0	0	0
<b>TOTAL PORLAMAR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>58</b>	<b>78</b>	<b>7</b>	<b>9</b>
<b>TOTAL VENEZUELA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>58</b>	<b>78</b>	<b>7</b>	<b>9</b>
<b>TOTAL MANCHESTER</b>			<b>13825</b>	<b>42</b>	<b>103</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>17</b>	<b>13213</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	LEISURE INTERNATIONAL	C	8	0	0	75	0	0	0	13	13	85	0	0	0
TOTAL SALZBURG			8	0	0	75	0	0	0	13	13	85	100	-15	2
TOTAL AUSTRIA			8	1	0	75	0	0	0	13	13	85	100	-15	2
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	208	0	0	78	13	6	2	1	0	10	87	4	205
TOTAL BRUSSELS			208	0	0	78	13	6	2	1	0	10	87	4	205
TOTAL BELGIUM			208	0	0	78	13	6	2	1	0	10	87	4	205
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-2	33	32	9
TOTAL BURGAS			8	0	0	100	0	0	0	0	0	-2	33	32	9
TOTAL BULGARIA			8	0	0	100	0	0	0	0	0	-2	29	44	17
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	88	13	0	0	0	0	-5	0	0	0
TOTAL TORONTO			8	0	0	88	13	0	0	0	0	-5	0	0	0
TOTAL CANADA			8	0	0	88	13	0	0	0	0	-5	0	0	0
<b>CROATIA</b>															
PULA	LEISURE INTERNATIONAL	C	5	0	1	60	20	20	0	0	0	11	0	0	0
TOTAL PULA			5	0	1	60	20	20	0	0	0	11	0	0	0
TOTAL CROATIA			5	0	1	60	20	20	0	0	0	11	0	0	0
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	38	38	0	25	0	0	31	88	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	27	30	21	10
TOTAL LARNACA			16	0	0	56	19	0	25	0	0	29	56	14	18
PAPHOS	AIR 2000	C	8	0	0	75	25	0	0	0	0	9	50	23	8
	BRITANNIA AIRWAYS	C	4	0	0	25	50	25	0	0	0	21	75	8	4
	EUROCYPRIA AIRLINES LTD	C	8	0	0	0	13	38	25	13	13	125	0	0	0
TOTAL PAPHOS			20	0	0	35	25	20	10	5	5	58	58	18	12
TOTAL CYPRUS			36	0	0	44	22	11	17	3	3	45	57	15	30
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	140	0	0	86	9	5	0	0	0	0	0	0	0
TOTAL COPENHAGEN			140	0	0	86	9	5	0	0	0	0	93	-3	111
TOTAL DENMARK			140	0	0	86	9	5	0	0	0	0	93	-3	111
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	120	0	0	71	20	8	1	0	0	11	89	3	101
TOTAL PARIS (CHARLES DE GAULLE)			120	0	0	71	20	8	1	0	0	11	89	3	104
TOTAL FRANCE			121	3	1	70	21	8	1	0	0	11	87	3	111



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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)											
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	46	0	2	85	13	2	0	0	0	4	0	0	0
TOTAL DUSSELDORF			46	0	2	85	13	2	0	0	0	4	88	4	40
TOTAL GERMANY			46	0	2	85	13	2	0	0	0	4	79	12	112
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	75	0	0	25	0	0	20	100	-4	8
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	1	100	-9	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	40	20	0	0	0	12	100	0	9
TOTAL CORFU			26	0	0	62	19	12	8	0	0	11	100	-4	25
HERAKLION	AIR 2000	C	9	0	0	67	22	11	0	0	0	8	100	-14	8
	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	40	0	0	0
	TRANSAER	C	8	0	0	38	38	25	0	0	0	23	0	0	0
TOTAL HERAKLION			21	0	0	48	29	19	5	0	0	20	60	87	15
KOS	CALEDONIAN AIRWAYS	C	4	0	0	0	50	0	50	0	0	52	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-5	88	-4	17
TOTAL KOS			12	0	0	58	25	0	17	0	0	14	88	-4	17
RHODES	AIR 2000	C	8	0	0	75	0	25	0	0	0	10	63	6	8
	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	6	100	-5	4
	CALEDONIAN AIRWAYS	C	4	0	0	25	50	25	0	0	0	29	0	0	0
TOTAL RHODES			16	0	0	69	13	19	0	0	0	14	57	53	21
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	0	83	10	6
TOTAL SALONIKA			10	0	0	70	30	0	0	0	0	0	83	10	6
ZAKINTHOS	BRITANNIA AIRWAYS	C	6	0	0	33	17	50	0	0	0	23	100	5	4
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	15	0	0	0
TOTAL ZAKINTHOS			14	0	0	50	14	36	0	0	0	19	100	1	12
TOTAL GREECE			99	2	0	59	21	15	5	0	0	14	81	24	96
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	172	0	0	88	6	3	2	0	0	4	94	1	172
TOTAL DUBLIN			172	2	0	88	6	3	2	0	0	4	94	1	172
TOTAL IRISH REPUBLIC			172	2	0	88	6	3	2	0	0	4	94	1	172
<b>ITALY</b>															
VERONA	LEISURE INTERNATIONAL	C	8	0	0	63	13	0	0	25	0	75	0	0	0
TOTAL VERONA			8	0	0	63	13	0	0	25	0	75	63	63	8
TOTAL ITALY			8	0	0	63	13	0	0	25	0	75	70	52	10
<b>MALTA</b>															
MALTA	AIR MALTA	C	18	0	0	67	33	0	0	0	0	8	58	13	24
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	6	0	0	0
TOTAL MALTA			27	0	0	67	33	0	0	0	0	7	58	13	24
TOTAL MALTA			27	0	0	67	33	0	0	0	0	7	58	13	24

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	231	0	1	61	12	19	8	0	0	19	75	17	172
TOTAL AMSTERDAM			231	0	1	61	12	19	8	0	0	19	75	17	172
TOTAL NETHERLANDS			231	0	1	61	12	19	8	0	0	19	75	17	172
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	52	0	0	85	8	6	2	0	0	9	94	2	52
TOTAL BERGEN			52	0	0	85	8	6	2	0	0	9	94	2	52
OSLO (FORNEBU)	BRAATHENS ASA	S	52	0	0	81	15	4	0	0	0	7	96	-1	52
TOTAL OSLO (FORNEBU)			52	0	0	81	15	4	0	0	0	7	96	-1	52
TOTAL NORWAY			104	0	0	83	12	5	1	0	0	8	95	1	104
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	16	0	0	50	25	13	13	0	0	19	83	2	18
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	100	-5	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	100	0	0	0	0	23	60	18	10
TOTAL FARO			32	0	0	50	38	6	6	0	0	16	82	4	38
TOTAL PORTUGAL(EXCLUDING MADEIRA)			32	0	0	50	38	6	6	0	0	16	82	4	38
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	50	25	0	25	0	0	22	0	41	8
	BRITANNIA AIRWAYS	C	17	0	0	71	18	0	0	12	0	33	100	-3	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	63	13	0	108	38	37	8
	NORDIC EUROPEAN AIRLINES	C	8	0	0	50	25	25	0	0	0	19	0	0	0
TOTAL ALICANTE			41	0	0	54	17	5	17	7	0	43	48	42	40
BARCELONA	AIR EUROPA	C	2	0	0	0	0	100	0	0	0	43	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL BARCELONA			10	0	0	80	0	20	0	0	0	8	50	45	10
GERONA	BRITANNIA AIRWAYS	C	18	0	0	67	0	22	11	0	0	20	0	21	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	-1	75	39	8
TOTAL GERONA			26	0	0	69	8	15	8	0	0	14	38	30	16
IBIZA	AIR 2000	C	8	0	0	88	13	0	0	0	0	3	53	33	19
	BRITANNIA AIRWAYS	C	26	0	0	81	8	12	0	0	0	5	85	37	27
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	0	22	56	0	0	79	40	19	10
	NORDIC EUROPEAN AIRLINES	C	8	0	0	38	0	13	25	0	25	185	0	0	0
TOTAL IBIZA			51	0	0	65	6	12	14	0	4	46	66	32	56
MAHON	AIR 2000	C	8	0	0	50	38	13	0	0	0	13	75	11	8
	BCM AIRLINES	C	4	0	0	50	0	0	25	25	0	83	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	50	17	18
	CALEDONIAN AIRWAYS	C	4	0	4	50	50	0	0	0	0	14	63	12	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	13	0	13	69	88	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	0	0	0
TOTAL MAHON			40	0	4	68	20	3	5	3	3	27	64	13	42
MALAGA	BRITANNIA AIRWAYS	C	16	0	0	75	13	13	0	0	0	11	100	1	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
MALAGA	CALEDONIAN AIRWAYS	C	8	0	0	0	25	38	0	38	0	110	0	0	0
	FUTURA AIRLINES	C	8	0	0	75	25	0	0	0	-5	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	93	28	81	18	
	NORDIC EUROPEAN AIRLINES	C	8	1	1	0	13	25	38	0	25	167	0	0	0
<b>TOTAL MALAGA</b>			<b>48</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>64</b>	<b>52</b>	<b>58</b>	<b>52</b>
PALMA DE MALLORCA	AIR 2000	C	18	0	0	56	22	0	22	0	27	54	13	24	
	BRITANNIA AIRWAYS	C	43	0	0	84	0	9	2	5	14	82	8	44	
	MY TRAVEL AIRWAYS UK	C	24	0	0	42	4	13	42	0	65	45	31	33	
	NORDIC EUROPEAN AIRLINES	C	6	0	2	17	33	33	17	0	42	0	0	0	
	SPANAIR	C	20	0	0	50	20	0	20	10	47	89	11	9	
	VIVA	C	2	0	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>113</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>29</b>	<b>124</b>
REUS	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	-3	100	-8	8	
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	90	-4	10	
<b>TOTAL REUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>94</b>	<b>-6</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>350</b>	<b>3</b>	<b>7</b>	<b>62</b>	<b>11</b>	<b>9</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>63</b>	<b>29</b>	<b>418</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	25	13	63	0	0	28	75	17	8	
	BRITANNIA AIRWAYS	C	8	0	0	25	38	13	25	0	41	100	0	10	
	NORDIC EUROPEAN AIRLINES	C	8	0	0	38	38	0	0	0	25	161	0	0	
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>81</b>	<b>18</b>	<b>26</b>
LAS PALMAS	AIR 2000	C	9	0	0	44	11	11	33	0	33	0	0	0	
	AIR EUROPA	C	8	0	0	75	0	0	25	0	32	50	24	10	
	BRITANNIA AIRWAYS	C	10	0	0	30	40	30	0	0	25	100	0	9	
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	63	13	110	11	58	9	
<b>TOTAL LAS PALMAS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>11</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>54</b>	<b>27</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	100	0	0	0	0	-7	75	1	8	
	BRITANNIA AIRWAYS	C	9	0	0	78	0	22	0	0	12	90	4	10	
	FUTURA AIRLINES	C	8	0	0	75	0	0	25	0	20	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	50	0	69	75	10	16	
	NORDIC EUROPEAN AIRLINES	C	8	0	0	38	25	0	38	0	36	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>45</b>	<b>42</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>70</b>	<b>33</b>	<b>96</b>
<b>TURKEY</b>															
ANTALYA	SUNWAYS	C	8	0	2	13	25	0	50	13	0	89	50	23	8
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>89</b>	<b>50</b>	<b>23</b>	<b>8</b>
DALAMAN	AIR 2000	C	10	0	0	20	10	20	50	0	48	100	-3	9	
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	14	100	-3	8	
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	50	23	8	
	ONUR AIR	C	18	0	0	56	17	28	0	0	9	75	0	8	
	PEGASUS AIRLINES	C	2	0	0	0	0	100	0	0	51	0	0	0	
	SUNWAYS	C	13	0	1	23	8	8	31	15	139	50	25	8	
	TOP AIR HAVACILIK SANAYI	C	6	0	0	0	17	17	33	33	0	138	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DALAMAN</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>10</b>	<b>16</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>52</b>	<b>63</b>	<b>78</b>	57
<b>IZMIR (ADNAM MENDERES)</b>	AIR 2000	C	10	0	0	20	0	40	40	0	0	55	80	2	10
	ONUR AIR	C	8	0	0	50	50	0	0	0	0	14	0	48	4
	PEGASUS AIRLINES	C	8	0	0	75	0	25	0	0	0	-3	90	-9	10
	SUNWAYS	C	8	0	0	38	0	38	13	13	0	57	75	11	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>27</b>	49
<b>TOTAL TURKEY</b>			<b>109</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>12</b>	<b>18</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>49</b>	<b>63</b>	<b>52</b>	114
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	120	0	0	68	14	11	7	0	0	13	87	9	92
	EUROPEAN AIRWAYS LTD	S	24	0	0	92	8	0	0	0	0	-1	0	0	0
	GILL AIRWAYS	S	44	0	0	89	5	0	7	0	0	7	69	12	137
<b>TOTAL ABERDEEN</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	238
<b>BELFAST CITY</b>	GILL AIRWAYS	S	252	2	8	95	3	1	1	0	0	-1	74	10	209
<b>TOTAL BELFAST CITY</b>			<b>252</b>	<b>2</b>	<b>8</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>74</b>	<b>10</b>	209
<b>BIRMINGHAM</b>	DUO AIRWAYS LTD	S	168	0	8	85	5	5	5	0	0	7	87	4	167
<b>TOTAL BIRMINGHAM</b>			<b>168</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>4</b>	167
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	143	0	0	73	13	6	7	0	0	11	85	14	71
<b>TOTAL BRISTOL</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>14</b>	71
<b>CARDIFF WALES</b>	BRITISH REGIONAL AIRLINES LTD	S	86	0	2	80	14	5	1	0	0	8	92	2	84
<b>TOTAL CARDIFF WALES</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>2</b>	84
<b>EDINBURGH</b>	BRITISH REGIONAL AIRLINES LTD	S	86	0	2	83	12	3	2	0	0	10	90	2	84
<b>TOTAL EDINBURGH</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>2</b>	84
<b>GATWICK</b>	CITY FLYER EXPRESS	S	262	0	1	70	15	9	5	0	0	14	78	9	251
<b>TOTAL GATWICK</b>			<b>262</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	251
<b>GUERNSEY</b>	CITY FLYER EXPRESS	S	35	0	0	60	26	11	3	0	0	13	0	0	0
<b>TOTAL GUERNSEY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	326	0	2	86	9	4	2	0	0	6	89	3	324
<b>TOTAL HEATHROW</b>			<b>326</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>3</b>	324
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	8	0	0	100	0	0	0	0	0	-10	100	-8	8
<b>TOTAL ISLE OF MAN</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>-10</b>	<b>100</b>	<b>-8</b>	8
<b>JERSEY</b>	BA CITIEXPRESS (IOM) LTD	C	3	0	5	100	0	0	0	0	0	9	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	4	0	0	100	0	0	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	C	8	0	0	75	0	25	0	0	0	6	100	2	8
	CITY FLYER EXPRESS	S	22	0	0	64	9	9	18	0	0	23	88	16	8
	KLM UK LTD	C	8	0	0	0	0	75	25	0	0	51	75	37	8
<b>TOTAL JERSEY</b>			<b>45</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>4</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>18</b>	26
<b>MANCHESTER</b>	EUROPEAN AIRWAYS LTD	S	85	0	1	84	11	4	2	0	0	5	0	0	0
<b>TOTAL MANCHESTER</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	81
<b>PRESTWICK</b>	GILL AIRWAYS	S	8	0	0	100	0	0	0	0	0	-4	94	6	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 PRESTWICK			8	0	0	100	0	0	0	0	0	-4	94	6	17
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	86	0	4	88	2	7	2	0	0	6	72	8	82
TOTAL SOUTHAMPTON			86	0	4	88	2	7	2	0	0	6	72	8	82
STANSTED	KLM UK LTD	S	140	0	0	94	4	2	0	0	0	1	87	5	135
TOTAL STANSTED			140	0	0	94	4	2	0	0	0	1	87	5	135
WICK	GILL AIRWAYS	S	44	0	0	84	7	2	5	2	0	11	79	9	58
TOTAL WICK			44	0	0	84	7	2	5	2	0	11	79	9	58
TOTAL UNITED KINGDOM			1963	3	33	82	9	5	3	0	0	7	82	7	1860
USA															
SANFORD	BRITANNIA AIRWAYS	C	12	0	0	67	17	8	8	0	0	17	38	24	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	21	47	44	17
TOTAL SANFORD			20	0	0	60	15	15	10	0	0	19	44	38	25
TOTAL USA			20	0	0	60	15	15	10	0	0	19	44	38	25
TOTAL NEWCASTLE			3797	17	49	75	11	7	5	1	0	14	80	12	3722

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	10	0	0	50	20	10	20	0	0	19	0	0	0
TOTAL HASSI MESSAOUD			10	0	0	50	20	10	20	0	0	19	0	0	0
TOTAL ALGERIA			10	0	0	50	20	10	20	0	0	19	0	0	0
<b>AUSTRIA</b>															
GRAZ	AUSTRIAN AIR TRANSPORT	C	8	0	0	88	0	13	0	0	0	4	0	0	0
TOTAL GRAZ			8	0	0	88	0	13	0	0	0	4	0	0	0
LINZ	AUSTRIAN AIR TRANSPORT	C	7	0	1	86	0	14	0	0	0	2	0	0	0
TOTAL LINZ			7	0	1	86	0	14	0	0	0	2	0	0	0
SALZBURG	LEISURE INTERNATIONAL	C	8	0	0	63	13	0	0	13	13	91	0	0	0
TOTAL SALZBURG			8	1	0	63	13	0	0	13	13	91	0	0	0
VIENNA	AUSTRIAN AIR TRANSPORT	C	16	0	0	81	0	19	0	0	0	5	0	0	0
TOTAL VIENNA			16	1	0	81	0	19	0	0	0	5	0	29	1
TOTAL AUSTRIA			39	2	1	79	3	13	0	3	3	22	0	29	1
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	198	0	1	69	16	8	8	0	0	13	70	13	196
	VIRGIN EXPRESS	C	3	1	0	67	33	0	0	0	0	14	67	10	6
TOTAL BRUSSELS			201	1	1	69	16	7	7	0	0	13	70	13	202
TOTAL BELGIUM			201	1	1	69	16	7	7	0	0	13	70	13	202
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	25	25	25	25	0	0	59	75	7	8
	SKYSERVICE F B O Inc	C	5	0	0	80	20	0	0	0	0	-6	0	0	0
TOTAL TORONTO			13	0	0	46	23	15	15	0	0	34	75	7	8
TOTAL CANADA			13	0	0	46	23	15	15	0	0	34	75	7	8
<b>CROATIA</b>															
SPLIT	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	85	0	0	0
TOTAL SPLIT			2	0	0	50	0	0	50	0	0	85	0	0	0
TOTAL CROATIA			2	0	0	50	0	0	50	0	0	85	0	0	0
<b>CUBA</b>															
HAVANA	CUBANA	S	8	0	0	75	13	13	0	0	0	5	50	45	8
TOTAL HAVANA			8	0	0	75	13	13	0	0	0	5	50	45	8
TOTAL CUBA			8	0	0	75	13	13	0	0	0	5	50	45	8
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	70	20	10	0	0	0	8	0	0	0
TOTAL LARNACA			10	0	0	70	20	10	0	0	0	8	0	0	0
TOTAL CYPRUS			10	0	0	70	20	10	0	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	42	0	0	81	14	5	0	0	0	9	72	8	36
TOTAL PRAGUE			42	0	0	81	14	5	0	0	0	9	71	8	38
TOTAL CZECH REPUBLIC			42	0	0	81	14	5	0	0	0	9	71	8	38
<b>DENMARK</b>															
BILLUND	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	0	49	75	30	8
	MYTRAVEL AIRWAYS (DENMARK)	C	7	0	0	57	14	29	0	0	0	17	0	0	0
TOTAL BILLUND			15	0	0	53	7	27	13	0	0	34	75	15	16
COPENHAGEN	KLM UK LTD	S	160	0	4	81	13	6	1	0	0	6	73	14	102
	MYTRAVEL AIRWAYS (DENMARK)	C	16	3	0	13	25	25	38	0	0	56	61	47	18
TOTAL COPENHAGEN			176	4	4	75	14	7	4	0	0	11	66	21	136
TOTAL DENMARK			191	4	4	73	13	9	5	0	0	13	67	20	152
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	32	0	0	69	19	13	0	0	0	8	0	0	0
TOTAL HELSINKI			32	0	0	69	19	13	0	0	0	8	94	-6	34
TOTAL FINLAND			32	0	0	69	19	13	0	0	0	8	94	-6	34
<b>FRANCE</b>															
CALVI	KLM UK LTD	C	8	0	0	100	0	0	0	0	0	3	40	25	10
TOTAL CALVI			8	0	0	100	0	0	0	0	0	3	40	25	10
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	238	0	2	88	6	3	2	0	0	4	88	6	220
TOTAL PARIS (CHARLES DE GAULLE)			238	0	2	88	6	3	2	0	0	4	88	6	220
REIMS	NORDIC EUROPEAN AIRLINES	C	2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL REIMS			2	0	0	50	0	50	0	0	0	22	0	0	0
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	4	0	3	0	25	25	50	0	0	51	29	33	7
TOTAL TARBES-LOURDES INTERNATIONAL			4	0	3	0	25	25	50	0	0	51	29	33	7
TOTAL FRANCE			255	4	5	86	6	4	3	0	0	5	76	11	413
<b>GERMANY</b>															
DUSSELDORF	KLM UK LTD	S	164	0	0	74	13	9	4	0	0	11	71	13	150
TOTAL DUSSELDORF			164	0	0	74	13	9	4	0	0	11	71	13	150
FRANKFURT MAIN	EUROPEAN AIR CHARTER	C	4	0	0	50	0	50	0	0	0	23	0	0	0
	KLM UK LTD	S	162	0	2	78	9	7	5	0	0	9	69	14	151
TOTAL FRANKFURT MAIN			168	0	2	77	9	9	5	0	0	10	69	14	151
HAMBURG	GILL AIRWAYS	S	68	0	0	76	16	6	1	0	0	7	0	0	0
	KLM UK LTD	S	28	0	0	100	0	0	0	0	0	-7	70	13	100
TOTAL HAMBURG			96	0	0	83	11	4	1	0	0	3	70	13	100
MUNICH	KLM UK LTD	S	120	0	0	72	16	7	5	1	0	14	33	33	102
TOTAL MUNICH			120	0	0	72	16	7	5	1	0	14	34	33	103
TOTAL GERMANY			548	1	2	76	12	7	4	0	0	10	62	18	508

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	88	7	8
	LEISURE INTERNATIONAL	C	10	0	0	70	10	0	0	20	0	41	43	54	7
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>29</b>	<b>15</b>
<b>HERAKLION</b>															
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	8	75	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	1	25	0	13	50	0	13	110	100	-2	8
<b>TOTAL HERAKLION</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>88</b>	<b>1</b>	<b>16</b>
<b>RHODES</b>															
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	9	100	1	9
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	0	29	14	0	0	24	100	-3	8
<b>TOTAL RHODES</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>-1</b>	<b>17</b>
<b>ZAKINTHOS</b>															
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	15	100	2	8
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>58</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>88</b>	<b>8</b>	<b>56</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	126	0	2	71	19	9	2	0	0	9	83	16	120
<b>TOTAL CONNAUGHT</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>16</b>	<b>120</b>
CORK	RYANAIR	S	229	0	1	83	8	4	3	1	0	11	86	9	221
<b>TOTAL CORK</b>			<b>229</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>221</b>
<b>DUBLIN</b>															
	AER LINGUS	S	240	0	0	92	5	2	0	0	0	3	89	5	244
	RYANAIR	S	647	3	43	78	14	6	2	0	0	10	75	11	554
<b>TOTAL DUBLIN</b>			<b>887</b>	<b>3</b>	<b>43</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>798</b>
KERRY COUNTY	RYANAIR	S	60	0	0	87	5	7	2	0	0	7	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	58	0	2	91	2	3	3	0	0	3	85	6	60
<b>TOTAL WATERFORD</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>6</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1360</b>	<b>5</b>	<b>48</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>1199</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	23	0	20	70	26	0	0	4	0	13	47	29	17
<b>TOTAL TEL AVIV</b>			<b>23</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>29</b>	<b>17</b>
<b>TOTAL ISRAEL</b>			<b>23</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>29</b>	<b>17</b>
<b>ITALY</b>															
ALGHERO/SASSARI	BRITISH WORLD AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	11	0	0	0
<b>TOTAL ALGHERO/SASSARI</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	AIR ONE	S	120	0	0	81	13	5	1	0	0	8	0	0	0
	KLM UK LTD	S	172	0	0	43	25	23	9	0	0	24	20	38	150
<b>TOTAL MILAN (LINATE)</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>20</b>	<b>38</b>	<b>150</b>
MILAN (MALPENSA)	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	30	100	3	2
	EUROFLY SPA	C	3	0	2	67	0	33	0	0	0	2	50	12	4



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				Actual (7)	Plan (8)										
TOTAL MILAN (MALPENSA)			5	0	2	60	0	40	0	0	0	13	67	9	6
ROME (CIAMPINO)	SKYSERVICE F B O Inc	C	4	1	1	75	0	25	0	0	0	-2	0	0	0
TOTAL ROME (CIAMPINO)			4	1	1	75	0	25	0	0	0	-2	0	0	0
TREVISO	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	25	0	25	0	0	13	38	24	8
TOTAL TREVISO			4	0	0	50	25	0	25	0	0	13	38	24	8
VENICE	BRITISH WORLD AIRLINES LTD	C	4	0	0	75	0	0	25	0	0	38	0	0	0
	TRANSAVIA	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL VENICE			6	0	0	67	17	0	17	0	0	30	0	0	0
TOTAL ITALY			319	1	3	59	20	15	6	0	0	17	38	29	248
KAZAKHSTAN															
URALSK	EUROFLY SPA	C	5	0	0	80	20	0	0	0	0	9	50	16	4
TOTAL URALSK			5	0	0	80	20	0	0	0	0	9	50	16	4
TOTAL KAZAKHSTAN			5	0	0	80	20	0	0	0	0	9	50	16	4
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	96	0	0	90	8	2	0	0	0	5	83	7	52
TOTAL LUXEMBOURG			96	0	0	90	8	2	0	0	0	5	83	7	52
TOTAL LUXEMBOURG			96	0	0	90	8	2	0	0	0	5	83	7	52
MALTA															
MALTA	AIR MALTA	C	10	0	2	80	20	0	0	0	0	4	25	261	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	30	20	30	20	0	79	63	15	8
TOTAL MALTA			20	0	2	40	25	10	15	10	0	42	44	138	16
TOTAL MALTA			20	0	2	40	25	10	15	10	0	42	44	138	16
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	438	0	4	72	15	8	5	0	0	12	68	14	322
TOTAL AMSTERDAM			438	1	5	72	15	8	5	0	0	12	68	14	322
MAASTRICHT	KLM EXEL	S	143	1	5	80	13	3	3	0	0	9	76	11	144
TOTAL MAASTRICHT			143	1	5	80	13	3	3	0	0	9	76	11	144
TOTAL NETHERLANDS			581	2	10	74	15	7	4	0	0	11	73	12	608
NORWAY															
OSLO (GARDERMOEN)	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	8	4	0	25	38	25	13	0	0	23	0	0	0
TOTAL OSLO (GARDERMOEN)			10	4	0	40	30	20	10	0	0	18	62	21	21
TOTAL NORWAY			10	4	0	40	30	20	10	0	0	18	62	21	21
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	8	0	0	50	25	25	0	0	0	15	63	19	8
	LEISURE INTERNATIONAL	C	24	0	0	58	25	13	4	0	0	17	6	27	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	25	25	0	74	40	46	10
	VIRGIN EXPRESS	C	2	0	0	50	0	0	50	0	0	32	0	0	0

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				Actual (7)	Plan (8)										
<b>TOTAL FARO</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>23</b>	<b>35</b>	<b>43</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>23</b>	<b>35</b>	<b>43</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	DAC AIR	C	2	0	0	50	0	0	0	0	50	259	0	0	0
<b>TOTAL BRATISLAVA</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>259</b>	<b>0</b>	<b>0</b>	<b>0</b>
KOSICE	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	50	0	0	0	14	0	0	0	0
<b>TOTAL KOSICE</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>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	KLM UK LTD	C	16	0	0	56	19	6	19	0	0	21	50	31	16
	LEISURE INTERNATIONAL	C	9	0	0	11	22	11	33	11	11	139	0	0	0
<b>TOTAL ALICANTE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>8</b>	<b>24</b>	<b>4</b>	<b>4</b>	<b>63</b>	<b>63</b>	<b>21</b>	<b>32</b>
IBIZA	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	1	81	9	16
	MY TRAVEL AIRWAYS UK	C	8	1	0	75	0	0	25	0	0	25	100	2	8
<b>TOTAL IBIZA</b>			<b>24</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>24</b>
MADRID	CORSAIR	C	2	0	0	0	0	50	50	0	0	52	0	0	0
<b>TOTAL MADRID</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>52</b>	<b>78</b>	<b>10</b>	<b>60</b>
MAHON	AIR 2000	C	10	0	0	70	10	10	10	0	0	25	50	22	10
	BRITANNIA AIRWAYS	C	18	0	0	56	39	6	0	0	0	14	50	22	10
	LEISURE INTERNATIONAL	C	8	0	0	25	25	25	13	13	0	62	100	1	8
	MY TRAVEL AIRWAYS UK	C	15	0	1	47	13	0	40	0	0	56	88	29	16
<b>TOTAL MAHON</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>24</b>	<b>8</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>65</b>	<b>21</b>	<b>52</b>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	10	50	11	8
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	19	13	90	8
	LEISURE INTERNATIONAL	C	33	0	0	55	21	15	9	0	0	27	25	78	16
<b>TOTAL MALAGA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>24</b>	<b>61</b>	<b>42</b>
PALMA DE MALLORCA	AIR 2000	C	10	0	0	0	0	50	50	0	0	74	13	36	8
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
	BRITANNIA AIRWAYS	C	42	0	1	71	17	5	7	0	0	16	89	7	46
	BRITISH WORLD AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	44	53	16
	FUTURA AIRLINES	C	8	0	0	63	13	25	0	0	0	20	0	0	0
	LEISURE INTERNATIONAL	C	18	0	0	83	6	11	0	0	0	9	44	43	18
	MY TRAVEL AIRWAYS UK	C	27	0	0	48	7	11	30	4	0	46	61	32	28
<b>TOTAL PALMA DE MALLORCA</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>10</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>27</b>	<b>116</b>
REUS	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	0	0	20	30	0	113	80	8	10
<b>TOTAL REUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>59</b>	<b>80</b>	<b>8</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>281</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>67</b>	<b>22</b>	<b>398</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	LEISURE INTERNATIONAL	C	8	0	0	63	13	25	0	0	0	16	38	17	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	50	0	0	0	0	9	75	66	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>42</b>	16
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	38	13	0	78	38	82	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>78</b>	<b>38</b>	<b>82</b>	8
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	8	78	10	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	50	0	0	68	56	57	9
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>33</b>	18
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	10	75	10	8
	LEISURE INTERNATIONAL	C	8	0	0	13	38	0	50	0	0	75	0	79	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	0	50	13	0	112	75	13	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>48</b>	<b>33</b>	25
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>54</b>	<b>41</b>	67
<b>SWEDEN</b>															
GOTEBORG	MYTRAVEL AIRWAYS (DENMARK)	C	14	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL GOTEBORG</b>			<b>14</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>52</b>	<b>42</b>	23
MALMO	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL MALMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	16	0	0	19	25	25	31	0	0	43	11	35	18
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>11</b>	<b>35</b>	18
STOCKHOLM (SKAVSTA)	RYANAIR	S	119	1	0	75	20	3	3	0	0	10	0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>119</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SWEDEN</b>			<b>151</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>34</b>	<b>39</b>	41
<b>SWITZERLAND</b>															
BASLE MULHOUSE	FLIGHTLINE LTD	C	42	0	0	83	14	2	0	0	0	5	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
ZURICH	FLIGHTLINE LTD	C	58	0	0	64	26	5	5	0	0	17	79	10	58
	KLM UK LTD	S	150	0	8	65	26	9	1	0	0	10	52	20	110
<b>TOTAL ZURICH</b>			<b>208</b>	<b>2</b>	<b>8</b>	<b>64</b>	<b>26</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	170
<b>TOTAL SWITZERLAND</b>			<b>250</b>	<b>2</b>	<b>8</b>	<b>68</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>14</b>	208
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	50	13	38	0	0	0	11	0	0	0
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	37	0	4	68	19	3	11	0	0	20	7	60	29
<b>TOTAL ANTALYA</b>			<b>37</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>19</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>7</b>	<b>60</b>	29
DALAMAN	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-6	75	11	8
	LEISURE INTERNATIONAL	C	10	0	0	90	10	0	0	0	0	-3	30	44	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	20	10	10	40	0	119	89	32	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1997

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DALAMAN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>39</b>	<b>63</b>	<b>30</b>	27
ISTANBUL	ISTANBUL HAVA YOLLARI	C	17	0	4	18	12	29	41	0	0	62	23	66	22
<b>TOTAL ISTANBUL</b>			<b>17</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>12</b>	<b>29</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>73</b>	30
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	C	12	1	16	67	25	8	0	0	0	9	50	37	10
	SUNWAYS	C	8	0	0	75	25	0	0	0	0	-8	88	0	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>2</b>	<b>16</b>	<b>70</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>20</b>	18
<b>TOTAL TURKEY</b>			<b>103</b>	<b>2</b>	<b>24</b>	<b>60</b>	<b>17</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>37</b>	<b>49</b>	104
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	166	0	0	65	17	9	9	0	0	15	79	13	141
<b>TOTAL ABERDEEN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	141
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	224	0	0	93	7	0	0	0	0	-2	87	5	135
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>87</b>	<b>5</b>	135
EDINBURGH	KLM UK LTD	S	288	0	4	74	11	9	6	1	0	10	74	10	246
<b>TOTAL EDINBURGH</b>			<b>288</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>10</b>	246
GLASGOW	KLM UK LTD	S	245	0	2	85	6	4	4	1	0	6	81	6	203
<b>TOTAL GLASGOW</b>			<b>245</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>6</b>	203
GUERNSEY	KLM UK LTD	S	88	0	2	69	15	9	6	1	0	14	72	8	67
<b>TOTAL GUERNSEY</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>8</b>	67
INVERNESS	KLM UK LTD	S	52	0	0	73	12	8	8	0	0	13	0	0	0
<b>TOTAL INVERNESS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
JERSEY	KLM UK LTD	S	176	0	0	67	16	11	5	0	0	15	72	11	82
<b>TOTAL JERSEY</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>11</b>	82
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	131	0	1	86	9	2	3	0	0	4	94	4	123
<b>TOTAL MANCHESTER</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	123
NEWCASTLE	KLM UK LTD	S	140	0	0	96	3	1	0	0	0	-2	87	2	123
	NORDIC EUROPEAN AIRLINES	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>87</b>	<b>2</b>	123
PRESTWICK	RYANAIR	S	267	0	3	83	8	4	4	0	0	8	85	8	237
<b>TOTAL PRESTWICK</b>			<b>267</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	237
<b>TOTAL UNITED KINGDOM</b>			<b>1779</b>	<b>7</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	1551
<b>USA</b>															
NEW YORK (NEWARK)	EL AL	S	12	0	4	58	33	0	0	8	0	16	18	34	11
<b>TOTAL NEW YORK (NEWARK)</b>			<b>12</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>18</b>	<b>34</b>	11
SANFORD	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	0	24	0	0	0
<b>TOTAL SANFORD</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL USA</b>			<b>16</b>	<b>1</b>	<b>4</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>20</b>	<b>35</b>	15
<b>TOTAL STANSTED</b>			<b>6529</b>	<b>45</b>	<b>148</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	6012

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
AARHUS (TIRSTRUP)	HEATHROW	SAS	S	A	30	0	0	97	0	3	0	0	0	3	90	5	30
	HEATHROW	SAS	S	D	30	0	0	83	3	7	7	0	0	12	83	7	30
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>6</b>
ABERDEEN	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	51	0	1	88	2	8	2	0	0	3	73	175	26
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	51	0	0	90	2	4	2	2	0	8	81	13	26
	EDINBURGH	BMI REGIONAL	S	A	50	0	46	82	6	8	2	2	0	13	86	8	21
	EDINBURGH	BMI REGIONAL	S	D	27	0	3	63	22	7	4	4	0	26	54	19	24
	MANCHESTER	BMI REGIONAL	S	A	67	0	7	61	24	10	3	1	0	19	77	12	86
	MANCHESTER	BMI REGIONAL	S	D	92	0	4	87	7	3	2	1	0	9	95	2	44
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	111	0	1	79	14	4	3	0	0	6	67	12	89
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	111	0	1	78	14	6	2	0	0	9	76	10	90
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	60	0	0	65	15	13	7	0	0	15	85	8	46
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	60	0	0	72	13	8	7	0	0	11	89	9	46
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	69	0	1	87	7	4	1	0	0	8	92	-1	26
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	48	0	0	88	6	2	2	2	0	11	92	4	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	190	0	0	74	17	7	2	0	0	11	88	5	188
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	0	87	9	4	1	0	0	4	90	3	188
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	100	0	0	68	29	1	2	0	0	12	96	0	72
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	100	0	0	88	5	3	4	0	0	6	99	-4	77
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	0	85	3	9	3	0	0	9	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	62	0	0	74	16	5	5	0	0	12	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	12	0	0	83	17	0	0	0	0	7	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	12	0	0	100	0	0	0	0	0	-10	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	22	0	0	86	5	0	9	0	0	12	60	17	60
	NEWCASTLE	GILL AIRWAYS	S	D	22	0	0	91	5	0	5	0	0	2	77	7	77

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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																		
	EDINBURGH	KLM UK LTD	S	D	4	0	0	75	0	0	25	0	0	13	66	15	47	
	STANSTED	KLM UK LTD	S	A	83	0	0	60	19	10	11	0	0	16	83	10	69	
	STANSTED	KLM UK LTD	S	D	83	0	0	70	14	8	7	0	0	15	76	15	72	
<b>TOTAL ABERDEEN</b>					<b>1743</b>	<b>1</b>	<b>64</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>10</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-16	90	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	43	7	0	0	0	17	50	24	30	
	GATWICK	EMIRATES	S	A	3	0	0	67	33	0	0	0	0	8	100	5	4	
	GATWICK	EMIRATES	S	D	5	0	0	40	60	0	0	0	0	19	0	36	4	
	HEATHROW	GULF AIR	S	A	34	0	0	24	9	35	26	6	0	60	50	26	22	
	HEATHROW	GULF AIR	S	D	35	1	1	37	43	11	9	0	0	24	58	14	26	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>137</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>26</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>17</b>	<b>17</b>	
ACCRA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	8	15	0	0	13	38	55	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	42	17	33	8	0	0	29	25	58	8	
	HEATHROW	GHANA AIRWAYS	S	A	15	1	3	27	20	0	33	7	13	124	19	157	16	
	HEATHROW	GHANA AIRWAYS	S	D	14	1	3	0	7	21	57	0	14	146	19	171	16	
<b>TOTAL ACCRA</b>					<b>54</b>	<b>2</b>	<b>6</b>	<b>35</b>	<b>11</b>	<b>15</b>	<b>30</b>	<b>2</b>	<b>7</b>	<b>82</b>	<b>23</b>	<b>128</b>	<b>128</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	21	0	0	57	5	33	5	0	0	11	27	25	22	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	21	0	0	52	24	14	10	0	0	20	30	29	23	
<b>TOTAL ADDIS ABABA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>29</b>	<b>27</b>	<b>27</b>	
AGADIR																		
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL AGADIR</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>-5</b>	<b>80</b>	<b>-3</b>	<b>-3</b>	
AGRA (KHERIA)																		
AJACCIO																		
	GATWICK	AIR 2000	C	A	4	0	0	0	50	25	25	0	0	39	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
AJACCIO	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	50	50	0	0	0	0	8	60	13	5
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	-5	60	13	5
<b>TOTAL AJACCIO</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>26</b>	<b>26</b>
ALGHERO/SASSARI	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL ALGHERO/SASSARI</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>11</b>	<b>25</b>	<b>21</b>	<b>21</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	13	0	0	0	8	62	31	0	0	57	8	74	13
	HEATHROW	AIR ALGERIE	S	D	13	0	0	0	0	8	85	8	0	95	0	95	13
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>84</b>	<b>84</b>
ALICANTE	BIRMINGHAM	AIR 2000	C	A	4	0	0	0	75	25	0	0	0	24	50	24	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	13	75	9	4
	GATWICK	AIR 2000	C	A	17	0	0	24	12	18	47	0	0	57	27	58	11
	GATWICK	AIR 2000	C	D	17	0	1	41	6	12	41	0	0	40	36	49	11
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	48	50	23	8
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	50	0	0	56	50	37	8
	MANCHESTER	AIR 2000	C	A	13	0	0	31	0	38	31	0	0	51	67	17	12
	MANCHESTER	AIR 2000	C	D	13	0	1	31	23	31	15	0	0	33	75	8	12
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	30	0	35	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	14	0	48	4
	GATWICK	AIR EUROPA	C	A	2	0	2	50	0	50	0	0	0	21	100	-1	2
	GATWICK	AIR EUROPA	C	D	2	0	2	50	50	0	0	0	0	16	100	-3	2
	MANCHESTER	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-6	0	25	1
	MANCHESTER	AIR EUROPA	C	D	4	0	0	50	25	25	0	0	0	15	0	44	2
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	25	0	0	40	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	46	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GLASGOW	AVIACO	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	GLASGOW	AVIACO	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	-13	100	-7	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	16	50	15	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	75	88	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	75	92	4	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	50	18	4	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	50	17	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	20	40	30	10	0	0	28	33	68	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	15	38	59	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	0	0	57	29	0	0	14	0	36	33	34	6	
	GLASGOW	BRITANNIA AIRWAYS	C	D	7	0	0	86	14	0	0	0	0	3	83	5	6	
	LUTON	BRITANNIA AIRWAYS	C	A	4	1	0	25	50	25	0	0	0	23	75	17	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	75	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	82	0	6	0	6	6	33	71	12	21	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	1	76	18	0	0	0	6	27	75	15	20	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	0	0	13	0	33	100	-5	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	0	11	0	33	100	-2	8	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	8	0	0	63	13	0	25	0	0	19	50	22	8	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	63	13	0	25	0	0	26	38	25	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	31	1	3	42	13	23	13	6	3	57	29	105	28	
	GATWICK	CALEDONIAN AIRWAYS	C	D	31	1	0	32	29	19	13	3	3	51	25	97	28	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	92	8	0	0	0	0	-8	50	42	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	11	0	0	91	9	0	0	0	0	1	50	46	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	24	0	2	42	25	13	17	0	4	43	50	28	12	
	GATWICK	EXCEL AIRWAYS LTD	C	D	23	0	0	35	17	30	13	0	4	53	55	15	11	
	HEATHROW	IBERIA	S	A	30	0	0	57	23	20	0	0	0	17	53	16	30	
	HEATHROW	IBERIA	S	D	30	0	0	70	17	10	3	0	0	13	67	11	30	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
ALICANTE	STANSTED	KLM UK LTD	C	A	8	0	0	50	13	13	25	0	0	26	38	50	8
	STANSTED	KLM UK LTD	C	D	8	0	0	63	25	0	13	0	0	16	63	11	8
	GATWICK	LEISURE INTERNATIONAL	C	A	19	0	0	37	26	32	5	0	0	27	22	81	9
	GATWICK	LEISURE INTERNATIONAL	C	D	18	0	0	44	22	11	22	0	0	30	60	72	10
	MANCHESTER	LEISURE INTERNATIONAL	C	A	9	0	0	44	0	11	22	22	0	75	31	38	13
	MANCHESTER	LEISURE INTERNATIONAL	C	D	9	0	0	44	0	11	33	11	0	66	45	33	11
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	25	50	0	0	83	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	20	0	20	20	20	184	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	46	31	15	8	0	0	21	53	14	17
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	46	15	31	8	0	0	26	75	15	16
	EDINBURGH	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-3	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	29	0	0	45	24	14	17	0	0	29	26	55	23
	GATWICK	MONARCH AIRLINES	C	D	28	0	0	54	25	7	14	0	0	25	35	44	23
	LUTON	MONARCH AIRLINES	C	A	3	1	0	100	0	0	0	0	0	8	63	10	8
	LUTON	MONARCH AIRLINES	S	A	17	0	0	47	41	6	0	6	0	29	59	19	17
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	100	1	8
	LUTON	MONARCH AIRLINES	S	D	17	0	0	88	12	0	0	0	0	2	88	6	17
	MANCHESTER	MONARCH AIRLINES	C	A	21	0	0	52	19	19	10	0	0	22	25	51	12
	MANCHESTER	MONARCH AIRLINES	C	D	22	0	0	68	18	9	5	0	0	15	75	26	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	0	20	0	72	25	59	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	60	40	0	0	57	50	11	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-15	25	12	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	50	9	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	22	0	28	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	38	50	14	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	35	12	35	12	6	0	46	56	24	16
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	1	47	29	12	6	6	0	33	38	27	16
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	108	75	10	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	107	0	63	4

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	D	4	0	0	25	25	50	0	0	0	26	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	41	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	42	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	6	12	6	0	0	9	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	1	76	12	12	0	0	0	5	0	0	0
	GATWICK	TRANSAER	C	A	5	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	TRANSAER	C	D	5	0	0	40	60	0	0	0	0	16	0	0	0
	MANCHESTER	TRANSAER	C	A	4	0	0	50	25	25	0	0	0	6	0	0	0
	MANCHESTER	TRANSAER	C	D	4	0	0	25	0	25	50	0	0	48	0	0	0
	BIRMINGHAM	VIVA	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	VIVA	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL ALICANTE</b>					<b>853</b>	<b>13</b>	<b>14</b>	<b>55</b>	<b>18</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>51</b>	<b>36</b>	<b>36</b>
ALMERIA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	38	13	0	0	0	12	78	9	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	2	78	11	9
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	10	67	28	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	5	89	24	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	24	75	13	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	21	75	13	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	60	20	20	0	0	0	9	55	14	11
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	60	20	20	0	0	0	14	73	14	11
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	20	33	18	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	100	6	3
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	22	100	6	3
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	18	75	32	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	26	0	64	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	50	31	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ALMERIA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	0	0	25	147	25	51	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	49	75	19	4
<b>TOTAL ALMERIA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>26</b>	<b>26</b>
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	23	0	1	91	9	0	0	0	1	67	6	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	23	0	2	78	4	4	13	0	20	88	9	8	
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	77	10	3	7	3	21	77	9	30	
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	63	30	3	3	0	17	33	22	30	
<b>TOTAL AMMAN</b>					<b>106</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>14</b>	<b>14</b>
AMSTERDAM	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	86	0	0	83	7	8	2	0	5	76	69	76	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	86	0	0	84	7	3	6	0	8	80	19	76	
	HEATHROW	BMI BRITISH MIDLAND	S	A	232	0	0	72	19	8	1	0	10	76	8	255	
	HEATHROW	BMI BRITISH MIDLAND	S	D	232	0	0	78	16	4	1	0	8	86	6	256	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	1	61	26	10	2	0	15	80	8	201	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	81	15	2	2	0	7	90	2	201	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	102	0	0	92	5	0	3	0	4	94	2	103	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	103	0	0	86	13	0	1	0	3	92	3	103	
	GATWICK	CITY FLYER EXPRESS	S	A	115	4	0	47	21	20	11	1	28	67	15	113	
	GATWICK	CITY FLYER EXPRESS	S	D	116	4	0	51	24	18	7	0	22	83	8	115	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	103	0	1	82	13	5	1	0	7	83	10	102	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	103	0	1	85	12	3	0	0	6	81	12	102	
	HEATHROW	KLM	S	A	238	0	2	74	19	4	3	0	9	81	9	239	
	HEATHROW	KLM	S	D	238	0	2	75	18	6	2	0	8	79	9	239	
	BIRMINGHAM	KLM UK LTD	S	A	113	0	3	88	3	3	6	0	2	0	0	0	
	BIRMINGHAM	KLM UK LTD	S	D	116	0	0	87	5	2	6	0	10	0	0	0	
	EDINBURGH	KLM UK LTD	S	A	145	0	1	81	8	7	2	1	9	73	12	84	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
AMSTERDAM	EDINBURGH	KLM UK LTD	S	D	146	0	0	55	29	12	3	1	0	20	61	17	84	
	GLASGOW	KLM UK LTD	S	A	116	0	0	74	14	9	3	1	0	16	87	2	86	
	GLASGOW	KLM UK LTD	S	D	115	0	0	55	23	17	3	2	0	23	67	13	86	
	LONDON CITY	KLM UK LTD	S	A	95	0	1	72	22	4	2	0	0	10	0	0	0	
	LONDON CITY	KLM UK LTD	S	D	95	0	1	42	38	16	4	0	0	24	0	0	0	
	MANCHESTER	KLM UK LTD	S	A	177	0	3	83	10	6	2	0	0	4	72	11	116	
	MANCHESTER	KLM UK LTD	S	D	176	0	4	75	17	6	2	0	0	8	79	11	116	
	NEWCASTLE	KLM UK LTD	S	A	116	0	0	58	14	21	8	0	0	19	74	16	86	
	NEWCASTLE	KLM UK LTD	S	D	115	0	1	64	10	17	9	0	0	19	76	17	86	
	STANSTED	KLM UK LTD	S	A	219	0	4	75	15	7	3	0	0	8	72	11	159	
	STANSTED	KLM UK LTD	S	D	219	0	0	68	16	10	6	0	0	16	65	16	163	
	GATWICK	TRANSAVIA	S	A	107	0	1	23	37	26	10	3	0	38	59	20	111	
	GATWICK	TRANSAVIA	S	D	107	0	1	50	19	20	8	3	0	30	82	13	111	
	GATWICK	TRANSBRASIL	S	A	8	0	0	38	50	13	0	0	0	20	0	0	0	
	GATWICK	TRANSBRASIL	S	D	8	0	0	75	0	25	0	0	0	7	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	8	0	0	75	13	13	0	0	0	11	45	22	29	
	HEATHROW	UNITED AIRLINES	S	D	8	0	0	75	13	13	0	0	0	7	55	23	29	
<b>TOTAL AMSTERDAM</b>					<b>4369</b>	<b>9</b>	<b>28</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>11</b>	
ANCONA	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	-8	0	0	0	
<b>TOTAL ANCONA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>100</b>	<b>8</b>	<b>8</b>	
ANTALYA	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	6	80	-6	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	35	80	1	5	
	GATWICK	AIR 2000	C	A	5	0	0	0	40	20	40	0	0	71	20	99	5	
	GATWICK	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	32	20	70	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	0	70	10	10	10	0	0	11	80	2	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	63	25	0	13	0	0	13	100	-8	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	12	100	-4	2	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
ANTALYA	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	100	1	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	20	20	0	0	48	50	32	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	34	50	30	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	7	0	0	0		
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	3	0	0	0		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	20	0	0	31	75	8	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	28	50	31	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	18	0	2	78	17	0	6	0	11	13	35	15		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	19	0	2	58	21	5	16	0	29	0	87	14		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	22	11	11	44	11	0	81	0	71	5	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	38	13	13	25	13	0	69	0	39	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	46	0	69	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	0	25	75	0	0	79	40	61	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	28	25	101	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	50	53	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	75	0	0	0	35	50	19	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	27	50	15	4	
	MANCHESTER	ONUR AIR	C	A	4	0	0	25	25	50	0	0	0	26	0	61	5	
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	50	50	0	0	0	40	20	58	5	
	GATWICK	SUNWAYS	C	A	5	0	0	60	20	20	0	0	0	14	100	3	5	
	GATWICK	SUNWAYS	C	D	4	0	1	50	25	25	0	0	0	16	20	17	5	
	GLASGOW	SUNWAYS	C	A	5	0	0	60	0	0	20	20	0	67	100	-1	4	
	GLASGOW	SUNWAYS	C	D	5	0	0	40	20	0	20	20	0	82	0	53	4	
	MANCHESTER	SUNWAYS	C	A	5	0	0	60	40	0	0	0	0	6	100	-26	5	
	MANCHESTER	SUNWAYS	C	D	5	0	1	20	40	40	0	0	0	28	0	29	5	
	NEWCASTLE	SUNWAYS	C	A	4	0	1	0	50	0	25	25	0	82	50	16	4	
	NEWCASTLE	SUNWAYS	C	D	4	0	1	25	0	0	75	0	0	96	50	31	4	
<b>TOTAL ANTALYA</b>					<b>194</b>	<b>0</b>	<b>8</b>	<b>45</b>	<b>23</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>38</b>	<b>42</b>	<b>42</b>	
ANTIGUA	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	21	50	18	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
ANTIGUA																		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	27	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-16	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	11	33	22	0	0	45	40	45	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	38	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL ANTIGUA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>44</b>	<b>33</b>	<b>33</b>	
ANTWERP																		
	GATWICK	CITY FLYER EXPRESS	S	A	84	0	0	55	21	15	6	2	0	21	76	7	83	
	GATWICK	CITY FLYER EXPRESS	S	D	85	0	0	69	14	8	8	0	0	15	82	7	84	
	LONDON CITY	VLM (BELGIUM)	S	A	120	0	11	86	8	4	3	0	0	8	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	121	0	10	51	38	10	1	0	0	17	0	0	0	
<b>TOTAL ANTWERP</b>					<b>410</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>7</b>	<b>7</b>	
ARRECIFE																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	78	11	0	0	11	0	27	89	1	9	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	89	0	0	0	11	0	42	78	8	9	
	GATWICK	AIR 2000	C	A	9	0	0	22	11	33	33	0	0	43	33	25	9	
	GATWICK	AIR 2000	C	D	9	0	0	33	11	11	44	0	0	51	56	22	9	
	GLASGOW	AIR 2000	C	A	4	0	0	25	0	0	75	0	0	91	100	-34	3	
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	25	25	25	0	87	50	22	4	
	MANCHESTER	AIR 2000	C	A	9	0	0	44	33	11	0	11	0	40	25	61	8	
	MANCHESTER	AIR 2000	C	D	9	0	0	56	22	11	0	11	0	35	38	46	8	
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	29	75	8	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	25	50	0	0	0	27	75	26	4	
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	25	25	50	0	0	0	27	0	0	0	
	GATWICK	AIR EUROPA	C	A	2	0	0	50	0	0	50	0	0	79	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	25	25	25	0	25	0	65	0	110	1	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	0	25	0	56	0	109	1	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ARRECIFE																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	15	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	80	14	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-1	60	13	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	60	11	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-8	100	12	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	100	7	2	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	100	-2	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	25	0	0	0	15	44	15	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	38	50	13	0	0	0	19	89	8	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	38	100	-3	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	45	100	3	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	62	23	8	8	0	0	22	0	95	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	31	31	23	8	8	0	40	0	107	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	63	0	13	25	0	0	28	75	5	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	25	25	13	38	0	0	59	0	46	4	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	25	0	50	25	0	0	48	50	17	4	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	0	50	25	0	0	52	50	23	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	5	0	57	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	16	0	58	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	25	0	0	32	25	71	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	25	0	0	32	25	50	4	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	25	0	0	0	17	50	9	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	15	25	25	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	88	0	13	0	0	0	8	38	19	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	75	25	0	0	0	0	10	100	6	8	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	67	8	8	17	0	0	12	13	100	8	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	8	8	17	0	0	25	25	90	8	
	LUTON	MONARCH AIRLINES	C	A	3	1	0	100	0	0	0	0	0	-18	33	17	3	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	50	19	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	67	8	17	8	0	0	15	50	21	8	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	75	25	0	0	0	0	8	63	13	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	0	13	0	0	7	25	99	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	38	13	13	0	0	26	50	94	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	30	100	4	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	44	50	12	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	39	25	44	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	45	25	54	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-3	75	63	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	21	75	69	4	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	A	4	0	0	50	25	0	0	0	25	158	0	0	0	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	D	4	0	0	25	50	0	0	0	25	163	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	7	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	30	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	21	0	0	0	
	GATWICK	TRANSAER	C	A	4	0	0	0	0	50	50	0	0	87	0	0	0	
	GATWICK	TRANSAER	C	D	4	0	0	50	0	25	25	0	0	45	0	0	0	
	GLASGOW	VIVA	C	A	3	1	1	67	0	0	0	33	0	67	0	0	0	
	GLASGOW	VIVA	C	D	4	0	0	75	0	0	0	25	0	46	0	0	0	
<b>TOTAL ARRECIFE</b>					<b>365</b>	<b>2</b>	<b>1</b>	<b>59</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>51</b>	<b>41</b>	<b>41</b>	
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-5	100	-19	4	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	4	0	0	75	0	0	25	0	0	24	100	6	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	6	100	-17	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	4	0	0	100	0	0	0	0	0	7	100	3	4	
<b>TOTAL ASHKHABAD</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>-7</b>	<b>-7</b>	
ASWAN	GATWICK	AIR 2000	C	A	5	0	0	0	0	60	40	0	0	82	0	0	0	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
ASWAN																		
	GATWICK	AIR 2000	C	D	5	0	0	0	20	40	40	0	0	55	0	0	0	
	HEATHROW	EGYPT AIR	S	A	2	0	0	0	50	50	0	0	0	25	0	0	0	
	HEATHROW	EGYPT AIR	S	D	2	0	0	0	50	50	0	0	0	33	0	0	0	
<b>TOTAL ASWAN</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>83</b>	<b>83</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	5	0	0	80	0	20	0	0	0	5	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	4	0	0	100	0	0	0	0	0	-13	0	0	0	
	GATWICK	AIR 2000	C	A	18	0	0	0	39	11	28	17	6	110	14	45	29	
	GATWICK	AIR 2000	C	D	16	0	2	63	6	13	19	0	0	33	26	36	27	
	GATWICK	AIR TRANSAT	C	D	5	0	0	100	0	0	0	0	0	-3	60	0	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-12	0	76	2	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	23	37	30	10	0	0	32	0	62	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	13	27	50	10	0	0	41	17	47	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	48	18	28	5	0	0	21	23	36	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	20	10	3	0	0	11	57	21	60	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	0	0	11	56	22	11	163	13	75	15	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	1	0	0	11	56	22	11	159	21	65	14	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	15	20	34	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	45	80	10	5	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	25	25	0	0	42	0	149	1	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	63	11	26	0	0	0	12	28	43	25	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	55	15	20	10	0	0	22	63	29	24	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-7	0	56	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	25	32	4	
	HEATHROW	OLYMPIC AIRWAYS	S	A	89	0	0	37	29	24	8	1	1	33	23	38	86	
	HEATHROW	OLYMPIC AIRWAYS	S	D	89	0	0	64	13	16	4	1	1	23	40	31	86	
	GLASGOW	ROYAL AIRLINES	C	A	2	0	10	50	0	0	50	0	0	19	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ATHENS																		
	GATWICK	TRANSAER	C	A	4	0	0	25	50	25	0	0	0	23	0	105	1	
	GATWICK	TRANSAER	C	D	3	0	0	33	33	33	0	0	0	24	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	23	0	2	83	17	0	0	0	0	-2	85	2	26	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	48	32	16	4	0	0	19	35	31	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	20	3	3	0	0	4	47	24	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	2	89	11	0	0	0	0	1	70	10	30	
<b>TOTAL ATHENS</b>					<b>610</b>	<b>18</b>	<b>30</b>	<b>52</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>34</b>	<b>36</b>	<b>36</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	-22	80	0	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	1	57	28	30	
	GATWICK	DELTA AIRLINES	S	A	60	0	0	77	8	3	8	3	0	9	63	16	60	
	GATWICK	DELTA AIRLINES	S	D	60	0	0	73	13	7	5	2	0	14	65	15	60	
	MANCHESTER	DELTA AIRLINES	S	A	30	1	0	77	10	0	10	3	0	13	53	31	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	77	20	3	0	0	0	10	70	15	30	
<b>TOTAL ATLANTA</b>					<b>240</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>17</b>	<b>17</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	21	0	0	90	5	5	0	0	0	-5	27	78	22	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	21	0	0	81	14	5	0	0	0	11	73	27	22	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>52</b>	<b>52</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	17	0	0	12	24	53	6	6	0	40	57	30	35	
	HEATHROW	GULF AIR	S	D	17	0	0	65	24	12	0	0	0	12	71	9	28	
<b>TOTAL BAHRAIN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>24</b>	<b>32</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>21</b>	<b>21</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	11	11	22	56	0	0	56	0	28	4	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	22	11	56	11	0	0	42	25	23	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	0	23	15	0	0	23	50	21	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	0	15	23	0	0	30	42	26	12	
<b>TOTAL BAKU</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>5</b>	<b>27</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>23</b>	<b>23</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	8	0	1	13	13	38	25	13	0	64	89	1	9	
	GATWICK	GARUDA INDONESIA	S	D	12	0	1	58	8	25	8	0	0	28	11	47	9	
<b>TOTAL BALI INTERNATIONAL</b>					<b>20</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>24</b>	<b>24</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	0	3	10	3	0	18	70	20	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	57	27	7	7	3	0	25	77	19	30	
<b>TOTAL BALTIMORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>38</b>	<b>38</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	63	27	7	3	0	0	10	59	22	22	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	80	10	3	7	0	0	15	45	17	22	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>20</b>	<b>20</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	30	0	0	43	40	10	3	3	0	25	63	17	30	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	30	0	0	70	20	3	7	0	0	18	60	28	30	
<b>TOTAL BANGKOK</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>29</b>	<b>29</b>	
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	72	0	53	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	0	26	25	27	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BANJUL																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	25	50	15	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	13	50	15	4	
<b>TOTAL BANJUL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>28</b>	<b>28</b>	
BARCELONA																		
	GATWICK	AIR EUROPA	S	A	26	0	0	92	4	0	4	0	0	-1	62	16	26	
	GATWICK	AIR EUROPA	S	D	26	0	0	65	8	15	12	0	0	25	69	18	26	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	46	0	0	67	26	4	2	0	0	11	3	62	30	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	46	0	0	83	15	2	0	0	0	9	27	49	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	65	20	10	5	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	73	20	5	2	0	0	10	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	3	0	0	0	1	100	-3	29	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	0	3	0	0	6	83	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	0	79	12	8	1	0	0	8	80	7	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	98	0	0	77	14	6	3	0	0	10	71	14	90	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	89	0	1	88	7	3	1	1	0	5	80	13	82	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	88	2	0	67	15	10	8	0	0	17	85	9	84	
	HEATHROW	IBERIA	S	A	90	0	0	89	8	2	1	0	0	4	89	1	90	
	HEATHROW	IBERIA	S	D	90	0	0	92	3	2	2	0	0	3	94	0	90	
	MANCHESTER	IBERIA	S	A	30	0	0	77	13	7	3	0	0	10	0	0	0	
	MANCHESTER	IBERIA	S	D	30	0	0	67	17	10	7	0	0	16	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
<b>TOTAL BARCELONA</b>					<b>966</b>	<b>4</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BARRA																		
	GLASGOW	LOGANAIR	S	A	27	0	1	78	15	0	4	4	0	13	91	4	22	
	GLASGOW	LOGANAIR	S	D	28	0	0	71	18	4	4	4	0	20	87	3	23	
<b>TOTAL BARRA</b>					<b>55</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>4</b>	<b>4</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	53	30	15	2	0	0	17	58	17	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	17	8	2	0	0	12	70	11	60	
	STANSTED	FLIGHTLINE LTD	C	A	21	0	0	76	19	5	0	0	0	9	0	0	0	
	STANSTED	FLIGHTLINE LTD	C	D	21	0	0	90	10	0	0	0	0	2	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	0	77	19	4	0	0	0	8	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	D	26	0	0	58	15	23	4	0	0	20	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	90	0	0	53	26	17	4	0	0	18	90	1	60	
	HEATHROW	SWISS AIRLINES	S	D	90	0	0	80	18	1	1	0	0	4	83	4	60	
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	62	31	8	0	0	0	13	65	15	51	
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	42	42	12	4	0	0	18	84	8	51	
<b>TOTAL BASLE MULHOUSE</b>					<b>446</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>9</b>	<b>9</b>	
BASTIA																		
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	50	25	0	25	0	73	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	0	25	0	56	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	22	0	138	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	80	12	5	
<b>TOTAL BASTIA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>40</b>	<b>75</b>	<b>75</b>	
BEAUVAIS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	8	78	13	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	11	0	0	13	56	26	9	
<b>TOTAL BEAUVAIS</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>19</b>	<b>19</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	18	0	0	72	6	17	6	0	0	1	56	132	9	
	HEATHROW	AIR CHINA	S	D	18	0	0	89	11	0	0	0	0	0	44	150	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	-5	78	7	9	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BEIJING	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	15	0	0	0	16	100	3	8
<b>TOTAL BEIJING</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>75</b>	<b>75</b>
BEIRUT	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	30	0	0	80	7	13	0	0	9	0	24	4	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	30	0	0	63	27	10	0	0	14	80	2	5	
	HEATHROW	MEA	S	A	21	0	0	24	33	43	0	0	23	24	35	17	
	HEATHROW	MEA	S	D	21	0	0	76	14	10	0	0	10	17	41	18	
<b>TOTAL BEIRUT</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>33</b>	<b>33</b>	
BELFAST CITY	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	0	90	6	3	1	0	3	90	3	73	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	78	0	0	91	6	3	0	0	6	92	5	73	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	84	0	0	73	10	15	2	0	13	96	-1	83	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	84	0	0	79	7	11	2	1	13	93	1	83	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	97	3	0	0	0	2	70	17	30	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	87	13	0	0	0	5	77	13	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	117	0	0	91	6	1	2	0	4	88	9	111	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	117	0	0	95	3	1	2	0	0	90	5	111	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	129	0	4	91	6	2	1	0	2	90	8	106	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	124	1	2	81	11	7	0	0	9	91	10	103	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	171	0	1	74	12	9	5	0	10	70	13	122	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	171	0	1	76	13	5	5	0	13	78	15	120	
	NEWCASTLE	GILL AIRWAYS	S	A	126	1	2	94	3	1	2	0	-3	71	11	102	
	NEWCASTLE	GILL AIRWAYS	S	D	126	1	6	95	3	1	1	0	2	78	9	107	
<b>TOTAL BELFAST CITY</b>					<b>1465</b>	<b>3</b>	<b>16</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>8</b>	
BELFAST INTERNATIONAL	HEATHROW	BMI BRITISH MIDLAND	S	A	249	0	0	87	10	3	0	0	5	83	7	236	
	HEATHROW	BMI BRITISH MIDLAND	S	D	249	0	0	88	8	4	0	0	4	91	2	235	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	71	20	7	2	0	11	70	13	180	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
BELFAST INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	82	11	4	3	0	0	6	83	7	179
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	86	0	0	74	10	6	9	0	0	16	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	90	0	0	79	9	4	8	0	0	12	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	104	0	0	78	12	6	5	0	0	12	84	5	106
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	104	0	0	89	4	6	1	0	0	3	94	0	106
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	108	0	0	94	3	3	0	0	0	-1	90	5	107
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	108	0	0	91	8	1	0	0	0	4	85	8	107
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	112	0	0	96	4	0	0	0	0	-6	91	1	67
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	112	0	0	90	9	1	0	0	0	2	82	8	68
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1682</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>5</b>
BELGRADE	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	85	12	0	0	4	0	12	85	1	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	50	31	12	4	4	0	26	100	3	13
	HEATHROW	JATAIRWAYS	S	A	22	0	0	91	0	0	9	0	0	1	73	5	22
	HEATHROW	JATAIRWAYS	S	D	22	0	0	82	5	0	14	0	0	11	64	14	22
<b>TOTAL BELGRADE</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>7</b>	<b>7</b>
BENBECULA	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	0	82	7	4	4	4	0	14	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	28	0	0	64	25	11	0	0	0	13	0	0	0
<b>TOTAL BENBECULA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>16</b>	<b>16</b>
BERGAMO	LONDON CITY	AZZURRA AIR	S	A	30	0	0	100	0	0	0	0	0	-18	0	0	0
	LONDON CITY	AZZURRA AIR	S	D	28	0	2	25	39	32	0	4	0	29	0	0	0
<b>TOTAL BERGAMO</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGEN	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	90	7	3	0	0	0	0	100	-10	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	29	0	1	76	14	7	3	0	0	14	90	4	30
	GATWICK	BRAATHENS ASA	S	A	30	0	0	73	20	7	0	0	0	9	83	5	30

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BERGEN																		
	GATWICK	BRAATHENS ASA	S	D	30	0	0	30	53	10	7	0	0	26	50	21	30	
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	88	4	8	0	0	0	7	92	2	26	
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	81	12	4	4	0	0	10	96	3	26	
<b>TOTAL BERGEN</b>					<b>171</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>4</b>	<b>4</b>	
BERLIN (TEGEL)																		
	EDINBURGH	AERO LLOYD	S	A	4	0	0	100	0	0	0	0	0	-16	0	0	0	
	EDINBURGH	AERO LLOYD	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	68	26	4	2	0	0	10	83	3	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	78	13	5	3	0	0	9	87	6	120	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	48	0	0	35	33	27	4	0	0	25	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	48	0	0	60	15	21	4	0	0	16	0	0	0	
	GATWICK	DEUTSCHE BA	S	A	67	0	0	58	27	12	3	0	0	15	52	22	61	
	GATWICK	DEUTSCHE BA	S	D	67	0	0	66	25	9	0	0	0	12	54	21	61	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	100	0	0	0	0	0	-3	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	LUFTHANSA	S	A	60	0	0	55	22	22	2	0	0	17	63	12	60	
	HEATHROW	LUFTHANSA	S	D	60	0	0	93	5	0	2	0	0	1	95	-3	60	
	GLASGOW	ROYAL AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-3	0	0	0	
	GLASGOW	ROYAL AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>654</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>9</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	8	0	0	0	-8	81	16	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	8	67	42	15	
<b>TOTAL BERMUDA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>29</b>	<b>29</b>	
BERNE																		
	LONDON CITY	AIR ENGIADINA	S	A	52	0	0	67	21	8	4	0	0	14	0	0	0	
	LONDON CITY	AIR ENGIADINA	S	D	52	0	0	29	44	19	8	0	0	27	0	0	0	
<b>TOTAL BERNE</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BIARRITZ																		



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BILBAO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	95	2	3	0	0	0	-3	83	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	92	7	2	0	0	0	3	93	6	30	
	HEATHROW	IBERIA	S	A	30	0	0	80	13	3	3	0	0	7	83	5	30	
	HEATHROW	IBERIA	S	D	30	0	0	87	7	3	3	0	0	3	100	-5	30	
<b>TOTAL BILBAO</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>6</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	82	0	0	39	40	17	4	0	0	22	57	17	81	
	GATWICK	MAERSK AIR	S	D	82	0	0	76	12	11	1	0	0	12	79	12	81	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	55	75	24	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	44	75	36	4	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	3	0	0	33	33	33	0	0	0	23	0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	48	0	0	31	46	21	2	0	0	23	0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	48	0	0	67	23	10	0	0	0	10	0	0	0	
<b>TOTAL BILLUND</b>					<b>275</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>28</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>6</b>	<b>6</b>	
BIRMINGHAM																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	68	0	2	93	6	1	0	0	0	4	97	2	72	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	52	0	1	94	2	4	0	0	0	5	83	15	42	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	197	0	7	82	11	5	2	1	0	11	85	8	178	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	193	0	7	90	5	4	2	0	0	4	93	1	198	
	NEWCASTLE	DUO AIRWAYS LTD	S	A	84	0	4	83	6	7	4	0	0	7	85	6	84	
	NEWCASTLE	DUO AIRWAYS LTD	S	D	84	0	4	86	5	4	6	0	0	7	89	2	83	
<b>TOTAL BIRMINGHAM</b>					<b>679</b>	<b>0</b>	<b>25</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>5</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	2	0	0	0	0	50	50	0	0	82	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>50</b>	<b>23</b>	<b>23</b>	
BODRUM (MILAS)																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BODRUM (MILAS)																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	24	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	25	75	0	0	69	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	2	0	67	0	17	17	0	0	23	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	1	0	29	14	29	14	0	14	117	0	0	0
<b>TOTAL BODRUM (MILAS)</b>					<b>21</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>14</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOGOTA																	
	HEATHROW	AVIANCA COLOMBIA	S	A	9	0	0	11	11	67	0	11	0	59	0	0	0
	HEATHROW	AVIANCA COLOMBIA	S	D	9	0	0	56	0	33	0	11	0	37	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	-6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	13	0	63	25	0	0	45	0	0	0
<b>TOTAL BOGOTA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>40</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>13</b>	<b>13</b>
BOLOGNA																	
	GATWICK	ALITALIA	S	A	30	0	0	60	23	7	10	0	0	24	37	28	30
	GATWICK	ALITALIA	S	D	30	0	0	80	20	0	0	0	0	9	33	32	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	1	84	6	6	4	0	0	6	60	27	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	1	64	26	6	4	0	0	15	73	11	30
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	7	0	0	57	29	14	0	0	0	14	0	122	7
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	7	0	0	71	29	0	0	0	0	8	0	40	7
<b>TOTAL BOLOGNA</b>					<b>174</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>46</b>	<b>30</b>	<b>30</b>
BORDEAUX																	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	90	0	0	63	18	8	11	0	0	20	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	90	0	0	64	14	7	13	1	0	27	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL BORDEAUX</b>					<b>185</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>9</b>	<b>9</b>
BOSTON																	
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	0	83	8	3	5	0	0	3	71	6	59
	HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	85	10	2	2	2	0	11	82	9	60
	GLASGOW	BRITISH AIRWAYS PLC	S	A	26	0	0	85	8	0	8	0	0	-10	65	8	26

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
BOSTON																	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	26	0	0	65	15	12	8	0	0	19	85	14	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	90	2	8	0	0	0	-5	93	-10	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	62	22	8	7	1	0	21	80	13	60
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	10	0	3	0	0	-7	77	7	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	17	10	0	0	0	11	90	8	30
<b>TOTAL BOSTON</b>					<b>410</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>6</b>	<b>6</b>
BOURNEMOUTH																	
	EDINBURGH	EUROPEAN AIR CHARTER	S	A	3	1	3	67	0	0	33	0	0	44	0	0	0
	EDINBURGH	EUROPEAN AIR CHARTER	S	D	3	1	3	67	0	0	33	0	0	44	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	S	A	9	0	1	78	11	0	11	0	0	17	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	S	D	9	0	1	67	11	11	11	0	0	23	0	0	0
<b>TOTAL BOURNEMOUTH</b>					<b>24</b>	<b>5</b>	<b>8</b>	<b>71</b>	<b>8</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>-8</b>	<b>-8</b>
BRATISLAVA																	
<b>TOTAL BRATISLAVA</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>259</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN																	
	GATWICK	CITY FLYER EXPRESS	S	A	85	0	1	58	24	15	4	0	0	15	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	85	0	1	82	13	4	1	0	0	7	0	0	0
	HEATHROW	LUFTHANSA	S	A	30	0	0	73	10	10	0	7	0	23	47	15	30
	HEATHROW	LUFTHANSA	S	D	30	0	0	60	23	10	0	7	0	28	83	6	30
<b>TOTAL BREMEN</b>					<b>230</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>7</b>	<b>7</b>
BREST																	
	GATWICK	BRIT AIR	S	A	30	0	0	70	20	7	3	0	0	12	77	14	30
	GATWICK	BRIT AIR	S	D	30	0	0	83	10	7	0	0	0	6	90	4	30
<b>TOTAL BREST</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>9</b>
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	0	0	20	122	80	40	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	0	0	20	105	0	26	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	199	80	7	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11	40	19	5

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	8	8	0	8	0	13	56	12	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	38	8	0	0	0	16	25	46	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	65	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	20	20	40	20	0	0	52	40	91	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	18	60	33	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	51	0	83	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-19	75	5	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	25	40	21	5	
<b>TOTAL BRIDGETOWN</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>44</b>	<b>45</b>	<b>34</b>	<b>34</b>	
BRINDISI																		
	GATWICK	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	34	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	3	0	0	0	0	0	100	0	0	80	0	0	0	
<b>TOTAL BRINDISI</b>					<b>12</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>17</b>	<b>17</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>75</b>	<b>75</b>	
BRISBANE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	2	75	12	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	8	92	3	13	
<b>TOTAL BRISBANE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>8</b>	
BRISTOL																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	118	3	5	73	12	13	3	0	0	12	86	5	100	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	112	3	5	60	23	12	5	0	0	20	75	11	101	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	91	9	0	0	0	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	95	5	0	0	0	0	3	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	149	0	3	76	13	6	5	0	0	12	77	11	133	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	142	0	6	85	8	3	4	0	0	9	83	8	132	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BRISTOL																		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	74	0	0	70	12	9	8	0	0	12	89	11	46	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	69	0	0	77	14	3	6	0	0	10	76	19	25	
<b>TOTAL BRISTOL</b>					<b>708</b>	<b>7</b>	<b>19</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>10</b>	
BRUGGEN																		
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	69	0	1	72	22	0	6	0	0	10	84	3	68	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	69	0	1	75	20	1	3	0	0	10	93	4	68	
	HEATHROW	BMI BRITISH MIDLAND	S	A	182	0	0	58	25	14	3	0	0	16	75	9	178	
	HEATHROW	BMI BRITISH MIDLAND	S	D	182	0	0	80	12	5	3	0	0	8	80	6	179	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	97	0	1	65	20	11	3	1	0	16	70	17	91	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	97	0	1	76	10	10	3	0	0	10	80	11	91	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	52	0	0	40	31	23	6	0	0	24	80	10	49	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	52	0	0	73	19	4	4	0	0	12	92	5	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	3	60	27	9	4	0	0	13	77	11	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	1	74	14	7	4	0	0	11	87	6	163	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	0	0	50	42	8	0	0	0	16	93	5	46	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	0	0	81	8	8	2	0	0	13	85	8	47	
	STANSTED	KLM UK LTD	S	A	98	0	0	72	16	5	6	0	0	8	70	10	98	
	STANSTED	KLM UK LTD	S	D	100	0	1	66	15	10	9	0	0	17	69	16	98	
	EDINBURGH	SABENA	S	A	82	0	0	77	18	2	2	0	0	8	75	10	56	
	EDINBURGH	SABENA	S	D	82	0	0	30	54	11	5	0	0	24	36	23	55	
	GATWICK	SABENA	S	A	64	0	0	55	28	14	2	2	0	17	0	0	0	
	GATWICK	SABENA	S	D	64	0	0	75	16	5	2	3	0	16	0	0	0	
	GLASGOW	SABENA	S	A	82	0	0	87	10	2	0	1	0	7	86	5	56	
	GLASGOW	SABENA	S	D	82	0	0	70	20	5	5	1	0	18	84	9	55	
	HEATHROW	SABENA	S	A	252	0	2	53	22	19	6	0	0	20	85	6	242	
	HEATHROW	SABENA	S	D	253	0	1	61	21	13	5	0	0	19	86	6	242	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BRUSSELS																		
	LONDON CITY	SABENA	S	A	115	0	3	66	20	12	2	0	0	13	0	0	0	
	LONDON CITY	SABENA	S	D	115	0	3	54	31	12	3	0	0	18	0	0	0	
	MANCHESTER	SABENA	S	A	104	0	0	78	14	5	2	1	0	9	73	14	30	
	MANCHESTER	SABENA	S	D	104	0	0	75	16	5	3	1	0	12	80	8	55	
	NEWCASTLE	SABENA	S	A	104	0	0	74	17	4	4	1	0	11	84	4	103	
	NEWCASTLE	SABENA	S	D	104	0	0	82	8	9	1	1	0	10	89	4	102	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	83	13	0	3	0	0	7	90	3	30	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	67	20	7	7	0	0	17	53	22	30	
	STANSTED	VIRGIN EXPRESS	C	D	2	0	0	50	50	0	0	0	0	14	67	10	3	
<b>TOTAL BRUSSELS</b>					<b>3045</b>	<b>1</b>	<b>18</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>8</b>	
BUCHAREST (BANEASA)																		
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	42	0	0	60	19	12	7	2	0	21	28	22	25	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	43	0	0	56	30	5	9	0	0	21	64	15	25	
	HEATHROW	TAROM	S	A	32	0	0	31	44	22	3	0	0	23	83	-4	30	
	HEATHROW	TAROM	S	D	32	0	0	63	25	9	3	0	0	15	67	10	30	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>149</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>10</b>	<b>10</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	72	22	3	3	0	0	11	82	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	70	13	13	3	0	0	14	67	14	60	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	60	0	0	43	40	15	2	0	0	20	80	7	60	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	72	18	10	0	0	0	12	85	6	60	
<b>TOTAL BUDAPEST</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	<b>9</b>	
BUENOS AIRES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	-4	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	14	0	0	0	
<b>TOTAL BUENOS AIRES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
BURGAS																		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-5	60	9	5	
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	12	40	16	5	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	80	2	5	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	23	60	11	5	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-3	40	28	5	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	25	37	4	
<b>TOTAL BURGAS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>19</b>	<b>19</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
CAEN																		
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	60	20	0	0	0	20	17	47	6	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	7	33	26	6	
	GATWICK	MERIDIANA AIR	S	A	26	0	0	23	27	27	23	0	0	42	24	27	34	
	GATWICK	MERIDIANA AIR	S	D	28	0	2	39	36	18	7	0	0	26	21	34	34	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	78	0	71	3	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	38	3	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>72</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>28</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>23</b>	<b>31</b>	<b>31</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	0	0	10	0	24	73	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	17	13	17	0	0	30	87	5	30	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	0	0	25	225	0	0	0	
	HEATHROW	EGYPT AIR	S	A	30	0	0	33	27	30	10	0	0	28	10	37	30	
	HEATHROW	EGYPT AIR	S	D	30	0	0	7	27	47	20	0	0	42	10	41	30	
<b>TOTAL CAIRO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>45</b>	<b>24</b>	<b>24</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	-1	100	0	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	15	75	17	12	
<b>TOTAL CALCUTTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>10</b>	<b>10</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	21	0	0	90	10	0	0	0	0	-9	67	9	15	
	HEATHROW	AIR CANADA	S	D	21	0	0	81	5	5	10	0	0	18	100	1	17	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	30	0	0	73	17	7	3	0	0	5	60	13	5	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	30	0	0	80	10	7	3	0	0	11	25	20	4	
<b>TOTAL CALGARY</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>7</b>	<b>7</b>	
CALVI																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	23	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0	
	STANSTED	KLM UK LTD	C	A	4	0	0	100	0	0	0	0	0	7	0	41	5	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
CALVI	STANSTED	KLM UK LTD	C	D	4	0	0	100	0	0	0	0	0	-1	80	8	5	
<b>TOTAL CALVI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>25</b>	<b>25</b>	
CAMAGUEY	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	100	0	0	0	0	26	0	0	0	
<b>TOTAL CAMAGUEY</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>77</b>	<b>77</b>	
CAMBRIDGE																		
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	39	2	4	87	5	3	5	0	0	10	95	-4	38	
	GLASGOW	LOGANAIR	S	D	40	2	3	90	3	3	5	0	0	5	97	0	58	
<b>TOTAL CAMPBELTOWN</b>					<b>79</b>	<b>4</b>	<b>7</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>-2</b>	<b>-2</b>	
CANCUN	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	83	17	0	0	0	0	-10	75	25	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	50	33	17	0	0	0	15	0	21	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	18	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	82	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	25	75	0	0	86	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	20	0	0	0	11	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	0	50	25	0	0	45	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	20	0	0	0	12	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	75	25	0	137	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	86	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	23	25	304	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	13	50	318	4	
<b>TOTAL CANCUN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>11</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>32</b>	<b>139</b>	<b>139</b>	
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	76	12	0	12	0	0	6	72	4	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	12	12	6	0	0	21	82	2	17	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	12	0	0	75	25	0	0	0	0	9	54	14	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	17	0	0	59	12	24	6	0	0	19	85	9	13	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
CAPE TOWN																	
<b>TOTAL CAPE TOWN</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>6</b>	<b>6</b>
CARACAS																	
CARDIFF WALES																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	53	0	0	66	25	6	4	0	0	14	89	2	63
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	53	0	0	96	2	2	0	0	0	8	94	4	63
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	57	0	0	84	7	4	5	0	0	6	95	4	63
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	57	0	0	88	4	4	5	0	0	8	98	1	63
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	44	0	0	25	59	14	2	0	0	22	19	24	42
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	44	0	0	89	9	0	2	0	0	3	98	-1	41
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	44	0	0	70	18	9	2	0	0	14	86	4	42
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	42	0	2	90	10	0	0	0	0	2	98	1	42
<b>TOTAL CARDIFF WALES</b>					<b>395</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>4</b>	<b>4</b>
CASABLANCA MOHAMED V																	
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	-3	73	8	30
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	57	20	10	13	0	0	24	57	18	30
	HEATHROW	ROYAL AIR MAROC	S	A	29	0	0	45	34	17	3	0	0	21	74	9	27
	HEATHROW	ROYAL AIR MAROC	S	D	29	0	1	62	17	17	3	0	0	16	78	1	27
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>120</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>9</b>	<b>9</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	AIR 2000	C	A	5	0	0	0	20	20	60	0	0	64	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	7	0	28	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	7	75	13	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	35	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	25	50	0	130	0	90	6
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	97	60	19	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>13</b>	<b>17</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>51</b>	<b>38</b>	<b>49</b>	<b>49</b>
CHANIA																	
	GATWICK	AIR 2000	C	A	4	0	1	50	0	50	0	0	0	25	50	27	4

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CHANIA																	
	GATWICK	AIR 2000	C	D	5	0	0	40	40	0	0	0	20	97	50	29	4
	MANCHESTER	AIR 2000	C	A	5	0	0	40	20	20	20	0	0	24	75	9	4
	MANCHESTER	AIR 2000	C	D	5	0	0	60	20	20	0	0	11	100	-2	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	1	0	10	0	20	40	20	10	126	25	30	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	10	10	20	30	20	10	131	13	42	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	34	50	40	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	46	50	26	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	80	20	0	0	0	25	0	43	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	15	25	19	4
<b>TOTAL CHANIA</b>					<b>59</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>22</b>	<b>20</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>67</b>	<b>40</b>	<b>28</b>	<b>28</b>
CHARLOTTE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	59	24	14	3	0	0	10	60	58	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	40	37	13	10	0	0	25	63	20	30
<b>TOTAL CHARLOTTE</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>31</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>39</b>	<b>39</b>
CHICAGO (O'HARE)																	
	HEATHROW	AIR INDIA	S	A	9	0	0	78	11	11	0	0	0	-1	0	0	0
	HEATHROW	AIR INDIA	S	D	8	0	0	100	0	0	0	0	0	7	0	0	0
	BIRMINGHAM	AMERICAN AIRLINES	S	A	30	0	0	93	3	0	3	0	0	-17	73	15	30
	BIRMINGHAM	AMERICAN AIRLINES	S	D	30	0	0	87	7	0	7	0	0	9	67	20	30
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	0	77	13	3	3	3	0	5	50	19	30
	GLASGOW	AMERICAN AIRLINES	S	D	30	0	0	87	7	3	3	0	0	8	87	9	30
	HEATHROW	AMERICAN AIRLINES	S	A	90	0	0	78	11	4	4	2	0	4	56	23	89
	HEATHROW	AMERICAN AIRLINES	S	D	90	0	0	79	18	3	0	0	0	8	79	10	89
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	90	7	0	3	0	0	-6	70	11	30
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	90	3	3	0	3	0	8	83	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	90	5	5	0	0	0	-12	90	-11	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	57	30	8	5	0	0	19	73	11	60
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	83	8	5	3	0	0	4	73	27	30
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	65	23	8	3	0	0	16	73	11	30

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						Actual (7)	Plan (8)										
CHICAGO (O'HARE)																	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>616</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>12</b>	<b>12</b>
CINCINNATI																	
	GATWICK	DELTA AIRLINES	S	A	30	0	0	57	30	13	0	0	0	11	66	23	29
	GATWICK	DELTA AIRLINES	S	D	30	0	0	53	23	13	10	0	0	22	70	25	30
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>24</b>	<b>24</b>
CITY OF DERRY ( EGLINTON )																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	80	3	10	7	0	0	13	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	67	10	10	13	0	0	22	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	34	0	0	79	6	0	15	0	0	7	93	-1	30
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	34	0	0	74	9	3	15	0	0	16	93	3	30
<b>TOTAL CITY OF DERRY ( EGLINTON )</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>1</b>	<b>1</b>
COLOGNE (BONN)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	83	13	3	0	0	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	63	20	17	0	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	55	32	13	0	0	0	14	79	7	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	77	18	2	4	0	0	10	82	7	56
	GATWICK	CITY FLYER EXPRESS	S	A	77	0	1	60	23	12	5	0	0	18	80	14	75
	GATWICK	CITY FLYER EXPRESS	S	D	76	0	2	72	13	11	4	0	0	14	86	8	76
<b>TOTAL COLOGNE (BONN)</b>					<b>326</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	<b>9</b>
COLOMBO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	1	89	1	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	-2	75	14	8
	HEATHROW	SRILANKAN AIRLINES	S	A	17	0	0	76	0	24	0	0	0	10	53	28	17
	HEATHROW	SRILANKAN AIRLINES	S	D	17	0	0	53	24	18	6	0	0	21	65	28	17
<b>TOTAL COLOMBO</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>21</b>	<b>21</b>
CONNAUGHT																	
	BIRMINGHAM	AER LINGUS	S	A	4	0	0	100	0	0	0	0	0	-3	100	-1	5
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	100	0	0	0	0	0	6	75	18	4
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	29	0	0	86	7	3	3	0	0	1	83	7	29

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						Matched	Plan (8)										
CONNAUGHT	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	0	86	7	0	7	0	0	5	86	4	28
	STANSTED	RYANAIR	S	A	62	0	2	77	15	6	2	0	0	5	87	6	61
	STANSTED	RYANAIR	S	D	64	0	0	64	23	11	2	0	0	14	80	27	59
<b>TOTAL CONNAUGHT</b>					<b>193</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>13</b>	<b>13</b>
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	25	0	1	76	24	0	0	0	0	5	80	5	25
	EDINBURGH	BMI BRITISH MIDLAND	S	D	26	0	0	69	23	0	8	0	0	17	73	16	26
	GLASGOW	BMI BRITISH MIDLAND	S	A	51	0	1	86	10	2	2	0	0	3	82	3	51
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	0	0	85	12	2	2	0	0	5	94	1	51
	HEATHROW	BMI BRITISH MIDLAND	S	A	26	0	0	38	42	19	0	0	0	22	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	26	0	0	77	12	0	12	0	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	1	64	25	7	2	2	0	12	75	15	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	1	78	5	14	3	0	0	12	70	14	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	113	0	3	60	28	10	1	1	0	16	84	3	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	1	83	13	3	1	0	0	6	95	3	116
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	49	3	0	90	6	2	2	0	0	6	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	49	3	1	57	24	14	4	0	0	17	0	0	0
	NEWCASTLE	CIMBER AIR A/S	S	A	70	0	0	86	11	3	0	0	0	-4	0	0	0
	NEWCASTLE	CIMBER AIR A/S	S	D	70	0	0	87	6	7	0	0	0	3	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	48	0	0	75	23	2	0	0	0	8	81	12	47
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	0	90	6	4	0	0	0	6	96	8	47
	STANSTED	KLM UK LTD	S	A	80	0	2	79	16	5	0	0	0	4	80	8	51
	STANSTED	KLM UK LTD	S	D	80	0	2	84	9	6	1	0	0	9	65	19	51
	GATWICK	MAERSK AIR	S	A	26	0	0	73	23	0	4	0	0	12	85	21	26
	GATWICK	MAERSK AIR	S	D	26	0	0	46	19	27	4	4	0	29	52	22	25
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	1	0	13	38	25	25	0	0	49	78	40	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	2	0	13	13	25	50	0	0	62	44	53	9
	HEATHROW	SAS	S	A	146	0	0	60	29	9	2	0	0	15	74	10	146

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
COPENHAGEN																	
	HEATHROW	SAS	S	D	150	0	0	85	9	5	1	0	0	6	91	5	150
	MANCHESTER	SAS	S	A	82	0	0	71	16	10	4	0	0	10	90	1	82
	MANCHESTER	SAS	S	D	82	0	0	83	11	4	1	0	1	15	98	1	55
	HEATHROW	VARIG	S	A	12	0	0	58	25	8	8	0	0	20	85	9	13
	HEATHROW	VARIG	S	D	12	0	0	67	25	8	0	0	0	14	46	47	13
<b>TOTAL COPENHAGEN</b>					<b>1598</b>	<b>10</b>	<b>13</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>9</b>
CORFU																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-19	100	-36	8
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	7	100	0	9
	GATWICK	AIR 2000	C	A	23	0	0	17	17	39	26	0	0	47	22	56	18
	GATWICK	AIR 2000	C	D	22	0	1	36	14	18	32	0	0	42	47	52	17
	GLASGOW	AIR 2000	C	A	9	0	0	89	0	0	11	0	0	1	63	4	8
	GLASGOW	AIR 2000	C	D	9	0	0	78	22	0	0	0	0	5	78	5	9
	MANCHESTER	AIR 2000	C	A	14	0	0	50	14	7	21	7	0	50	43	30	23
	MANCHESTER	AIR 2000	C	D	14	0	0	50	7	7	29	7	0	54	36	35	22
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	8	100	-3	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	33	100	-5	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	0	13	0	0	7	63	32	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	15	50	45	8
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	77	15	8	0	0	0	9	31	49	13
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	85	15	0	0	0	0	6	46	43	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	1	100	0	0	0	0	0	6	100	8	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	0	33	0	65	100	-4	2
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	67	33	0	0	0	0	12	75	14	12
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	14	75	14	12
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	75	25	0	0	0	0	2	92	-3	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	83	0	17	0	0	0	9	100	3	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-8	100	-11	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	100	-7	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-2	75	7	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
CORFU	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	100	7	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	43	14	14	29	0	0	37	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	57	14	0	21	7	0	37	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	54	15	23	0	8	0	28	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	13	0	0	77	0	23	0	0	0	14	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	26	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	23	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	15	0	0	13	27	27	33	0	0	50	60	78	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	15	0	0	33	13	7	47	0	0	64	60	74	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	14	0	0	71	7	14	7	0	0	11	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	14	0	0	79	7	0	14	0	0	14	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	0	0	20	0	40	33	66	3	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	0	0	20	0	41	50	44	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	0	0	40	0	0	39	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	20	0	40	0	0	37	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	42	32	16	11	0	0	21	20	68	30	
	GATWICK	MONARCH AIRLINES	C	D	19	0	0	68	16	5	11	0	0	19	48	48	31	
	LUTON	MONARCH AIRLINES	C	A	9	0	0	89	0	0	11	0	0	-8	100	-20	4	
	LUTON	MONARCH AIRLINES	C	D	8	1	0	63	13	13	13	0	0	19	100	-9	4	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	30	0	10	0	0	4	62	27	13	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	70	20	10	0	0	0	9	71	16	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	7	100	-4	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	-3	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	-11	80	5	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	20	67	21	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	0	25	13	25	13	161	10	60	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	0	13	25	25	0	90	33	59	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	-1	100	2	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	25	100	-1	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
CORFU																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-20	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-28	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-15	0	0	0	
<b>TOTAL CORFU</b>					<b>499</b>	<b>2</b>	<b>2</b>	<b>63</b>	<b>12</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>33</b>	<b>33</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	30	0	0	83	10	7	0	0	0	1	93	1	30	
	BIRMINGHAM	AER LINGUS	S	D	52	0	0	87	4	10	0	0	0	11	88	9	34	
	HEATHROW	AER LINGUS	S	A	137	0	1	74	15	4	3	2	1	19	66	19	137	
	HEATHROW	AER LINGUS	S	D	137	0	1	72	15	5	5	2	1	21	74	16	137	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	73	0	2	86	7	3	4	0	0	4	83	9	76	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	75	0	0	88	4	4	4	0	0	3	87	4	76	
	GATWICK	CITY FLYER EXPRESS	S	A	72	0	0	46	24	18	11	1	0	28	66	19	68	
	GATWICK	CITY FLYER EXPRESS	S	D	72	0	0	36	32	17	14	1	0	31	77	13	70	
	STANSTED	RYANAIR	S	A	114	0	1	85	5	4	4	1	0	7	85	6	111	
	STANSTED	RYANAIR	S	D	115	0	0	82	10	4	3	1	0	14	88	13	110	
<b>TOTAL CORK</b>					<b>877</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>12</b>	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	22	0	0	41	9	18	23	9	0	55	48	119	21
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	21	1	0	67	14	5	10	0	5	32	40	65	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	1	0	76	10	5	5	0	5	32	75	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	57	24	10	5	0	5	55	50	18	18
<b>TOTAL DACCA</b>					<b>85</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>43</b>	<b>52</b>	<b>55</b>	<b>55</b>
DALAMAN	BIRMINGHAM	AIR 2000	C	A	9	1	0	44	33	22	0	0	0	16	100	-6	8
	BIRMINGHAM	AIR 2000	C	D	9	0	0	56	33	11	0	0	0	16	89	2	9
	GATWICK	AIR 2000	C	A	19	0	0	16	16	16	53	0	0	67	24	47	17
	GATWICK	AIR 2000	C	D	19	0	0	21	16	26	37	0	0	49	67	26	18
	GLASGOW	AIR 2000	C	A	5	0	0	0	20	60	20	0	0	52	67	-33	3
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	27	40	15	5
	LUTON	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	7	0	0	0
	LUTON	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	16	0	0	0
	MANCHESTER	AIR 2000	C	A	23	0	0	65	0	26	9	0	0	22	36	52	22
	MANCHESTER	AIR 2000	C	D	23	0	0	65	4	17	13	0	0	18	65	31	23
	NEWCASTLE	AIR 2000	C	A	5	0	0	20	20	0	60	0	0	46	100	1	4
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	0	40	40	0	0	50	100	-5	5
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	0	13	13	63	13	0	120	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	0	50	25	13	13	0	63	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	14	0	0	43	29	7	14	7	0	44	100	-8	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	14	0	0	57	14	14	7	7	0	33	80	4	5
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	10	20	23	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	11	80	11	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	62	31	0	0	0	8	80	44	23	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	77	15	8	0	0	0	9	50	26	8
	GATWICK	BRITANNIA AIRWAYS	C	A	12	1	0	8	33	25	33	0	0	56	35	28	17
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	25	25	17	25	8	0	65	40	25	15
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	47	20	40	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	21	50	27	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
DALAMAN	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-35	50	4	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	75	10	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	65	12	12	0	12	0	40	85	46	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	71	6	12	6	6	0	29	73	66	11	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	14	100	-5	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	13	100	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-13	75	8	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	13	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	40	0	1	15	18	15	38	8	8	106	21	88	39	
	GATWICK	CALEDONIAN AIRWAYS	C	D	38	1	0	24	18	16	29	5	8	86	23	67	39	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	0	43	21	7	14	7	7	59	23	77	13	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	0	21	36	29	7	0	7	56	54	56	13	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	23	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	75	25	0	0	0	29	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	100	0	0	0	0	0	-12	40	49	5	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	80	20	0	0	0	0	7	20	38	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	67	22	11	0	0	0	6	25	54	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	67	33	0	0	0	0	11	50	45	4	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	30	60	10	0	0	0	22	8	77	13	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	50	0	0	0	0	13	36	40	14	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	0	0	80	20	0	0	59	25	11	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	60	7	5	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	67	11	22	0	0	0	4	38	48	16	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	44	22	22	11	0	0	23	41	64	17	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	-1	50	84	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	4	75	75	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	8	0	46	8	0	72	0	84	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	0	21	36	0	0	55	8	56	13	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
DALAMAN	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-15	40	46	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	15	40	36	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	0	0	27	27	36	5	5	0	36	19	60	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	0	0	61	22	9	4	4	0	26	41	37	22
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	3	25	39	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-4	75	6	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	0	40	0	113	100	5	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	0	20	40	0	124	80	54	5
	GATWICK	ONUR AIR	C	A	4	0	0	0	0	75	25	0	0	56	75	13	4
	GATWICK	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	11	0	24	4
	GLASGOW	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	-12	50	11	4
	GLASGOW	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	-5	25	29	4
	MANCHESTER	ONUR AIR	C	A	8	0	0	0	38	50	13	0	0	46	75	-4	4
	MANCHESTER	ONUR AIR	C	D	8	0	0	0	0	75	25	0	0	61	50	9	4
	NEWCASTLE	ONUR AIR	C	A	9	0	0	100	0	0	0	0	0	-12	75	-4	4
	NEWCASTLE	ONUR AIR	C	D	9	0	0	11	33	56	0	0	0	30	75	4	4
	EDINBURGH	PEGASUS AIRLINES	C	A	4	0	0	75	0	25	0	0	0	-1	0	0	0
	EDINBURGH	PEGASUS AIRLINES	C	D	4	0	0	0	25	25	50	0	0	57	0	0	0
	GATWICK	PEGASUS AIRLINES	C	A	7	0	0	43	29	29	0	0	0	13	0	0	0
	GATWICK	PEGASUS AIRLINES	C	D	4	1	1	50	0	50	0	0	0	31	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	2	0	0	0	50	50	0	0	0	34	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	2	0	0	50	0	0	50	0	0	45	0	0	0
	BIRMINGHAM	SUNWAYS	C	A	5	0	0	20	20	0	60	0	0	78	75	151	4
	BIRMINGHAM	SUNWAYS	C	D	4	0	0	25	25	0	50	0	0	61	75	15	4
	GATWICK	SUNWAYS	C	A	5	0	0	40	40	0	20	0	0	23	40	20	5
	GATWICK	SUNWAYS	C	D	5	0	0	80	0	20	0	0	0	9	0	32	5
	GLASGOW	SUNWAYS	C	A	2	2	3	0	0	50	50	0	0	57	0	58	4
	GLASGOW	SUNWAYS	C	D	3	1	2	33	0	33	33	0	0	21	25	56	4
	LUTON	SUNWAYS	C	A	4	0	0	0	0	25	50	25	0	163	0	77	4
	LUTON	SUNWAYS	C	D	4	0	0	0	0	25	50	25	0	159	33	45	3

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
DALAMAN																	
	MANCHESTER	SUNWAYS	C	A	10	1	1	60	30	0	0	10	0	15	75	1	12
	MANCHESTER	SUNWAYS	C	D	8	0	1	13	50	13	13	13	0	55	17	39	12
	NEWCASTLE	SUNWAYS	C	A	7	0	0	29	14	0	29	14	14	128	75	6	4
	NEWCASTLE	SUNWAYS	C	D	6	0	1	17	0	17	33	17	17	153	25	44	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	22	11	0	0	0	11	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	8	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	7	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	15	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	22	0	0	24	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	9	0	0	0
	MANCHESTER	TOP AIR HAVACILIK SANAYI	C	A	7	0	0	71	0	0	14	14	0	53	0	0	0
	MANCHESTER	TOP AIR HAVACILIK SANAYI	C	D	7	0	0	0	57	14	14	14	0	84	0	0	0
	NEWCASTLE	TOP AIR HAVACILIK SANAYI	C	A	3	0	0	0	33	0	33	33	0	132	0	0	0
	NEWCASTLE	TOP AIR HAVACILIK SANAYI	C	D	3	0	0	0	0	33	33	33	0	145	0	0	0
	GATWICK	TRANSAER	C	A	4	0	0	75	25	0	0	0	0	6	0	165	4
	GATWICK	TRANSAER	C	D	4	0	0	75	25	0	0	0	0	12	0	103	4
<b>TOTAL DALAMAN</b>					<b>823</b>	<b>8</b>	<b>10</b>	<b>45</b>	<b>19</b>	<b>16</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>41</b>	<b>50</b>	<b>50</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	60	0	0	83	2	5	7	3	0	4	53	21	60
	GATWICK	AMERICAN AIRLINES	S	D	60	0	0	72	18	2	7	2	0	19	52	31	60
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	79	14	7	0	0	0	3	53	26	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	71	11	14	4	0	0	17	60	24	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>26</b>	<b>26</b>
DAMASCUS																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	1	0	75	17	0	8	0	0	3	78	9	9
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	1	1	67	33	0	0	0	0	12	78	13	9
	HEATHROW	SYRIANAIR	S	A	13	0	0	62	23	8	8	0	0	9	77	7	13
	HEATHROW	SYRIANAIR	S	D	13	0	0	23	46	15	8	8	0	47	62	24	13

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
DAMASCUS																	
<b>TOTAL DAMASCUS</b>					<b>50</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>30</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>14</b>	<b>14</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	8	0	0	38	25	38	0	0	0	20	56	38	9
	HEATHROW	ALLIANCE	S	D	6	3	0	33	33	33	0	0	0	24	44	27	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	0	0	8	0	6	45	30	11
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	8	77	11	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>39</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>25</b>	<b>25</b>
DEAUVILLE																	
DELHI																	
	HEATHROW	AIR CANADA	S	A	11	1	2	82	9	0	0	9	0	18	85	42	13
	HEATHROW	AIR CANADA	S	D	12	1	2	17	58	8	17	0	0	30	50	37	12
<b>TOTAL DELHI</b>					<b>23</b>	<b>2</b>	<b>4</b>	<b>48</b>	<b>35</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>24</b>	<b>24</b>
DETROIT																	
	GATWICK	AMERICAN TRANS AIR	C	A	4	0	0	50	0	25	25	0	0	37	75	6	4
	GATWICK	AMERICAN TRANS AIR	C	D	4	0	0	0	50	0	25	25	0	112	50	19	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	30	3	0	0	0	7	63	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	20	10	0	0	0	11	47	22	30
	GATWICK	NORTHWEST AIRLINES	S	A	59	1	1	41	14	10	34	2	0	44	44	26	45
	GATWICK	NORTHWEST AIRLINES	S	D	58	1	2	69	21	7	2	2	0	12	76	17	45
<b>TOTAL DETROIT</b>					<b>185</b>	<b>2</b>	<b>3</b>	<b>58</b>	<b>20</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>18</b>	<b>18</b>
DHAHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	1	100	0	0	0	0	0	-20	96	-13	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	68	28	4	0	0	0	11	69	13	26
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	78	0	22	0	0	0	12	40	16	5
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	11	11	33	44	0	0	57	44	18	9
<b>TOTAL DHAHRAN</b>					<b>68</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>3</b>	<b>3</b>
DIJON																	
<b>TOTAL DIJON</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>10</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
DOHA																		
	HEATHROW	GULF AIR	S	A	9	0	0	44	0	44	0	11	0	45	25	27	4	
	HEATHROW	GULF AIR	S	D	8	0	0	63	25	0	13	0	0	20	50	23	4	
	HEATHROW	QATAR AIRWAYS	S	A	30	0	0	80	7	7	7	0	0	6	0	0	0	
	HEATHROW	QATAR AIRWAYS	S	D	30	0	0	90	10	0	0	0	0	-3	0	0	0	
<b>TOTAL DOHA</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>36</b>	<b>35</b>	<b>35</b>	
DONEGAL																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	18	0	0	61	22	11	0	6	0	19	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	18	0	0	67	17	11	0	6	0	25	0	0	0	
<b>TOTAL DONEGAL</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>4</b>	<b>4</b>	
DORTMUND																		
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	30	0	0	67	27	3	3	0	0	12	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	30	0	0	93	3	0	3	0	0	2	0	0	0	
<b>TOTAL DORTMUND</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	0	0	0	25	50	25	256	50	68	2	
	GATWICK	CAMEROON AIRLINES	S	D	5	0	0	0	0	40	60	0	0	77	0	287	4	
<b>TOTAL DOUALA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>156</b>	<b>17</b>	<b>214</b>	<b>214</b>	
DRESDEN																		
	HEATHROW	LUFTHANSA	S	A	20	0	0	75	20	5	0	0	0	11	76	9	42	
	HEATHROW	LUFTHANSA	S	D	26	0	0	92	4	4	0	0	0	4	74	9	47	
<b>TOTAL DRESDEN</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>9</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	0	0	6	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	6	12	0	0	0	8	0	0	0	
	GATWICK	EMIRATES	S	A	27	0	0	44	26	22	7	0	0	23	42	28	26	
	GATWICK	EMIRATES	S	D	25	0	0	36	32	28	4	0	0	25	15	27	26	
	HEATHROW	EMIRATES	S	A	60	0	0	30	40	27	3	0	0	26	68	6	60	
	HEATHROW	EMIRATES	S	D	59	1	1	41	24	27	8	0	0	26	51	22	51	
	MANCHESTER	EMIRATES	S	A	30	0	0	53	30	13	3	0	0	16	77	5	22	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								SEPT 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)											
DUBAI	MANCHESTER	EMIRATES	S	D	30	0	0	50	37	7	7	0	0	20	73	18	22
<b>TOTAL DUBAI</b>					<b>266</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>28</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>17</b>	<b>17</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	142	0	0	90	6	2	1	0	0	3	88	4	137
	BIRMINGHAM	AER LINGUS	S	D	119	0	0	82	14	3	2	0	0	11	85	11	131
	EDINBURGH	AER LINGUS	S	A	129	0	0	87	7	5	2	0	0	6	91	4	107
	EDINBURGH	AER LINGUS	S	D	129	0	0	71	19	10	0	0	13	82	11	106	
	GLASGOW	AER LINGUS	S	A	94	0	1	83	12	2	3	0	0	7	92	4	96
	GLASGOW	AER LINGUS	S	D	94	0	1	80	17	1	2	0	0	8	89	6	96
	HEATHROW	AER LINGUS	S	A	405	0	2	60	24	13	3	0	0	17	63	16	405
	HEATHROW	AER LINGUS	S	D	399	0	8	68	20	10	3	0	0	13	69	13	401
	MANCHESTER	AER LINGUS	S	A	146	0	1	92	4	2	1	0	0	1	88	5	147
	MANCHESTER	AER LINGUS	S	D	143	0	0	89	7	3	1	0	0	4	82	10	142
	NEWCASTLE	AER LINGUS	S	A	86	0	0	87	5	6	2	0	0	2	94	-3	86
	NEWCASTLE	AER LINGUS	S	D	86	0	0	88	8	1	2	0	0	5	94	5	86
	STANSTED	AER LINGUS	S	A	120	0	0	92	8	0	0	0	0	0	93	0	122
	STANSTED	AER LINGUS	S	D	120	0	0	93	3	4	1	0	0	6	84	10	122
	HEATHROW	BMI BRITISH MIDLAND	S	A	252	0	0	44	37	16	3	0	0	21	66	15	245
	HEATHROW	BMI BRITISH MIDLAND	S	D	252	0	0	68	19	10	2	0	0	14	77	9	244
	GATWICK	CITY FLYER EXPRESS	S	A	119	1	0	52	17	15	13	2	1	33	38	25	125
	GATWICK	CITY FLYER EXPRESS	S	D	121	0	0	58	16	17	9	1	0	24	73	13	125
	LONDON CITY	CITY JET	S	A	182	0	3	81	15	3	1	0	0	6	0	0	0
	LONDON CITY	CITY JET	S	D	185	0	2	68	23	8	2	0	0	15	0	0	0
	BIRMINGHAM	RYANAIR	S	A	172	2	0	92	8	0	0	0	0	1	86	7	152
	BIRMINGHAM	RYANAIR	S	D	171	0	0	73	24	4	0	0	0	10	79	14	145
	GATWICK	RYANAIR	S	A	121	0	0	55	25	17	2	0	0	16	64	17	117
	GATWICK	RYANAIR	S	D	121	0	0	59	21	18	2	0	0	16	65	17	118
	LUTON	RYANAIR	S	A	117	3	1	84	7	4	5	0	0	6	59	15	109
	LUTON	RYANAIR	S	D	119	2	0	85	4	3	7	1	0	12	85	6	111
	MANCHESTER	RYANAIR	S	A	150	0	1	95	4	1	0	0	0	2	78	6	160

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
DUBLIN																		
	MANCHESTER	RYANAIR	S	D	150	0	1	89	9	2	0	0	0	2	78	7	160	
	STANSTED	RYANAIR	S	A	323	2	22	83	10	6	2	0	0	6	76	9	283	
	STANSTED	RYANAIR	S	D	324	1	21	73	17	7	3	0	0	13	75	14	271	
<b>TOTAL DUBLIN</b>					<b>5092</b>	<b>14</b>	<b>80</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>11</b>	
DUBROVNIK																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	100	0	0	0	0	0	-12	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	30	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	18	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	0	40	0	0	45	0	0	0	
<b>TOTAL DUBROVNIK</b>					<b>19</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>16</b>	<b>5</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>1</b>	<b>1</b>	
DUNDEE																		
	EDINBURGH	BMI REGIONAL	S	A	19	0	3	100	0	0	0	0	0	-5	82	7	17	
	EDINBURGH	BMI REGIONAL	S	D	42	0	23	31	40	19	10	0	0	29	47	17	19	
	MANCHESTER	BMI REGIONAL	S	A	42	0	2	67	26	5	2	0	0	15	57	17	23	
	MANCHESTER	BMI REGIONAL	S	D	21	0	1	71	10	5	14	0	0	18	86	10	21	
<b>TOTAL DUNDEE</b>					<b>124</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>24</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>13</b>	<b>13</b>	
DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	6	6	6	0	0	6	85	3	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	94	6	0	0	0	0	2	100	1	12	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	12	0	0	33	33	25	8	0	0	30	54	18	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	77	8	8	8	0	0	18	62	27	13	
<b>TOTAL DURBAN</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>13</b>	
DUSSELDORF																		
	EDINBURGH	AERO LLOYD	S	A	2	0	0	0	100	0	0	0	0	17	0	0	0	
	EDINBURGH	AERO LLOYD	S	D	2	0	0	50	50	0	0	0	0	19	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	108	0	0	76	20	3	1	0	0	8	92	0	103	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	108	0	0	86	10	4	0	0	0	6	89	4	105	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	56	0	0	89	4	7	0	0	0	5	84	9	55	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	56	0	0	68	29	4	0	0	0	11	96	9	56	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
DUSSELDORF	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	4	61	25	11	3	0	0	16	78	9	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	77	15	6	3	0	0	9	86	6	116
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	82	0	0	70	12	11	7	0	0	16	93	-1	82
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	82	0	0	76	12	11	1	0	0	9	98	0	82
	GATWICK	CITY FLYER EXPRESS	S	A	64	0	0	33	33	30	5	0	0	27	69	19	65
	GATWICK	CITY FLYER EXPRESS	S	D	64	0	0	72	14	8	6	0	0	15	80	11	65
	NEWCASTLE	GILL AIRWAYS	S	A	23	0	1	74	26	0	0	0	0	7	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	23	0	1	96	0	4	0	0	0	1	0	0	0
	STANSTED	KLM UK LTD	S	A	82	0	0	71	17	9	4	0	0	10	76	10	75
	STANSTED	KLM UK LTD	S	D	82	0	0	78	9	9	5	0	0	12	65	16	75
	HEATHROW	LUFTHANSA	S	A	98	0	0	61	15	21	2	0	0	17	68	11	92
	HEATHROW	LUFTHANSA	S	D	94	0	0	90	7	2	0	0	0	2	96	1	92
	MANCHESTER	LUFTHANSA	S	A	52	0	0	71	25	2	2	0	0	8	92	2	51
	MANCHESTER	LUFTHANSA	S	D	52	0	0	73	21	4	2	0	0	14	92	3	51
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	72	0	1	74	18	7	1	0	0	9	92	1	26
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	71	0	2	75	17	7	1	0	0	11	88	7	26
<b>TOTAL DUSSELDORF</b>					<b>1507</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>6</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	100	0	0	87	5	5	3	0	0	5	82	8	93
	EDINBURGH	BMI BRITISH MIDLAND	S	D	100	0	0	83	10	3	4	0	0	11	77	12	93
	GLASGOW	BMI BRITISH MIDLAND	S	A	96	0	0	78	9	8	4	0	0	9	83	10	93
	GLASGOW	BMI BRITISH MIDLAND	S	D	96	0	0	77	10	10	2	0	0	10	83	10	93
<b>TOTAL EAST MIDLANDS</b>					<b>393</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>
EDINBURGH																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	132	1	2	80	7	9	2	2	1	16	79	69	76
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	132	0	2	85	8	4	2	1	0	9	67	15	76
	HEATHROW	BMI BRITISH MIDLAND	S	A	246	1	3	72	22	6	0	0	0	10	72	11	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	248	0	1	84	10	5	0	0	0	5	86	5	243
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	0	2	72	14	10	4	1	0	13	67	14	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	163	0	1	80	10	7	2	0	0	8	86	9	90
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	185	0	1	93	5	2	0	0	0	2	95	3	183
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	203	0	1	87	7	5	0	0	0	6	91	6	203
	HEATHROW	BRITISH AIRWAYS PLC	S	A	323	0	1	62	28	8	2	0	0	14	66	12	320
	HEATHROW	BRITISH AIRWAYS PLC	S	D	323	0	1	78	17	4	1	0	0	7	87	5	321
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	118	0	0	80	15	5	0	0	0	7	93	3	110
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	118	0	0	89	6	3	2	0	0	3	91	2	110
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	42	0	2	86	12	2	0	0	0	10	88	5	42
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	44	0	0	80	11	5	5	0	0	10	93	-1	42
	LONDON CITY	KLM UK LTD	S	A	86	0	5	93	3	2	1	0	0	2	0	0	0
	LONDON CITY	KLM UK LTD	S	D	89	0	2	55	31	10	2	1	0	19	0	0	0
	STANSTED	KLM UK LTD	S	A	143	0	3	84	7	6	3	0	0	0	91	-1	119
	STANSTED	KLM UK LTD	S	D	145	0	1	64	15	11	8	1	0	20	59	20	127
<b>TOTAL EDINBURGH</b>					<b>2905</b>	<b>2</b>	<b>28</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	13	0	0	85	8	8	0	0	0	-4	57	18	21

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
EDMONTON	HEATHROW	AIR CANADA		S D	13	0	0	92	0	8	0	0	0	7	69	11	16
<b>TOTAL EDMONTON</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>15</b>	<b>15</b>
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES		S A	43	0	1	40	9	23	28	0	0	31	81	4	42
	BIRMINGHAM	B A S E BUSINESS AIRLINES		S D	43	0	1	44	14	28	14	0	0	29	79	7	42
	MANCHESTER	B A S E BUSINESS AIRLINES		S A	43	0	1	81	7	12	0	0	0	4	85	5	40
	MANCHESTER	B A S E BUSINESS AIRLINES		S D	42	0	2	88	7	5	0	0	0	2	80	3	40
	HEATHROW	KLM		S A	44	0	0	82	16	0	2	0	0	9	86	5	42
	HEATHROW	KLM		S D	44	0	0	89	2	5	5	0	0	7	98	-4	42
<b>TOTAL EINDHOVEN</b>					<b>259</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>3</b>	<b>3</b>
ENTEBBE	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	100	0	0	0	0	0	-19	75	36	12
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	85	8	8	0	0	0	10	69	89	13
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>72</b>	<b>64</b>	<b>64</b>
EXETER																	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
FARNBOROUGH																		
FARO																		
	BIRMINGHAM	AIR 2000	C	A	12	0	0	50	33	8	8	0	0	18	92	-1	13	
	BIRMINGHAM	AIR 2000	C	D	12	0	0	67	17	17	0	0	0	13	92	10	13	
	GATWICK	AIR 2000	C	A	29	0	0	38	17	28	17	0	0	37	12	67	17	
	GATWICK	AIR 2000	C	D	28	0	1	46	11	14	29	0	0	39	18	56	17	
	GLASGOW	AIR 2000	C	A	8	0	0	75	13	0	13	0	0	31	85	14	13	
	GLASGOW	AIR 2000	C	D	8	0	0	63	13	13	0	13	0	36	100	3	13	
	LUTON	AIR 2000	C	A	8	0	0	75	13	0	13	0	0	-3	62	15	13	
	LUTON	AIR 2000	C	D	8	0	0	63	0	38	0	0	0	15	46	43	13	
	MANCHESTER	AIR 2000	C	A	16	0	0	19	13	19	25	19	6	119	42	30	12	
	MANCHESTER	AIR 2000	C	D	16	0	0	31	13	6	25	19	6	113	42	43	12	
	NEWCASTLE	AIR 2000	C	A	8	0	0	25	25	25	25	0	0	37	67	11	9	
	NEWCASTLE	AIR 2000	C	D	8	0	0	75	25	0	0	0	0	1	100	-8	9	
	STANSTED	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	0	75	14	4	
	STANSTED	AIR 2000	C	D	4	0	0	25	25	50	0	0	0	31	50	24	4	
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	80	3	10	7	0	0	9	70	14	30	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	57	20	17	7	0	0	18	60	18	30	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	50	0	0	0	0	8	100	-5	1	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	75	13	0	13	0	0	16	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	75	13	0	13	0	0	12	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	75	0	0	0	0	19	40	28	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	10	60	19	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	40	100	-32	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	1	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	33	0	0	0	0	8	100	-2	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	7	75	6	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	16	100	-7	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	51	80	14	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	29	100	-1	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	25	0	0	0	18	85	-1	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	13	0	0	0	15	69	13	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	100	-2	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	-7	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	31	0	0	48	23	6	23	0	0	33	21	69	24	
	GATWICK	CALEDONIAN AIRWAYS	C	D	30	0	1	33	30	27	3	7	0	36	25	43	24	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	11	0	0	45	9	27	9	9	0	50	50	93	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	0	33	17	33	17	0	0	36	25	101	8	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	EDINBURGH	DUO AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	EDINBURGH	DUO AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	25	0	0	13	25	187	0	76	9	
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	1	43	14	14	0	14	14	155	11	89	9	
	GATWICK	GB AIRWAYS LTD	S	A	51	0	0	98	0	0	2	0	0	-8	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	51	0	0	80	14	2	4	0	0	11	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	16	0	0	25	25	31	19	0	0	36	25	63	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	16	0	0	50	25	13	13	0	0	22	25	64	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	25	25	0	0	40	33	36	9	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	2	44	59	9	
	STANSTED	LEISURE INTERNATIONAL	C	A	12	0	0	50	25	25	0	0	0	19	0	26	8	
	STANSTED	LEISURE INTERNATIONAL	C	D	12	0	0	67	25	0	8	0	0	15	11	28	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	20	0	0	45	30	15	10	0	0	26	47	20	17	
	BIRMINGHAM	MONARCH AIRLINES	C	D	20	0	0	70	0	20	10	0	0	19	82	7	17	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	17	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	0	25	25	50	0	0	70	16	62	25	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	30	15	10	45	0	0	58	20	57	25	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
FARO	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	LUTON	MONARCH AIRLINES	C	A	12	0	0	92	8	0	0	0	0	-1	0	27	4
	LUTON	MONARCH AIRLINES	C	D	12	0	0	58	33	8	0	0	0	8	25	24	4
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	0	25	30	30	15	0	0	40	24	46	21
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	40	30	10	15	5	0	33	38	35	21
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	60	0	0	0	25	100	-14	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	60	0	0	45	100	1	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	1	20	31	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	80	7	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	15	80	-4	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	60	17	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	22	0	0	22	0	53	40	51	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	0	22	0	53	50	45	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	100	0	0	0	0	24	60	22	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	100	0	0	0	0	22	60	14	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	25	0	75	20	53	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	73	60	39	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	24	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	31	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	0	8	0	0	6	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	9	0	0	0
	GATWICK	TRANSAER	C	A	3	1	0	33	0	0	33	33	0	122	0	413	3
	GATWICK	TRANSAER	C	D	3	0	0	33	0	0	33	33	0	130	0	412	3
	MANCHESTER	TRANSAER	C	A	8	0	0	50	13	13	25	0	0	31	0	0	0
	MANCHESTER	TRANSAER	C	D	8	0	0	25	38	13	25	0	0	55	0	0	0
<b>TOTAL FARO</b>					<b>898</b>	<b>1</b>	<b>7</b>	<b>58</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>49</b>	<b>40</b>	<b>40</b>
FIGARI	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	50	20	61	5

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
FIGARI	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	28	60	31	5
<b>TOTAL FIGARI</b>					<b>8</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>39</b>	<b>40</b>	<b>46</b>	<b>46</b>
FLORENCE	GATWICK	MERIDIANA AIR	S	A	28	0	2	50	29	14	7	0	0	21	40	24	30
	GATWICK	MERIDIANA AIR	S	D	26	0	0	27	19	35	19	0	0	42	50	19	30
<b>TOTAL FLORENCE</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>24</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>54</b>	<b>19</b>	<b>19</b>
FORT LAUDERDALE	GATWICK	LAKER AIRWAYS INC	S	A	9	0	0	89	0	0	11	0	0	-3	75	21	8
	GATWICK	LAKER AIRWAYS INC	S	D	9	0	0	33	22	11	22	11	0	81	78	8	9
<b>TOTAL FORT LAUDERDALE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>76</b>	<b>14</b>	<b>14</b>
FRANKFURT MAIN	EDINBURGH	AERO LLOYD	S	A	4	0	0	75	0	25	0	0	0	7	0	0	0
	EDINBURGH	AERO LLOYD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	83	12	4	1	0	0	5	86	4	120
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	76	18	4	2	0	0	9	81	8	120
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	86	0	0	79	12	6	3	0	0	8	67	13	86
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	71	13	9	7	0	0	16	77	12	86
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	78	0	0	83	12	3	3	0	0	7	83	9	77
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	78	0	0	91	6	1	1	0	0	6	75	13	77
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	68	20	8	3	0	0	11	75	8	142
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	70	20	7	3	0	0	13	79	10	142
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	86	0	0	81	9	8	1	0	0	6	95	-1	85
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	86	0	0	71	16	12	1	0	0	13	94	5	86
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	50	0	0	0	15	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	50	0	0	0	31	0	0	0
	STANSTED	KLM UK LTD	S	A	81	0	1	83	9	4	5	0	0	5	77	10	75
	STANSTED	KLM UK LTD	S	D	81	0	1	74	10	11	5	0	0	14	61	19	76
	BIRMINGHAM	LUFTHANSA	S	A	60	0	0	93	5	0	2	0	0	6	93	0	30

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
FRANKFURT MAIN																		
	BIRMINGHAM	LUFTHANSA	S	D	60	0	0	97	2	0	2	0	0	4	87	7	30	
	GLASGOW	LUFTHANSA	S	A	7	0	1	71	14	0	14	0	0	21	78	22	9	
	GLASGOW	LUFTHANSA	S	D	7	0	1	57	29	0	14	0	0	27	78	24	9	
	HEATHROW	LUFTHANSA	S	A	180	0	0	76	18	3	2	1	0	9	78	8	150	
	HEATHROW	LUFTHANSA	S	D	180	0	0	78	16	4	2	0	0	9	86	6	149	
	LONDON CITY	LUFTHANSA	S	A	68	0	2	78	21	1	0	0	0	9	0	0	0	
	LONDON CITY	LUFTHANSA	S	D	68	0	2	37	37	25	1	0	0	22	0	0	0	
	MANCHESTER	LUFTHANSA	S	A	90	0	0	92	6	1	1	0	0	0	94	-1	90	
	MANCHESTER	LUFTHANSA	S	D	89	1	0	88	9	3	0	0	0	5	90	5	90	
<b>TOTAL FRANKFURT MAIN</b>					<b>2013</b>	<b>1</b>	<b>8</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>	
FRIEDRICHSHAFEN																		
FUERTEVENTURA																		
	GATWICK	AIR 2000	C	A	4	0	0	25	0	50	0	25	0	89	0	55	4	
	GATWICK	AIR 2000	C	D	4	0	0	25	0	50	0	25	0	76	50	28	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	25	25	0	0	33	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	0	0	25	192	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	25	50	11	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	19	100	6	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	20	20	20	0	92	0	105	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	0	20	0	66	0	105	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-1	75	-4	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	100	1	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	0	0	20	113	100	-9	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	0	20	105	75	2	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	0	25	25	0	94	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	95	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-16	100	-3	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	-1	0	30	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	34	0	70	4	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
																		MATCHED
FUERTEVENTURA																		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	24	25	61	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-9	75	31	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	75	45	4	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	0	13	0	13	0	23	25	56	4	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	13	0	0	13	0	26	25	50	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-8	25	91	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	0	111	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	38	0	13	0	67	44	33	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	25	0	13	0	62	25	76	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	25	25	13	0	0	38	33	36	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	38	13	13	0	0	32	22	31	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	79	25	77	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	78	50	87	4	
<b>TOTAL FUERTEVENTURA</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>47</b>	<b>46</b>	<b>39</b>	<b>39</b>	
FUNCHAL																		
	GLASGOW	AIR 2000	C	A	5	0	0	20	20	20	40	0	0	51	60	67	5	
	GLASGOW	AIR 2000	C	D	5	0	0	20	0	20	60	0	0	58	60	69	5	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	62	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	0	50	0	0	74	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	8	0	0	88	0	13	0	0	0	9	56	13	9	
	HEATHROW	AIR PORTUGAL	S	D	8	0	0	75	13	13	0	0	0	11	67	11	9	
	GATWICK	AIRWORLD AVIATION LTD	C	A	9	0	0	22	33	33	11	0	0	39	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	9	0	0	44	22	22	11	0	0	33	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	-13	100	-21	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	0	20	0	0	0	15	80	9	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	40	30	20	10	0	0	27	70	6	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	50	20	20	0	10	0	33	50	13	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	20	0	40	40	0	0	59	60	12	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	13	20	32	5	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	92	8	0	0	0	0	-6	77	21	13	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
FUNCHAL	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	10	85	21	13
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	8	40	33	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	40	32	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	60	20	20	0	0	30	71	18	14
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	14	86	11	14
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	15	100	2	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	26	100	6	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	19	44	21	9
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	67	12	9
<b>TOTAL FUNCHAL</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>18</b>	<b>18</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
GABORONE	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	33	0	0	0	0	9	78	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	2	78	21	9
<b>TOTAL GABORONE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>11</b>
GATWICK	LUTON	AIR 2000	C	D	2	0	0	50	0	50	0	0	0	27	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	1	25	25	25	0	25	0	81	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	1	0	40	40	0	0	20	0	44	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	15	0	22	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-10	0	53	2
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	163	0	1	78	15	4	2	0	0	10	87	6	90
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	0	2	73	16	8	3	0	0	15	77	14	90
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	136	0	2	76	17	4	3	0	0	11	0	0	0
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	137	0	1	84	8	7	1	1	0	10	0	0	0
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	163	0	1	79	15	3	2	1	0	8	81	9	162
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	1	2	85	9	3	2	0	0	6	78	9	162
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	69	0	23	0	8	0	28	89	2	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	1	38	8	8	31	0	15	238	63	50	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	1	0	67	17	0	17	0	0	21	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	1	75	13	0	0	13	0	19	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	A	139	0	0	68	17	9	6	1	0	16	74	10	125
	NEWCASTLE	CITY FLYER EXPRESS	S	D	123	0	1	72	13	10	5	0	0	12	81	8	126
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	13	38	0	50	0	0	66	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	0	40	20	0	0	45	75	38	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	60	40	0	0	68	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	118	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
GATWICK																	
<b>TOTAL GATWICK</b>					<b>1272</b>	<b>9</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>9</b>
GENEVA																	
	MANCHESTER	AIR ENGIADINA	S	A	44	0	0	59	23	16	2	0	0	18	0	0	0
	MANCHESTER	AIR ENGIADINA	S	D	44	0	0	73	16	9	2	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	86	0	0	76	16	5	3	0	0	11	71	16	85
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	79	16	1	3	0	0	10	91	8	85
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	0	73	24	3	0	0	0	8	70	12	125
	HEATHROW	BRITISH AIRWAYS PLC	S	D	136	0	0	79	16	4	0	0	0	8	80	9	125
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	25	0	0	88	8	0	4	0	0	8	83	6	30
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	25	0	0	84	12	0	4	0	0	8	73	10	30
	LONDON CITY	SWISS AIRLINES	S	A	75	0	3	91	5	1	3	0	0	5	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	76	0	2	64	29	3	3	1	0	19	0	0	0
	HEATHROW	SWISSAIR	S	A	120	0	0	79	17	4	0	0	0	6	87	3	120
	HEATHROW	SWISSAIR	S	D	120	0	0	86	12	3	0	0	0	3	88	5	120
<b>TOTAL GENEVA</b>					<b>974</b>	<b>2</b>	<b>5</b>	<b>78</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>8</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	1	80	14	3	3	0	0	5	63	15	59
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	45	37	18	0	0	0	19	53	20	60
<b>TOTAL GENOA</b>					<b>124</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>26</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>19</b>	<b>19</b>
GERONA																	
	GATWICK	AIR 2000	C	A	9	0	0	44	11	11	33	0	0	34	33	53	9
	GATWICK	AIR 2000	C	D	8	0	0	50	13	0	38	0	0	39	56	25	9
	GLASGOW	AIR 2000	C	A	5	0	0	40	0	40	20	0	0	40	80	9	5
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	25	50	0	0	68	80	6	5
	MANCHESTER	AIR 2000	C	A	8	0	0	25	13	13	38	13	0	70	56	35	9
	MANCHESTER	AIR 2000	C	D	8	0	0	25	0	13	38	13	13	126	50	35	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-13	80	5	5

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
GERONA	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	6	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	-3	75	7	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	1	88	0	0	13	0	0	11	75	9	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-7	100	-14	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	-2	75	6	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	0	20	0	60	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	40	0	20	0	69	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	0	22	0	0	9	100	-13	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	16	100	-1	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	22	11	0	0	27	0	22	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	0	13	0	19	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	40	0	121	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	31	0	124	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-32	0	76	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	0	90	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	28	75	30	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26	100	-1	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	22	75	8	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	13	13	0	32	50	16	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-12	75	-2	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	11	75	80	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	-10	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	1	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	1	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	-2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	-11	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	13	0	0	0	6	0	0	0
	GATWICK	VIRGIN EXPRESS	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	GATWICK	VIRGIN EXPRESS	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL GERONA</b>					<b>212</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>45</b>	<b>45</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	32	1	1	72	16	9	3	0	0	9	51	23	35	
	GATWICK	GB AIRWAYS LTD	S	D	32	1	0	81	13	6	0	0	0	8	60	23	35	
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	-13	50	16	4	
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	13	100	3	4	
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	8	60	25	5	
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	9	60	30	5	
	LUTON	MONARCH AIRLINES	S	A	12	3	0	67	17	17	0	0	0	11	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	14	1	1	71	0	21	7	0	0	13	0	0	0	
<b>TOTAL GIBRALTAR</b>					<b>106</b>	<b>6</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>22</b>	<b>22</b>	
GLASGOW																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	106	0	2	81	8	6	5	1	0	12	82	59	57	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	105	2	3	82	9	5	5	0	0	14	78	17	58	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	26	0	0	92	4	0	4	0	0	7	92	5	26	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	25	0	1	84	16	0	0	0	0	5	68	7	25	
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	70	19	10	1	0	0	12	72	11	237	
	HEATHROW	BMI BRITISH MIDLAND	S	D	236	0	0	80	13	7	0	0	0	7	85	5	231	
	MANCHESTER	BMI REGIONAL	S	A	67	0	3	48	34	18	0	0	0	19	62	15	39	
	MANCHESTER	BMI REGIONAL	S	D	64	0	6	88	6	5	0	2	0	8	89	3	63	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	137	0	1	74	14	10	1	1	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	137	0	1	84	9	4	2	0	0	6	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	215	0	7	88	6	3	3	0	0	5	93	2	219	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	219	0	7	89	5	3	2	0	0	7	92	3	200	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	322	1	6	68	21	9	2	0	0	13	75	10	325	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	324	0	0	79	14	5	2	0	0	8	85	5	325	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	118	2	0	68	18	8	6	1	0	16	81	9	119	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	118	0	0	83	8	5	3	1	0	10	86	3	118	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	56	0	0	93	4	2	2	0	0	1	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	D	56	0	0	80	11	5	4	0	0	10	0	0	0
	STANSTED	KLM UK LTD	S	A	133	0	1	92	4	2	2	2	0	-1	87	2	106
	STANSTED	KLM UK LTD	S	D	112	0	1	78	9	6	6	1	0	14	74	11	97
<b>TOTAL GLASGOW</b>					<b>2814</b>	<b>13</b>	<b>43</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>8</b>
GOTEBORG	HEATHROW	BMI BRITISH MIDLAND	S	A	4	0	1	75	0	25	0	0	0	16	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	4	0	1	100	0	0	0	0	0	-5	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	60	23	17	0	0	0	14	80	13	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	77	10	10	3	0	0	12	93	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	70	25	2	2	2	0	14	80	3	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	13	5	0	0	0	6	95	0	60
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	7	0	0	100	0	0	0	0	0	-10	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	7	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	SAS	S	A	63	0	1	75	16	8	2	0	0	8	82	5	65
	HEATHROW	SAS	S	D	64	0	0	89	6	3	0	2	0	6	92	2	65
<b>TOTAL GOTEBORG</b>					<b>329</b>	<b>4</b>	<b>3</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>7</b>
GRAND CAYMAN	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	13	13	0	0	7	25	75	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	40	0	0	20	0	50	25	130	4
<b>TOTAL GRAND CAYMAN</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>93</b>	<b>93</b>
GRAZ	STANSTED	AUSTRIAN AIR TRANSPORT	C	D	8	0	0	88	0	13	0	0	0	4	0	0	0
<b>TOTAL GRAZ</b>					<b>10</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>52</b>	<b>52</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	0	13	13	0	29	56	0	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	50	13	25	13	0	0	28	38	38	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	86	50	17	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
GRENADA																		
<b>TOTAL GRENADA</b>					20	0	0	55	5	15	20	5	0	40	40	20	20	
GRONINGEN																		
GUERNSEY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	0	0	79	7	7	7	0	0	14	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	13	0	0	85	15	0	0	0	0	6	100	-6	5	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	13	0	0	85	8	8	0	0	0	7	100	0	5	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	37	0	0	92	3	3	0	3	0	6	83	3	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	37	0	0	76	16	3	0	5	0	21	92	3	72	
	GATWICK	CITY FLYER EXPRESS	C	A	4	0	3	100	0	0	0	0	0	-15	100	-8	5	
	GATWICK	CITY FLYER EXPRESS	S	A	86	0	0	79	17	1	2	0	0	6	88	5	83	
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	3	75	0	25	0	0	0	14	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	86	0	0	64	14	20	2	0	0	15	82	8	88	
	MANCHESTER	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	-7	100	-15	5	
	MANCHESTER	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	-7	100	-7	5	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	13	0	0	54	38	8	0	0	0	14	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	22	0	0	64	18	14	5	0	0	13	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	39	0	0	92	3	3	3	0	0	4	98	-1	40	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	42	0	0	81	12	2	5	0	0	12	98	5	41	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	116	0	0	84	7	7	2	1	0	6	88	5	115	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	116	0	0	85	10	2	3	0	0	7	91	4	116	
	HEATHROW	KLM UK LTD	S	A	118	0	2	92	5	3	1	0	0	-2	89	7	119	
	HEATHROW	KLM UK LTD	S	D	118	0	2	92	3	5	0	0	0	-1	90	8	119	
	STANSTED	KLM UK LTD	S	A	33	0	1	88	0	9	3	0	0	3	82	3	34	
	STANSTED	KLM UK LTD	S	D	55	0	1	58	24	9	7	2	0	20	61	14	33	
<b>TOTAL GUERNSEY</b>					<b>974</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>5</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
HALIFAX INT	HEATHROW	AIR CANADA	S	A	30	0	0	57	20	10	13	0	0	21	43	21	30
	HEATHROW	AIR CANADA	S	D	30	0	0	73	17	7	3	0	0	12	73	9	30
<b>TOTAL HALIFAX INT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>15</b>	<b>15</b>
HALMSTAD																	
HAMBURG	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	22	0	0	95	5	0	0	0	0	4	62	17	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	66	27	7	0	0	0	8	78	9	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	78	20	2	0	0	0	7	87	6	89
	GATWICK	DEUTSCHE BA	S	A	68	0	0	84	7	3	6	0	0	3	90	1	51
	GATWICK	DEUTSCHE BA	S	D	68	0	0	90	7	1	1	0	0	5	82	7	51
	STANSTED	GILL AIRWAYS	S	A	34	0	0	71	18	12	0	0	0	9	0	0	0
	STANSTED	GILL AIRWAYS	S	D	34	0	0	82	15	0	3	0	0	6	0	0	0
	STANSTED	KLM UK LTD	S	A	14	0	0	100	0	0	0	0	0	-15	76	10	50
	STANSTED	KLM UK LTD	S	D	14	0	0	100	0	0	0	0	0	2	64	16	50
	HEATHROW	LUFTHANSA	S	A	89	0	1	62	25	11	2	0	0	12	82	2	90
	HEATHROW	LUFTHANSA	S	D	90	0	1	86	7	4	2	1	0	6	97	-5	90
	MANCHESTER	LUFTHANSA CITY LINE	S	A	26	0	0	73	12	15	0	0	0	9	88	1	26
	MANCHESTER	LUFTHANSA CITY LINE	S	D	26	0	0	54	27	15	4	0	0	20	85	8	26
<b>TOTAL HAMBURG</b>					<b>664</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>6</b>	<b>6</b>
HANOVER	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	22	0	0	86	9	5	0	0	0	8	76	6	21
	GLASGOW	BRITISH AIRWAYS PLC	S	D	22	0	0	95	5	0	0	0	0	2	87	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	74	18	9	0	0	0	12	94	0	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	94	3	3	0	0	0	4	97	0	34
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	67	7	10	13	3	0	24	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	57	27	17	0	0	0	15	0	0	0
	HEATHROW	LUFTHANSA	S	A	60	0	0	75	18	7	0	0	0	10	83	6	60
	HEATHROW	LUFTHANSA	S	D	60	0	0	80	17	3	0	0	0	6	92	2	60
<b>TOTAL HANOVER</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>5</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	23	0	0	52	30	13	0	4	0	22	47	23	17	
	GATWICK	AIR ZIMBABWE	S	D	23	0	1	61	22	13	4	0	0	19	82	6	17	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	4	75	13	13	0	0	0	8	100	-7	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	3	75	0	0	25	0	0	24	50	20	4	
<b>TOTAL HARARE</b>					<b>58</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>13</b>	<b>13</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	D	4	0	0	50	50	0	0	0	0	17	100	-6	3	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	18	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	20	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	2	2	0	100	0	0	0	0	22	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>20</b>	<b>6</b>	<b>4</b>	<b>50</b>	<b>35</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>102</b>	<b>102</b>	
HAUGESUND																		
HAVANA																		
	GATWICK	CUBANA	S	A	13	0	0	62	23	8	8	0	0	17	0	0	0	
	GATWICK	CUBANA	S	D	13	0	0	46	38	8	0	8	0	31	0	0	0	
	STANSTED	CUBANA	S	A	4	0	0	100	0	0	0	0	0	-9	75	22	4	
	STANSTED	CUBANA	S	D	4	0	0	50	25	25	0	0	0	19	25	68	4	
<b>TOTAL HAVANA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>45</b>	<b>45</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	248	0	1	82	13	5	0	0	0	6	81	8	243	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	246	1	3	73	20	6	1	0	0	12	79	12	244	
	GLASGOW	BMI BRITISH MIDLAND	S	A	236	0	0	70	18	11	0	0	0	11	75	11	235	
	GLASGOW	BMI BRITISH MIDLAND	S	D	236	0	0	80	12	8	0	0	0	9	88	7	237	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	323	0	1	75	20	4	1	0	0	9	82	7	321	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	323	0	0	62	24	12	2	0	0	17	69	14	320	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	324	0	0	71	19	8	2	0	0	13	74	11	325	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	323	0	5	77	15	6	2	0	0	10	84	7	325	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	297	0	0	68	21	9	2	0	0	14	82	9	294	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								SEPT 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)											
HEATHROW																	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	1	0	100	0	0	0	0	24	0	37	3
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	297	1	1	80	11	7	1	0	9	87	7	293	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	163	0	1	80	13	6	2	0	9	81	9	162	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	163	0	1	91	4	3	1	0	4	96	-2	162	
<b>TOTAL HEATHROW</b>					<b>3183</b>	<b>2</b>	<b>19</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>9</b>	
HELSINGBORG-ANGELHOLM																	
HELSINKI																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	80	10	7	3	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	70	13	13	3	0	19	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	67	20	10	3	0	11	80	-1	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	8	12	2	0	9	83	9	60	
	GATWICK	FINNAIR	S	A	5	0	0	60	40	0	0	0	11	89	1	35	
	GATWICK	FINNAIR	S	D	4	0	0	100	0	0	0	0	7	47	23	30	
	HEATHROW	FINNAIR	S	A	90	0	0	52	31	14	2	0	16	81	3	91	
	HEATHROW	FINNAIR	S	D	90	0	0	76	18	6	0	0	13	82	6	90	
	MANCHESTER	FINNAIR	S	A	30	0	0	97	3	0	0	0	-2	90	-1	30	
	MANCHESTER	FINNAIR	S	D	30	0	0	97	3	0	0	0	1	90	4	30	
	STANSTED	FINNAIR	C	A	16	0	0	88	6	6	0	0	-1	0	0	0	
	STANSTED	FINNAIR	C	D	16	0	0	50	31	19	0	0	17	0	0	0	
<b>TOTAL HELSINKI</b>					<b>461</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>4</b>	<b>4</b>	
HERAKLION																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	2	75	-13	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	0	20	0	35	75	11	4	
	GATWICK	AIR 2000	C	A	13	0	0	46	15	15	23	0	41	46	21	13	
	GATWICK	AIR 2000	C	D	14	0	0	29	21	21	21	7	56	83	8	12	
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	0	20	20	65	50	22	4	
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	0	0	20	48	50	29	4	
	MANCHESTER	AIR 2000	C	A	13	0	0	38	8	23	31	0	37	44	26	9	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
HERAKLION	MANCHESTER	AIR 2000	C	D	14	0	0	50	7	21	21	0	0	35	50	30	8
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-3	100	-19	4
	NEWCASTLE	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	16	100	-9	4
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	1	25	25	0	50	0	0	47	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	20	0	40	40	0	0	53	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	9	0	0	67	11	11	0	11	0	37	0	107	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	78	11	0	0	11	0	33	25	102	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	40	0	0	0	30	20	32	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	21	60	23	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	56	22	11	0	0	29	50	62	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	23	78	50	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	0	0	33	167	100	10	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	0	0	0	33	145	100	5	1
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	15	50	23	2
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-10	67	14	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	0	11	0	0	15	56	11	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	1	0	78	11	11	0	0	0	8	100	3	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	48	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	32	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	75	2	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	75	8	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	46	8	15	15	15	0	62	8	157	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	15	23	31	15	15	0	78	38	136	13
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	20	20	0	60	0	0	74	100	8	4
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	40	0	60	0	0	83	25	19	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-7	75	17	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	12	75	18	4
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	83	0	0	17	0	0	6	0	101	4
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	83	17	0	0	0	0	8	25	71	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-16	38	64	13

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
HERAKLION	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-3	58	60	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	27	0	68	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	25	61	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	13	25	13	0	58	75	-10	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	11	11	11	0	53	75	-2	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	0	25	146	100	-10	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	1	25	0	25	50	0	0	75	100	6	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	7	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	16	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	1	100	0	0	0	0	0	-21	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	12	0	0	0
	NEWCASTLE	TRANSAER	C	A	4	0	0	25	50	25	0	0	0	23	0	0	0
	NEWCASTLE	TRANSAER	C	D	4	0	0	50	25	25	0	0	0	24	0	0	0
<b>TOTAL HERAKLION</b>					<b>314</b>	<b>2</b>	<b>3</b>	<b>53</b>	<b>17</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>51</b>	<b>54</b>	<b>54</b>
HOLGUIN (FRANK PAIS)	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	100	0	0	88	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</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>88</b>	<b>50</b>	<b>17</b>	<b>17</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	1	0	100	0	0	0	0	0	-12	90	-8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	74	15	12	0	0	0	11	97	2	30
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	50	1	1	94	2	2	0	0	2	6	73	3	48
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	51	0	0	82	16	2	0	0	0	7	92	2	48
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	30	0	0	87	10	3	0	0	0	-4	63	14	30
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	0	0	73	20	7	0	0	0	8	87	16	30
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	90	10	0	0	0	0	-1	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	53	37	3	3	3	0	23	33	30	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	3	3	3	0	0	-14	93	11	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
HONG KONG (CHEP LAP KOK)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	13	13	0	0	0	13	83	8	29
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>348</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>8</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	57	17	3	17	7	0	34	48	41	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	17	13	20	3	0	41	45	29	29
	GATWICK	CONTINENTAL AIRLINES	S	A	56	0	0	66	14	11	5	4	0	19	71	11	48
	GATWICK	CONTINENTAL AIRLINES	S	D	55	0	0	71	13	13	2	2	0	20	83	11	47
<b>TOTAL HOUSTON</b>					<b>171</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>21</b>	<b>21</b>
HURGHADA	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	23	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0
<b>TOTAL HURGHADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>34</b>	<b>34</b>

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
IBIZA	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	11	80	7	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	5	25	32	4	
	GATWICK	AIR 2000	C	A	16	0	0	63	13	0	13	13	0	36	35	35	17	
	GATWICK	AIR 2000	C	D	16	0	0	69	6	0	13	13	0	40	44	26	16	
	GLASGOW	AIR 2000	C	A	8	0	0	50	13	0	25	13	0	48	70	1	10	
	GLASGOW	AIR 2000	C	D	8	0	0	38	13	13	38	0	0	56	13	40	8	
	LUTON	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	0	80	2	5	
	LUTON	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7	100	7	5	
	MANCHESTER	AIR 2000	C	A	12	0	0	75	0	0	17	8	0	34	52	47	21	
	MANCHESTER	AIR 2000	C	D	12	0	0	58	8	8	17	8	0	42	55	24	20	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-1	40	36	10	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	6	67	30	9	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	0	40	0	40	20	0	100	75	14	4	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	0	40	0	40	20	0	108	50	18	4	
	MANCHESTER	AIR EUROPA	C	A	4	0	0	0	25	25	50	0	0	59	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	4	0	0	25	25	0	50	0	0	48	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	38	13	13	25	13	0	57	0	152	6	
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	75	0	25	0	0	0	13	43	56	7	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	88	0	0	13	0	0	20	38	83	13	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	75	13	0	13	0	0	21	33	50	12	
	MANCHESTER	AVIACO	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0	
	MANCHESTER	AVIACO	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	12	0	0	92	8	0	0	0	0	4	69	11	13	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	12	0	0	100	0	0	0	0	0	4	85	9	13	
	GATWICK	BRITANNIA AIRWAYS	C	A	29	0	0	55	21	10	14	0	0	20	53	32	38	
	GATWICK	BRITANNIA AIRWAYS	C	D	28	0	1	82	4	4	11	0	0	10	73	15	40	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	25	0	0	0	6	100	-3	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	1	89	2	9	
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	62	31	8	0	0	0	12	67	18	18	
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	85	15	0	0	0	0	5	88	-78	17	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
IBIZA	MANCHESTER	BRITANNIA AIRWAYS	C	A	30	0	0	77	10	7	7	0	0	10	59	16	39	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	30	0	0	80	13	0	7	0	0	10	54	17	39	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	69	8	23	0	0	0	9	79	69	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	92	8	0	0	0	0	0	92	2	13	
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-1	100	5	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	63	13	8	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	-4	100	-5	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	19	1	2	58	16	0	5	16	5	67	25	109	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	19	0	0	58	11	11	11	5	5	50	43	64	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-21	67	7	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	44	31	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	210	50	65	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	50	0	0	0	38	67	11	3	
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	50	50	0	0	0	0	9	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	50	0	0	0	50	0	97	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	13	0	0	15	15	15	31	23	0	86	11	62	9	
	GATWICK	LEISURE INTERNATIONAL	C	D	12	0	0	17	25	8	42	8	0	77	33	43	9	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	-11	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	62	8	15	15	0	0	32	30	39	10	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	1	0	67	17	8	8	0	0	24	22	27	9	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	53	20	13	7	7	0	27	25	119	16	
	GATWICK	MONARCH AIRLINES	C	D	14	0	1	57	14	0	21	7	0	36	50	46	14	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	-4	80	-1	5	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	80	4	5	
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	68	5	11	16	0	0	18	45	31	20	
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	63	5	16	16	0	0	25	56	36	18	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-7	100	-4	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	80	11	5	



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
IBIZA	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	7	7	29	7	7	122	44	47	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	1	0	58	17	8	17	0	0	22	44	56	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	0	20	0	46	20	44	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	15	0	49	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	44	11	6	28	11	0	67	33	51	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	1	0	56	13	6	19	6	0	46	11	68	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	60	0	0	78	60	14	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	81	20	23	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	0	0	25	0	0	28	100	1	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	23	100	4	4	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	A	4	0	0	25	0	25	25	0	25	188	0	0	0	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	D	4	0	0	50	0	0	25	0	25	183	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	47	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	-2	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	0	6	13	0	0	3	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	1	0	75	6	13	6	0	0	10	0	0	0	
<b>TOTAL IBIZA</b>					<b>729</b>	<b>7</b>	<b>4</b>	<b>65</b>	<b>12</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>53</b>	<b>41</b>	<b>41</b>	
INNSBRUCK	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	16	25	35	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	0	27	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	KLM UK LTD	C	A	2	0	0	50	50	0	0	0	0	8	100	-12	1	
	EDINBURGH	KLM UK LTD	C	D	2	0	0	50	50	0	0	0	0	13	100	4	1	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	0	11	38	31	8	
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	100	0	0	0	0	0	6	75	18	8	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	4	75	13	8	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	11	43	27	7	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
INNSBRUCK																	
<b>TOTAL INNSBRUCK</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>23</b>	<b>23</b>
INVERNESS																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	30	0	0	83	7	7	3	0	0	10	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	30	0	0	77	13	7	3	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	83	14	2	0	0	0	8	63	16	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	82	13	3	1	0	0	8	89	5	90
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	22	0	0	77	9	0	14	0	0	15	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	22	0	0	68	18	9	5	0	0	16	0	0	0
	STANSTED	KLM UK LTD	S	A	26	0	0	96	4	0	0	0	0	-3	0	0	0
	STANSTED	KLM UK LTD	S	D	26	0	0	50	19	15	15	0	0	28	0	0	0
<b>TOTAL INVERNESS</b>					<b>340</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>9</b>
ISLAMABAD																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	8	8	31	0	15	250	63	52	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	1	0	75	0	17	8	0	0	17	67	11	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	46	15	8	15	0	15	220	63	38	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	15	31	0	31	15	8	159	22	32	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	44	11	22	0	0	44	17	87	12
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	33	33	22	11	0	0	30	25	27	8
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	0	22	56	11	11	0	77	0	56	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	13	25	50	13	0	0	52	0	70	9
<b>TOTAL ISLAMABAD</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>21</b>	<b>19</b>	<b>19</b>	<b>3</b>	<b>6</b>	<b>118</b>	<b>31</b>	<b>49</b>	<b>49</b>
ISLAY																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	49	0	0	71	14	6	8	0	0	15	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	49	0	0	78	10	6	6	0	0	15	0	0	0
<b>TOTAL ISLAY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>97</b>	<b>-1</b>	<b>-1</b>
ISLE OF MAN																	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	94	4	0	2	0	0	-1	96	1	52
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	88	6	2	4	0	0	7	94	4	52

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			CHARTER/ SCHED	ARR/ DEP	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Matched	Plan (8)												
ISLE OF MAN																		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	30	0	0	77	10	10	3	0	0	11	97	-1	30	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	30	0	0	73	17	3	7	0	0	11	97	-1	30	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	82	0	0	87	9	5	0	0	0	6	93	2	81	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	82	0	0	90	10	0	0	0	0	1	98	-2	81	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	29	0	0	97	3	0	0	0	0	0	96	-1	27	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	29	0	0	79	7	14	0	0	0	8	85	4	27	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	86	0	0	93	3	1	2	0	0	5	92	4	84	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	86	0	0	92	2	3	2	0	0	1	93	-2	85	
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	S	A	4	0	0	100	0	0	0	0	0	-15	100	-11	4	
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	S	D	4	0	0	100	0	0	0	0	0	-5	100	-5	4	
<b>TOTAL ISLE OF MAN</b>					<b>566</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>94</b>	<b>1</b>	<b>1</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	13	20	43	23	0	0	44	42	36	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	62	17	17	5	0	0	17	62	19	60	
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	13	0	0	8	15	46	31	0	0	49	0	47	4	
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	9	0	3	0	22	22	56	0	0	65	0	35	4	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	12	0	0	0	17	42	42	0	0	67	14	50	14	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	12	0	0	8	17	42	33	0	0	61	21	42	14	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	5	0	0	0	20	0	80	0	0	67	17	46	6	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	20	20	60	0	0	68	0	82	7	
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	11	0	0	27	0	27	45	0	0	61	33	52	15	
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	6	0	4	0	33	33	33	0	0	65	0	98	7	
	GATWICK	ONUR AIR	C	A	8	0	0	13	38	38	13	0	0	36	0	68	9	
	GATWICK	ONUR AIR	C	D	7	0	1	0	43	43	14	0	0	37	0	86	9	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	68	0	0	46	25	25	4	0	0	24	27	28	60	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	68	0	0	66	21	9	4	0	0	17	48	23	60	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	13	0	0	69	15	15	0	0	0	12	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
ISTANBUL	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	13	0	0	38	38	23	0	0	0	20	0	0	0	
<b>TOTAL ISTANBUL</b>					<b>370</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>21</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>37</b>	<b>37</b>	
IZMIR (ADNAM MENDERES)	BIRMINGHAM	AIR 2000	C	A	10	0	0	40	30	20	0	10	0	42	70	9	10	
	BIRMINGHAM	AIR 2000	C	D	10	0	0	80	10	0	0	10	0	37	80	15	10	
	GATWICK	AIR 2000	C	A	14	0	0	57	21	7	14	0	0	19	9	67	11	
	GATWICK	AIR 2000	C	D	14	0	0	64	14	7	14	0	0	20	43	34	14	
	GLASGOW	AIR 2000	C	A	5	0	0	20	40	20	20	0	0	50	75	12	4	
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	38	80	11	5	
	MANCHESTER	AIR 2000	C	A	14	0	0	21	7	7	64	0	0	76	62	13	13	
	MANCHESTER	AIR 2000	C	D	14	0	0	29	0	7	64	0	0	66	64	9	14	
	NEWCASTLE	AIR 2000	C	A	5	0	0	20	0	40	40	0	0	57	80	5	5	
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	0	40	40	0	0	53	80	0	5	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	20	0	40	0	40	0	104	0	341	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	20	60	0	20	0	0	42	0	163	3	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	9	0	0	11	33	22	33	0	0	58	0	90	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	33	33	0	22	0	11	128	0	87	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	17	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	6	0	8	83	0	17	0	0	0	6	80	13	5	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	6	1	8	50	50	0	0	0	0	13	20	60	5	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	79	7	14	0	0	0	7	0	52	8	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	71	21	7	0	0	0	11	30	28	10	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	0	20	43	69	14	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	0	60	40	0	0	54	29	59	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	1	0	42	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	24	60	12	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	60	0	0	0	0	14	0	119	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	25	98	4	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
IZMIR (ADNAM MENDERES)	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	0	11	11	22	0	81	75	25	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	0	11	11	22	0	93	67	34	9
	GATWICK	ONUR AIR	C	A	4	0	0	25	50	25	0	0	0	22	0	44	4
	GATWICK	ONUR AIR	C	D	4	0	0	0	75	25	0	0	0	27	0	33	4
	GLASGOW	ONUR AIR	C	A	4	0	0	0	25	75	0	0	0	40	0	0	0
	GLASGOW	ONUR AIR	C	D	4	0	0	0	25	50	25	0	0	47	0	0	0
	MANCHESTER	ONUR AIR	C	A	4	0	0	25	25	50	0	0	0	28	25	31	4
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	50	25	25	0	0	49	0	24	4
	NEWCASTLE	ONUR AIR	C	A	4	0	0	50	50	0	0	0	0	12	0	48	4
	NEWCASTLE	ONUR AIR	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0
	GATWICK	PEGASUS AIRLINES	C	A	9	0	0	89	11	0	0	0	0	-5	0	0	0
	GATWICK	PEGASUS AIRLINES	C	D	8	0	1	88	13	0	0	0	0	6	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	D	4	0	0	75	0	0	25	0	0	20	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	6	0	0	83	0	17	0	0	0	-3	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	6	0	0	67	17	17	0	0	0	11	0	0	0
	NEWCASTLE	PEGASUS AIRLINES	C	A	4	0	0	75	0	25	0	0	0	-6	100	-30	5
	NEWCASTLE	PEGASUS AIRLINES	C	D	4	0	0	75	0	25	0	0	0	0	80	12	5
	EDINBURGH	SUNWAYS	C	A	4	0	0	75	25	0	0	0	0	8	75	0	4
	EDINBURGH	SUNWAYS	C	D	4	0	0	25	75	0	0	0	0	18	67	20	3
	GATWICK	SUNWAYS	C	A	5	0	0	60	40	0	0	0	0	15	40	15	5
	GATWICK	SUNWAYS	C	D	5	0	0	100	0	0	0	0	0	3	0	20	5
	GLASGOW	SUNWAYS	C	A	3	1	1	67	0	0	33	0	0	-5	50	53	4
	GLASGOW	SUNWAYS	C	D	4	0	0	0	0	25	50	25	0	99	75	48	4
	MANCHESTER	SUNWAYS	C	A	5	1	0	80	0	20	0	0	0	17	56	28	9
	MANCHESTER	SUNWAYS	C	D	5	0	0	20	40	40	0	0	0	27	0	63	9
	NEWCASTLE	SUNWAYS	C	A	4	0	0	50	0	25	0	25	0	56	100	-12	4
	NEWCASTLE	SUNWAYS	C	D	4	0	0	25	0	50	25	0	0	58	50	34	4
	STANSTED	SUNWAYS	C	A	4	0	0	75	25	0	0	0	0	-21	100	-10	4
	STANSTED	SUNWAYS	C	D	4	0	0	75	25	0	0	0	0	4	75	9	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)		GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	75	0	0	0	0	17	0	0	0
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	56	0	0	0	0	14	0	0	0
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	2	0	0	0
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	8	0	1	63	13	25	0	0	0	16	44	24	9
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	8	0	1	13	50	13	25	0	0	36	0	77	8
		MANCHESTER	TOP AIR HAVACILIK SANAYI	C	A	3	0	0	33	67	0	0	0	0	18	0	0	0
		MANCHESTER	TOP AIR HAVACILIK SANAYI	C	D	3	0	0	0	67	33	0	0	0	30	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>						<b>398</b>	<b>4</b>	<b>20</b>	<b>52</b>	<b>21</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>48</b>	<b>48</b>

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
JAKARTA (SOEKARNO-HATT)	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	1	0	30	20	30	15	5	0	37	81	14	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	18	5	0	0	13	83	15	18		
	GATWICK	GARUDA INDONESIA	S	A	4	0	0	100	0	0	0	0	6	0	0	0		
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>46</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>14</b>	<b>14</b>	
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	2	94	0	0	6	0	0	100	-8	18		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	2	82	6	6	6	0	14	72	11	18		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	78	11	0	11	0	17	50	16	16		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	17	2	0	41	29	18	12	0	30	15	27	20		
<b>TOTAL JEDDAH</b>					<b>69</b>	<b>2</b>	<b>4</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>12</b>	<b>12</b>		
JEREZ	GATWICK	AVIACO	S	A	13	0	0	100	0	0	0	0	-11	0	0	0		
	GATWICK	AVIACO	S	D	13	0	0	100	0	0	0	0	-3	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	92	0	8	0	0	1	67	11	9		
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	5	67	12	9		
<b>TOTAL JEREZ</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>70</b>	<b>11</b>	<b>11</b>		
JERSEY	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	C	A	2	0	2	100	0	0	0	0	8	0	0	0		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	42	0	7	62	10	17	2	10	33	79	12	48		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	45	1	5	58	4	22	2	13	43	75	12	48		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	4	0	0	0	75	25	0	0	27	25	25	4		
	EDINBURGH	BMI BRITISH MIDLAND	S	D	4	0	0	0	50	50	0	0	36	0	40	4		
	GLASGOW	BMI BRITISH MIDLAND	S	A	19	0	0	42	37	21	0	0	21	55	22	22		
	GLASGOW	BMI BRITISH MIDLAND	S	D	19	0	0	68	21	5	5	0	15	73	15	22		
	LUTON	BMI BRITISH MIDLAND	S	A	12	0	2	33	8	25	25	8	62	67	9	18		
	LUTON	BMI BRITISH MIDLAND	S	D	12	0	2	33	8	17	17	25	77	44	15	18		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	7	0	0	14	57	14	14	0	34	0	0	0		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	3	0	0	0		

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
JERSEY																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	15	100	6	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	6	100	1	4		
	GLASGOW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	6	33	13	3		
	GLASGOW	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	4	100	-2	3		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	67	23	7	4	0	14	71	13	120		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	80	13	4	3	0	10	89	6	120		
	LUTON	BRITISH AIRWAYS PLC	C	A	4	0	0	0	0	100	0	0	51	0	0	0		
	LUTON	BRITISH AIRWAYS PLC	C	D	4	0	0	0	0	100	0	0	46	0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	16	0	0	44	38	13	6	0	18	81	10	16		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	16	0	0	81	13	6	0	0	5	88	6	16		
	NEWCASTLE	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	2	100	2	4		
	NEWCASTLE	BRITISH AIRWAYS PLC	C	D	4	0	0	50	0	50	0	0	11	100	1	4		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	A	3	1	0	67	33	0	0	0	5	33	25	3		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	75	25	0	0	0	-1	100	-1	5		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	D	4	0	1	100	0	0	0	0	7	100	8	3		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	3	0	0	100	0	0	0	0	8	80	-8	5		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	C	A	3	0	0	0	67	33	0	0	23	25	26	4		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	4	80	17	5		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	76	0	1	68	17	5	7	1	21	82	8	92		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	76	0	1	86	8	1	5	0	5	82	5	50		
	GATWICK	CITY FLYER EXPRESS	S	A	153	1	0	52	22	12	14	0	23	70	14	141		
	GATWICK	CITY FLYER EXPRESS	S	D	152	2	0	68	13	11	9	0	18	81	10	141		
	NEWCASTLE	CITY FLYER EXPRESS	S	A	8	0	0	25	13	13	50	0	48	75	24	4		
	NEWCASTLE	CITY FLYER EXPRESS	S	D	14	0	0	86	7	7	0	0	8	100	8	4		
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	20	50	14	4		
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	21	100	6	5		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	7	0	1	57	14	14	0	14	56	0	34	3		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	7	0	1	57	14	14	0	14	64	33	19	3		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	50	0	0	70	10	14	6	0	13	84	1	45		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	47	0	0	77	13	9	2	0	13	91	9	46		



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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
JERSEY																		
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	132	0	0	68	15	11	6	0	0	15	67	16	133	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	132	0	0	76	13	5	6	0	0	13	80	12	133	
	NEWCASTLE	KLM UK LTD	C	A	4	0	0	0	0	75	25	0	0	51	75	43	4	
	NEWCASTLE	KLM UK LTD	C	D	4	0	0	0	0	75	25	0	0	52	75	31	4	
	STANSTED	KLM UK LTD	S	A	88	0	0	73	15	9	3	0	0	10	76	7	41	
	STANSTED	KLM UK LTD	S	D	88	0	0	61	18	14	7	0	0	20	68	15	41	
<b>TOTAL JERSEY</b>					<b>1543</b>	<b>5</b>	<b>26</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>12</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	27	7	0	0	0	13	73	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	7	3	0	0	15	97	0	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	38	0	1	32	29	32	5	0	3	48	39	26	28	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	32	0	1	78	13	0	9	0	0	13	72	15	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	50	40	10	0	0	0	16	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	97	3	0	0	0	0	0	0	0	0	
<b>TOTAL JOHANNESBURG</b>					<b>190</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>69</b>	<b>13</b>	<b>13</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
KALAMATA																		
	GATWICK	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	58	0	53	5	
	GATWICK	AIR 2000	C	D	4	0	0	0	0	75	25	0	0	53	20	42	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	0	25	0	25	25	0	25	163	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	0	25	25	0	96	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	25	25	25	0	122	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	25	25	0	25	150	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	75	0	0	0	0	23	20	70	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	20	48	5	
<b>TOTAL KALAMATA</b>					<b>32</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>19</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>84</b>	<b>25</b>	<b>48</b>	<b>48</b>	
KANO																		
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	0	0	38	50	13	0	0	0	19	44	17	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	0	0	63	25	0	0	13	0	48	38	34	13	
<b>TOTAL KARACHI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>41</b>	<b>27</b>	<b>27</b>	
KARLSRUHE/BADEN BADEN																		
<b>TOTAL KARLSRUHE/BADEN BADEN</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>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KARUP																		
KATHMANDU																		
	GATWICK	ROYAL NEPAL AIRLINES	S	A	8	0	0	0	0	100	0	0	0	38	44	23	9	
	GATWICK	ROYAL NEPAL AIRLINES	S	D	8	0	0	25	25	50	0	0	0	29	67	14	9	
<b>TOTAL KATHMANDU</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>18</b>	<b>18</b>	
KAVALLA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	60	21	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11	80	13	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	10	60	12	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	19	100	2	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	31	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	12	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-19	75	9	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
KAVALLA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	80	0	0	0	0	19	50	35	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	60	0	20	0	0	43	75	10	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	0	20	0	0	44	75	16	4	
<b>TOTAL KAVALLA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>28</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>13</b>	<b>13</b>	
KEFALLINIA																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	18	60	8	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	32	60	24	5	
	GATWICK	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	16	60	61	5	
	GATWICK	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	29	40	68	5	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	29	40	40	5	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	42	60	33	5	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	25	25	25	25	0	0	51	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	35	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	0	25	0	67	75	11	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	64	75	7	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	33	50	26	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	75	12	8	
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	1	67	0	0	33	0	0	20	75	16	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	100	5	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	15	75	24	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	75	24	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	28	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	20	76	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	25	0	0	0	13	0	164	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	0	0	142	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	80	20	0	0	0	26	0	162	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	12	0	194	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-19	25	28	4	

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Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
KEFALLINIA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	40	0	0	0	26	25	59	4
<b>TOTAL KEFALLINIA</b>					<b>107</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>66</b>	<b>66</b>
KEFLAVIK	GATWICK	AIR ATLANTA ICELANDIC	C	A	4	0	0	75	0	25	0	0	13	100	5	4	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	50	50	0	60	25	20	4	
	GLASGOW	ICELANDAIR	S	A	21	2	1	57	24	14	0	5	20	100	-2	13	
	GLASGOW	ICELANDAIR	S	D	21	1	1	76	19	5	0	0	3	100	2	13	
	HEATHROW	ICELANDAIR	S	A	38	0	0	92	3	0	5	0	2	77	9	30	
	HEATHROW	ICELANDAIR	S	D	38	0	0	79	13	3	3	3	14	83	9	30	
<b>TOTAL KEFLAVIK</b>					<b>126</b>	<b>3</b>	<b>2</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>	
KENT INTERNATIONAL					<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>14</b>	<b>100</b>	<b>-3</b>	<b>-3</b>	
KERRY COUNTY	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	29	0	0	93	7	0	0	0	2	85	5	27	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	28	1	0	96	0	4	0	0	3	89	7	27	
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	83	3	10	3	0	9	0	0	0	
<b>TOTAL KERRY COUNTY</b>					<b>117</b>	<b>3</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>6</b>	
KHARTOUM																	
KIEV (BORISPOL)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	59	14	9	18	0	25	85	-2	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	36	32	9	23	0	34	92	6	13	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	21	0	0	81	19	0	0	0	9	59	12	17	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	21	0	0	62	38	0	0	0	13	59	20	17	
<b>TOTAL KIEV (BORISPOL)</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>9</b>	<b>9</b>	
KILIMANJARO																	

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Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
KILIMANJARO		HEATHROW	ALLIANCE	S	A	5	0	0	0	0	80	20	0	0	52	0	0	0
		HEATHROW	ALLIANCE	S	D	3	1	3	67	33	0	0	0	0	8	0	0	0
<b>TOTAL KILIMANJARO</b>						<b>8</b>	<b>1</b>	<b>3</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
KINGSTON		HEATHROW	AIR JAMAICA	S	A	16	0	0	63	6	13	19	0	0	23	92	-2	12
		HEATHROW	AIR JAMAICA	S	D	16	0	0	50	38	0	13	0	0	20	54	23	13
<b>TOTAL KINGSTON</b>						<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>18</b>	<b>18</b>
KIRKWALL		EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	1	68	28	0	4	0	0	12	0	0	0
		EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	38	35	19	8	0	0	25	0	0	0
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL KIRKWALL</b>						<b>55</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>29</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>7</b>	<b>7</b>
KISHINEV																		
KOS		BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	6	50	11	4
		BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	26	50	19	4
		GATWICK	AIR 2000	C	A	12	0	0	8	42	33	17	0	0	42	25	36	8
		GATWICK	AIR 2000	C	D	12	0	0	67	8	17	8	0	0	19	75	16	8
		MANCHESTER	AIR 2000	C	A	6	0	0	33	17	33	0	17	0	58	63	4	8
		MANCHESTER	AIR 2000	C	D	5	0	1	40	20	40	0	0	0	20	100	0	8
		GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	0	25	0	0	40	0	0	0
		GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	0	2	0	0	0
		MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	1	0	75	25	0	0	0	0	-1	0	0	0
		MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	75	0	0	0	0	20	0	0	0
		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	50	25	2
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	50	18	2
		GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	63	0	0	0	0	10	0	71	4
		GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	7	0	63	4
		LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	29	75	1	4

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																	Actual (7)
KOS	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	46	75	8	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	38	0	0	0	0	7	22	29	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	38	13	0	0	0	11	38	29	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	13	38	13	13	13	147	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	13	0	13	13	13	123	0	0	0
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	0	50	0	0	52	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	53	20	90	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	0	75	0	0	0	34	25	78	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	21	50	8	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	35	50	15	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	25	38	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	25	23	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	0	13	0	0	21	78	39	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	63	0	0	13	0	40	75	42	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-11	89	-16	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	88	10	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	15	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	9	0	0	0
<b>TOTAL KOS</b>					<b>179</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>24</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>50</b>	<b>33</b>	<b>33</b>
KOSICE	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL KOSICE</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRAKOW	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	9	0	0	22	11	44	11	11	0	52	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	9	0	0	56	33	0	11	0	0	29	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	3	50	50	0	0	0	0	12	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	A	21	0	0	62	14	5	19	0	0	18	0	0	0

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					Actual (7)	Plan (8)												
KRAKOW																		
	GATWICK	LOT-POLISH AIRLINES		S D	21	0	0	62	10	29	0	0	0	19	0	0	0	
<b>TOTAL KRAKOW</b>					<b>63</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>16</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR		S A	26	0	0	23	42	31	0	4	0	32	52	20	25	
	GATWICK	MAERSK AIR		S D	26	0	0	58	38	0	4	0	0	13	85	23	26	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>22</b>	<b>22</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S A	60	0	0	38	30	23	7	0	2	34	57	16	60	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S D	60	0	0	62	23	10	3	2	0	20	60	16	60	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>58</b>	<b>16</b>	<b>16</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	83	7	0	10	0	0	-2	96	-1	26	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	70	17	7	3	3	0	23	73	24	26	
	HEATHROW	KUWAIT AIRWAYS		S A	31	1	5	61	16	19	3	0	0	17	63	11	38	
	HEATHROW	KUWAIT AIRWAYS		S D	35	1	7	51	31	11	6	0	0	24	53	21	38	
<b>TOTAL KUWAIT</b>					<b>126</b>	<b>2</b>	<b>12</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>14</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	85	0	8	8	0	0	5	0	0	0
	GATWICK	AVIACO	S	D	13	0	0	92	0	0	8	0	0	7	0	0	0
<b>TOTAL LA CORUNA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>21</b>	<b>21</b>
LAGOS																	
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	0	0	25	13	25	25	13	0	83	38	32	8
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	0	0	25	50	25	0	0	0	21	25	28	8
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	0	50	25	25	0	0	49	0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	0	0	25	50	25	0	0	45	0	0	0
<b>TOTAL LAHORE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>29</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>30</b>	<b>30</b>
LAMETIA-TERME	LUTON	BMI BRITISH MIDLAND	C	A	3	0	0	0	33	33	33	0	0	47	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	0	33	33	0	33	0	0	36	0	0	0
<b>TOTAL LAMETIA-TERME</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>35</b>	<b>35</b>
LARNACA	BIRMINGHAM	AIR 2000	S	A	4	0	0	50	25	25	0	0	0	20	25	33	4
	BIRMINGHAM	AIR 2000	S	D	4	0	0	75	0	25	0	0	0	11	75	16	4
	GATWICK	AIR 2000	S	A	20	0	0	30	15	30	20	5	0	43	24	54	21
	GATWICK	AIR 2000	S	D	20	0	0	45	25	25	0	5	0	27	36	39	22
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	31	75	16	4
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-2	75	9	4
	LUTON	AIR 2000	C	A	4	1	0	25	0	50	25	0	0	50	25	37	4
	LUTON	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	34	0	47	4
	MANCHESTER	AIR 2000	S	A	9	0	0	11	33	22	33	0	0	46	0	69	9
	MANCHESTER	AIR 2000	S	D	8	0	0	25	25	13	38	0	0	38	44	60	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	67	77	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	50	96	6
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	20	100	5	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	18	50	10	2



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
LARNACA	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	7	75	17	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	50	29	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	0	100	-11	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	8	56	9	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	36	75	9	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	27	100	0	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	79	18	3	0	0	0	6	79	13	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	47	41	12	0	0	0	17	44	21	34
	GATWICK	CALEDONIAN AIRWAYS	C	A	18	0	0	17	28	22	22	6	6	118	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	1	53	12	12	18	0	6	103	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	13	44	49	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	22	22	61	9
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	8	0	0	75	0	25	0	0	0	13	13	37	8
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	8	0	0	63	13	25	0	0	0	18	13	51	8
	GATWICK	CYPRUS AIRWAYS	S	A	12	0	0	67	17	17	0	0	0	10	22	40	9
	GATWICK	CYPRUS AIRWAYS	S	D	12	0	0	58	8	33	0	0	0	20	11	50	9
	HEATHROW	CYPRUS AIRWAYS	S	A	53	0	0	53	32	11	4	0	0	18	29	33	49
	HEATHROW	CYPRUS AIRWAYS	S	D	52	0	0	54	31	12	4	0	0	17	31	28	48
	MANCHESTER	CYPRUS AIRWAYS	S	A	8	0	0	75	13	0	13	0	0	9	56	76	9
	MANCHESTER	CYPRUS AIRWAYS	S	D	8	0	0	75	13	0	13	0	0	19	13	109	8
	STANSTED	CYPRUS AIRWAYS	S	A	5	0	0	100	0	0	0	0	0	-6	0	0	0
	STANSTED	CYPRUS AIRWAYS	S	D	5	0	0	40	40	20	0	0	0	22	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	22	0	0	50	14	23	9	5	0	35	38	47	13
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	22	0	0	36	9	36	14	5	0	44	46	49	13
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	14	0	0	57	29	7	7	0	0	14	25	70	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	14	0	0	64	14	14	7	0	0	18	25	73	4
	LUTON	MONARCH AIRLINES	C	A	12	0	0	42	33	17	8	0	0	22	50	36	12
	LUTON	MONARCH AIRLINES	C	D	12	0	0	75	17	0	8	0	0	15	58	36	12

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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																	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	38	25	25	13	0	0	32	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	25	13	13	0	0	23	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	22	25	67	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	25	63	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	20	0	0	39	20	58	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	20	56	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	22	20	25	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	31	40	17	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	32	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	20	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	2	0	0	0
<b>TOTAL LARNACA</b>					<b>576</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>41</b>	<b>41</b>	<b>41</b>
LAS PALMAS																	
	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	0	40	0	0	0	18	100	-7	5
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	26	80	8	5
	GATWICK	AIR 2000	C	A	5	0	0	20	0	60	20	0	0	54	0	60	5
	GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	46	40	33	5
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	0	20	0	20	204	100	-22	5
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	30	80	7	5
	LUTON	AIR 2000	C	A	4	1	0	0	25	50	0	25	0	93	0	0	0
	LUTON	AIR 2000	C	D	4	0	0	0	25	50	0	25	0	98	0	0	0
	MANCHESTER	AIR 2000	C	A	15	0	0	27	27	20	27	0	0	44	62	17	13
	MANCHESTER	AIR 2000	C	D	13	0	0	62	15	0	23	0	0	26	71	11	14
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	36	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	29	0	0	0
	GATWICK	AIR EUROPA	C	A	8	0	0	25	25	25	0	13	13	99	25	34	8
	GATWICK	AIR EUROPA	C	D	8	0	0	25	25	25	0	13	13	104	14	37	7
	NEWCASTLE	AIR EUROPA	C	A	4	0	0	75	0	0	25	0	0	31	20	26	5
	NEWCASTLE	AIR EUROPA	C	D	4	0	0	75	0	0	25	0	0	32	80	22	5

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	25	0	0	75	0	0	76	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	0	50	0	0	57	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	25	25	0	0	29	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	25	0	0	31	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	40	100	0	6	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	86	7	7	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	11	33	33	0	0	45	21	38	14	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	22	44	11	0	0	33	69	16	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	17	100	-3	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	18	100	0	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	50	45	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	75	41	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	16	0	0	56	19	0	13	13	0	62	63	108	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	0	69	0	6	6	13	6	67	89	8	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	26	100	4	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	23	100	-4	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	75	6	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	12	80	13	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	4	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	16	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	42	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	49	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	50	25	0	25	0	0	37	0	0	0	
	GATWICK	FUTURA AIRLINES	C	D	4	1	0	50	25	0	25	0	0	34	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	50	0	0	25	25	0	70	0	62	1	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	25	25	0	25	25	0	75	0	55	1	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	40	40	20	0	0	42	60	85	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	40	40	20	0	0	40	60	79	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	44	33	11	11	0	0	23	33	28	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	50	25	13	13	0	0	20	55	20	11	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	GATWICK	MONARCH AIRLINES	C	A	11	0	0	45	18	27	9	0	0	27	29	41	14
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	0	11	0	0	12	67	29	15
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	0	0	100	0	0	0	38	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	0	25	75	0	0	0	35	0	0	0
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	31	60	18	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	31	80	2	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	22	11	0	0	25	56	14	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	11	11	0	0	16	78	7	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	33	25	8	25	8	0	55	21	44	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	8	17	17	0	0	37	31	27	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	22	11	0	0	0	10	33	101	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	3	78	84	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	0	31	8	8	8	63	15	64	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	54	8	15	8	8	8	66	15	60	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	122	0	73	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	99	25	39	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	67	60	46	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	70	50	70	4
	EDINBURGH	SPANAIR	C	A	4	0	0	25	25	50	0	0	0	26	25	22	4
	EDINBURGH	SPANAIR	C	D	4	0	0	25	25	25	25	0	0	32	0	37	5
	GLASGOW	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	GLASGOW	SPANAIR	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	0	20	0	0	11	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	12	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	30	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	42	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	24	0	0	96	0	4	0	0	0	-7	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	86	0	9	0	5	0	8	0	0	0
	GATWICK	TRANSAER	C	A	4	0	1	100	0	0	0	0	0	-5	0	0	0
	GATWICK	TRANSAER	C	D	5	0	0	40	40	20	0	0	0	22	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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																		
<b>TOTAL LAS PALMAS</b>					<b>513</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>49</b>	<b>40</b>	<b>40</b>	
LAS VEGAS																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	100	0	0	134	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	40	0	0	52	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	75	0	0	115	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	60	40	0	0	69	0	0	0	
<b>TOTAL LAS VEGAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>28</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LE HAVRE																		
LEEDS BRADFORD																		
	GLASGOW	BMI BRITISH MIDLAND	S	A	68	0	2	88	3	1	7	0	0	11	97	-1	65	
	GLASGOW	BMI BRITISH MIDLAND	S	D	68	0	2	87	1	3	9	0	0	11	98	0	65	
	HEATHROW	BMI BRITISH MIDLAND	S	A	137	0	1	69	20	7	3	0	0	14	76	9	137	
	HEATHROW	BMI BRITISH MIDLAND	S	D	133	0	1	80	13	6	1	0	0	9	82	7	137	
	GATWICK	CITY FLYER EXPRESS	S	A	99	0	1	55	24	15	6	0	0	16	42	22	71	
	GATWICK	CITY FLYER EXPRESS	S	D	98	0	2	51	31	12	6	0	0	18	78	12	72	
	EDINBURGH	GILL AIRWAYS	S	A	44	0	0	91	5	2	2	0	0	6	97	-1	67	
	EDINBURGH	GILL AIRWAYS	S	D	44	0	0	89	5	5	2	0	0	8	97	0	67	
<b>TOTAL LEEDS BRADFORD</b>					<b>693</b>	<b>1</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>7</b>	<b>7</b>	
LEIPZIG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	7	0	0	0	4	90	-3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	27	13	3	0	0	19	77	6	30	
	HEATHROW	LUFTHANSA	S	A	42	0	2	69	29	0	2	0	0	12	69	12	26	
	HEATHROW	LUFTHANSA	S	D	26	0	0	92	8	0	0	0	0	5	92	2	25	
<b>TOTAL LEIPZIG</b>					<b>128</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>4</b>	<b>4</b>	
LEMNOS																		
	GATWICK	AIR 2000	C	A	4	0	0	0	50	25	25	0	0	45	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	33	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	25	25	0	25	25	0	73	0	0	0	
<b>TOTAL LEMNOS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>8</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>28</b>	<b>28</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
LIBREVILLE	GATWICK	AIR GABON	S	A	5	0	0	0	20	40	40	0	0	60	0	41	5
	GATWICK	AIR GABON	S	D	4	0	0	25	50	25	0	0	0	30	25	42	4
<b>TOTAL LIBREVILLE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>11</b>	<b>42</b>	<b>42</b>
LILLE	HEATHROW	AIR FRANCE	S	A	22	0	0	32	55	14	0	0	0	21	0	0	0
	HEATHROW	AIR FRANCE	S	D	22	0	0	95	5	0	0	0	0	4	0	0	0
<b>TOTAL LILLE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
LILONGWE	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-1	100	1	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	50	0	0	0	0	12	50	19	4
<b>TOTAL LILONGWE</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>5</b>	<b>75</b>	<b>10</b>	<b>10</b>
LINZ	STANSTED	AUSTRIAN AIR TRANSPORT	C	A	7	0	1	86	0	14	0	0	0	2	0	0	0
<b>TOTAL LINZ</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>28</b>	<b>28</b>
LISBON	GATWICK	AB AIRLINES	S	A	56	0	0	61	32	2	4	2	0	11	0	0	0
	GATWICK	AB AIRLINES	S	D	56	0	0	73	16	9	0	2	0	12	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	89	1	1	81	9	9	1	0	0	9	73	11	90
	HEATHROW	AIR PORTUGAL	S	D	90	0	0	87	6	6	2	0	0	7	84	7	90
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	0	50	25	25	0	0	33	20	17	5
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	25	25	0	25	0	25	192	86	6	7
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	0	25	0	0	32	100	-7	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	0	25	0	0	28	80	4	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	77	10	13	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	90	7	0	3	0	0	6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	94	0	0	77	17	4	1	1	0	10	64	12	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	79	15	5	1	0	0	10	79	10	90
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	1	50	0	0	50	0	0	59	100	6	1

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	PORTUGALIA	S	A	21	0	1	100	0	0	0	0	0	-2	0	0	0	
	MANCHESTER	PORTUGALIA	S	D	21	0	1	86	10	0	0	0	5	20	0	0	0	
<b>TOTAL LISBON</b>					<b>600</b>	<b>1</b>	<b>5</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>14</b>	
LIVERPOOL																		
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	30	0	0	57	27	13	3	0	0	17	70	13	30	
	HEATHROW	ADRIA AIRWAYS	S	D	30	0	0	53	23	20	3	0	0	20	87	8	30	
<b>TOTAL LJUBLJANA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>8</b>	<b>8</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	89	0	2	89	8	1	2	0	0	3	99	-7	69	
	EDINBURGH	KLM UK LTD	S	D	86	0	5	85	9	3	2	0	0	11	94	6	70	
<b>TOTAL LONDON CITY</b>					<b>175</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>0</b>	<b>0</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	97	0	0	3	0	0	-23	53	25	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	90	7	0	3	0	0	7	67	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	78	13	3	6	0	0	3	85	1	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	61	23	11	2	2	0	19	58	18	60	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	3	0	50	0	50	0	0	46	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	2	33	0	33	33	0	0	37	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	17	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	1	0	100	0	0	0	0	0	8	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	80	10	3	7	0	0	-1	53	37	30	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	47	43	7	3	0	0	20	73	12	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	1	92	2	0	5	2	0	-9	80	6	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	67	20	10	2	2	0	15	33	35	30	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>429</b>	<b>1</b>	<b>6</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>16</b>	<b>16</b>	
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	11	88	30	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	9	89	5	9	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
LUSAKA																	
<b>TOTAL LUSAKA</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>17</b>	<b>17</b>
LUTON																	
	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	A	133	0	1	86	7	4	2	1	0	8	83	11	77
	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	D	129	4	5	70	14	12	3	2	0	18	78	18	77
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	A	108	0	0	81	8	4	7	0	0	14	79	14	58
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	D	108	0	0	76	12	5	7	0	0	16	84	12	58
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0
<b>TOTAL LUTON</b>					<b>486</b>	<b>4</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>13</b>	<b>13</b>
LUXEMBOURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	23	23	0	0	3	52	81	6	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	7	0	0	0	10	88	6	26
	GATWICK	CITY FLYER EXPRESS	S	A	74	0	0	50	22	14	15	0	0	26	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	73	0	1	49	34	10	7	0	0	20	0	0	0
	HEATHROW	LUXAIR	S	A	60	0	0	80	17	3	0	0	0	10	67	13	55
	HEATHROW	LUXAIR	S	D	60	0	0	95	5	0	0	0	0	-1	71	7	55
	MANCHESTER	LUXAIR	S	A	22	0	0	77	9	14	0	0	0	11	76	12	21
	MANCHESTER	LUXAIR	S	D	22	0	0	91	9	0	0	0	0	-1	76	9	21
	STANSTED	LUXAIR	S	A	48	0	0	90	6	4	0	0	0	7	69	11	26
	STANSTED	LUXAIR	S	D	48	0	0	90	10	0	0	0	0	3	96	3	26
<b>TOTAL LUXEMBOURG</b>					<b>467</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>9</b>	<b>9</b>
LUXOR																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	38	0	0	0	0	10	11	40	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	6	56	21	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	3	62	24	13



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	50	0	0	0	0	17	77	8	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	67	8	8	17	0	0	16	33	72	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	25	0	13	0	0	17	50	55	4	
	HEATHROW	EGYPT AIR	S	A	5	0	0	60	20	0	20	0	0	26	40	42	5	
	HEATHROW	EGYPT AIR	S	D	5	0	0	40	40	0	20	0	0	36	20	52	5	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	22	22	44	11	0	0	33	0	26	1	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	44	11	0	0	0	18	100	15	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	7	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	35	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	27	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0	
<b>TOTAL LUXOR</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>32</b>	<b>32</b>	
LYON																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	92	4	4	0	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	100	0	0	0	0	0	-5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	56	27	14	3	0	0	17	65	13	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	4	78	20	1	1	0	0	8	88	6	60	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	30	0	0	73	13	3	10	0	0	17	90	7	30	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	30	0	0	80	3	3	13	0	0	18	80	17	30	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	84	0	2	65	26	8	0	0	0	11	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	84	0	2	86	7	7	0	0	0	7	0	0	0	
<b>TOTAL LYON</b>					<b>460</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MAASTRICHT	STANSTED	KLM EXEL	S	A	72	1	2	74	18	4	4	0	0	12	74	13	72
	STANSTED	KLM EXEL	S	D	71	0	3	87	8	1	3	0	0	5	79	10	72
<b>TOTAL MAASTRICHT</b>					<b>143</b>	<b>1</b>	<b>5</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>15</b>	<b>15</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	22	0	0	0	16	0	0	0
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	HEATHROW	AEROLINEAS ARGENTINAS	S	A	13	0	0	15	23	38	23	0	0	46	0	0	0
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	13	0	0	69	23	8	0	0	0	11	0	0	0
	GATWICK	AIR EUROPA	S	A	26	0	0	65	15	12	8	0	0	20	42	23	26
	GATWICK	AIR EUROPA	S	D	26	0	0	96	0	4	0	0	0	2	65	13	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	78	9	4	7	2	0	17	46	22	89
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	61	19	14	6	0	0	19	84	13	90
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	61	24	11	3	0	0	16	60	13	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	65	24	8	2	1	0	16	76	10	120
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	71	15	8	6	0	0	12	73	10	51
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	81	13	2	4	0	0	12	80	8	51
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	40	0	0	73	10	15	3	0	0	5	77	26	30
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	40	0	1	80	10	8	3	0	0	9	88	8	26
	GATWICK	IBERIA	S	A	26	0	0	50	35	12	4	0	0	19	38	20	26
	GATWICK	IBERIA	S	D	26	0	0	46	42	4	8	0	0	20	62	13	26
	HEATHROW	IBERIA	S	A	136	0	1	68	19	10	3	0	0	14	77	8	143
	HEATHROW	IBERIA	S	D	144	0	1	78	15	4	3	0	0	9	85	5	143
	GATWICK	SPANAIR	S	A	8	0	0	50	25	25	0	0	0	18	0	0	0
	GATWICK	SPANAIR	S	D	8	0	0	50	38	13	0	0	0	14	0	0	0
<b>TOTAL MADRID</b>					<b>1037</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>11</b>	<b>11</b>

MAHON

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MAHON	BIRMINGHAM	AIR 2000	C	A	9	0	0	44	11	22	22	0	0	36	100	-11	9	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	33	22	22	22	0	0	42	89	3	9	
	GATWICK	AIR 2000	C	A	14	0	0	14	21	21	43	0	0	49	39	26	18	
	GATWICK	AIR 2000	C	D	14	0	0	29	21	21	29	0	0	41	56	24	18	
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	23	75	-2	4	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	16	100	2	4	
	LUTON	AIR 2000	C	A	5	0	0	20	0	20	60	0	0	61	60	43	5	
	LUTON	AIR 2000	C	D	5	0	0	20	0	0	60	20	0	92	20	17	5	
	MANCHESTER	AIR 2000	C	A	9	0	0	67	0	22	11	0	0	20	40	33	10	
	MANCHESTER	AIR 2000	C	D	9	0	0	44	33	0	22	0	0	31	40	32	10	
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	18	50	19	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	8	100	4	4	
	STANSTED	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	36	60	6	5	
	STANSTED	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	13	40	38	5	
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	25	38	38	0	0	0	25	25	117	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	75	25	0	0	0	0	5	50	54	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	7	0	1	43	14	0	0	29	14	156	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	7	0	1	57	0	0	0	29	14	155	0	0	0	
	NEWCASTLE	BCM AIRLINES	C	A	2	0	0	50	0	0	0	50	0	90	0	0	0	
	NEWCASTLE	BCM AIRLINES	C	D	2	0	0	50	0	0	50	0	0	76	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	9	50	10	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	10	88	18	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	41	29	6	12	12	0	48	29	33	17	
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	65	6	6	12	12	0	36	59	19	17	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	75	13	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	75	7	4	
	LUTON	BRITANNIA AIRWAYS	C	A	7	1	0	71	14	14	0	0	0	9	100	-1	8	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	12	100	0	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	71	18	6	6	0	0	20	71	9	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	71	18	6	6	0	0	19	65	12	17	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MAHON																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	22	22	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	78	11	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	22	67	11	0	0	0	20	40	22	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	7	60	22	5		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	1	0	56	0	33	11	0	21	38	32	8		
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	3	25	50	0	25	0	33	63	20	8		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	63	13	0	13	0	13	69	75	15	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	25	50	13	13	0	26	25	32	4		
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	2	0	2	50	50	0	0	0	18	100	8	4		
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	2	0	2	50	50	0	0	0	11	25	16	4		
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	-10	67	11	3		
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	0	50	17	33	0	44	67	14	3		
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	50	50	0	0	0	6	0	0	0		
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	18	0	0	0		
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	5	100	1	4		
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	6	50	13	4		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	75	25	0	0	25	0	28	5		
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	19	60	14	5		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	38	38	15	8	0	18	31	39	13		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	13	0	0	54	23	8	15	0	20	38	38	13		
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	25	25	0	61	100	-3	4		
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	0	25	63	100	5	4		
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	23	31	31	15	0	38	38	35	13		
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	38	38	8	15	0	30	23	40	13		
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	6	44	38	6	6	44	31	32	16		
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	75	13	6	6	0	20	67	18	15		
	LUTON	MONARCH AIRLINES	S	A	9	0	0	56	33	0	11	0	24	89	11	9		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	12	75	7	4		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	11	100	5	4		
	LUTON	MONARCH AIRLINES	S	D	8	1	0	75	13	0	13	0	18	89	2	9		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
MAHON	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	25	25	0	0	0	18	25	87	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	38	0	0	0	0	11	63	22	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-3	25	29	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	9	0	82	4
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	100	-17	4
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	21	50	23	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	18	25	42	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	0	38	13	13	0	65	25	41	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	25	25	22	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	24	100	1	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	0	50	25	13	0	6	6	60	65	46	20
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	50	31	0	13	6	0	39	71	33	21
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	25	0	25	130	100	3	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	75	14	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	25	0	38	0	0	57	88	27	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	7	0	1	57	0	0	43	0	0	55	88	30	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	-7	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	8	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	12	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	10	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	11	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	TRANSAER	C	A	8	0	0	75	13	13	0	0	0	9	0	48	4
	GATWICK	TRANSAER	C	D	8	0	0	25	50	25	0	0	0	27	50	19	4
	MANCHESTER	TRANSAER	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0
	MANCHESTER	TRANSAER	C	D	4	0	0	25	25	50	0	0	0	27	0	0	0
<b>TOTAL MAHON</b>					<b>644</b>	<b>3</b>	<b>10</b>	<b>54</b>	<b>21</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>56</b>	<b>24</b>	<b>24</b>

MALAGA

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	AIR 2000	C	A	4	0	0	25	25	50	0	0	0	30	56	32	9	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	17	89	15	9	
	GATWICK	AIR 2000	C	A	24	0	0	4	13	13	63	8	0	94	11	71	18	
	GATWICK	AIR 2000	C	D	24	0	0	21	4	13	54	8	0	77	22	56	18	
	GLASGOW	AIR 2000	C	A	12	0	0	58	8	8	17	8	0	43	38	28	8	
	GLASGOW	AIR 2000	C	D	12	0	0	67	8	0	25	0	0	28	50	24	8	
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-5	40	24	5	
	LUTON	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	7	100	6	4	
	MANCHESTER	AIR 2000	C	A	20	0	0	20	10	25	30	10	5	86	19	55	16	
	MANCHESTER	AIR 2000	C	D	20	0	0	20	10	25	45	0	0	61	31	39	16	
	BIRMINGHAM	AIR EUROPA	C	A	8	0	0	63	0	13	25	0	0	47	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	D	8	0	0	50	13	13	25	0	0	53	0	0	0	
	GATWICK	AIR EUROPA	C	A	8	0	0	13	38	25	13	13	0	62	0	101	2	
	GATWICK	AIR EUROPA	C	D	6	0	0	17	33	17	33	0	0	47	0	21	1	
	MANCHESTER	AIR EUROPA	C	A	12	0	0	42	25	17	8	0	8	65	33	79	9	
	MANCHESTER	AIR EUROPA	C	D	12	0	0	50	8	25	8	0	8	68	33	33	9	
	GLASGOW	BCM AIRLINES	C	A	4	0	0	75	0	0	0	25	0	88	0	0	0	
	GLASGOW	BCM AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	23	89	4	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	0	13	0	26	100	5	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	25	63	13	0	0	40	22	49	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	25	0	0	0	17	67	32	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	33	40	54	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	33	80	12	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	1	0	0	50	50	0	0	0	27	80	10	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	0	75	25	0	0	0	25	100	-3	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	20	60	10	10	0	0	37	38	33	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	50	50	0	0	0	0	15	77	27	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	15	100	5	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	7	100	-2	9	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	14	75	7	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	25	14	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	2	0	0	0	0	100	0	0	0	47	61	22	69
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	12	0	0	75	8	0	8	8	0	28	75	16	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	12	0	0	83	8	0	8	0	0	11	50	18	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	0	50	50	0	0	0	33	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	50	50	0	0	0	0	12	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	39	2	1	31	26	10	23	8	3	75	38	118	24
	GATWICK	CALEDONIAN AIRWAYS	C	D	38	1	6	53	8	16	16	3	5	67	32	105	25
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	15	0	0	60	27	13	0	0	0	7	50	47	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	0	36	29	14	21	0	0	37	75	28	4
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	50	0	25	0	81	0	0	0
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	25	0	50	0	140	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	18	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	1	3	60	0	20	20	0	0	27	47	44	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	1	1	50	10	20	20	0	0	30	56	37	16
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-10	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	68	0	0	88	6	1	4	0	0	-2	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	72	0	0	86	7	6	1	0	0	9	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	45	29	19	6	0	0	20	40	20	30
	HEATHROW	IBERIA	S	D	31	0	0	65	13	6	13	3	0	24	70	14	30
	GATWICK	LEISURE INTERNATIONAL	C	A	21	0	1	29	14	29	24	5	0	54	0	129	12
	GATWICK	LEISURE INTERNATIONAL	C	D	21	0	0	29	24	24	24	0	0	43	20	131	10
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	62	31	8	0	0	0	9	20	37	5
	MANCHESTER	LEISURE INTERNATIONAL	C	D	12	0	0	67	25	8	0	0	0	9	50	16	6
	STANSTED	LEISURE INTERNATIONAL	C	A	16	0	0	50	25	13	13	0	0	28	0	85	8

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MALAGA	STANSTED	LEISURE INTERNATIONAL	C	D	17	0	0	59	18	18	6	0	0	25	50	71	8	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	13	0	50	38	0	0	52	56	15	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	38	25	13	25	0	0	32	56	9	9	
	GATWICK	MONARCH AIRLINES	C	A	45	0	0	20	22	36	13	9	0	52	14	83	43	
	GATWICK	MONARCH AIRLINES	C	D	44	0	1	41	20	16	20	2	0	39	40	57	43	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	60	29	5	
	LUTON	MONARCH AIRLINES	S	A	21	0	0	76	10	0	14	0	0	9	88	3	17	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	18	0	45	4	
	LUTON	MONARCH AIRLINES	S	D	21	0	0	81	10	0	10	0	0	11	76	10	17	
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	1	40	25	20	10	5	0	36	11	78	35	
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	0	57	14	10	19	0	0	27	43	34	35	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	53	0	39	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	34	100	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	13	25	25	0	0	35	0	57	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	19	44	31	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	39	20	23	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	33	0	0	0	0	8	80	14	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	0	13	25	19	25	13	6	97	22	69	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	19	13	31	19	13	6	88	11	66	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	93	22	90	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	92	33	71	9	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	A	4	1	0	0	0	0	75	0	25	181	0	0	0	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	D	4	0	1	0	25	50	0	0	25	152	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	17	0	0	8	0	25	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	0	0	8	0	14	0	0	0	
	GATWICK	TRANSAER	C	A	13	6	0	69	23	8	0	0	0	-2	0	61	5	
	GATWICK	TRANSAER	C	D	18	0	0	50	22	6	17	0	6	50	0	53	3	
	MANCHESTER	TRANSAER	C	A	13	0	0	62	0	15	15	0	8	47	0	0	0	
	MANCHESTER	TRANSAER	C	D	13	0	0	46	15	15	23	0	0	30	0	0	0	
	GATWICK	VIRGIN EXPRESS	C	A	2	0	0	0	0	100	0	0	0	39	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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	VIRGIN EXPRESS	C	D	2	0	0	0	50	50	0	0	0	28	0	0	0	
	GATWICK	VIVA	C	A	7	0	1	71	29	0	0	0	11	0	0	0		
	GATWICK	VIVA	C	D	7	0	1	43	57	0	0	0	17	0	0	0		
	MANCHESTER	VIVA	C	A	2	0	0	50	0	0	50	0	39	69	20	16		
	MANCHESTER	VIVA	C	D	2	0	0	50	0	0	50	0	56	69	27	16		
<b>TOTAL MALAGA</b>					<b>1156</b>	<b>18</b>	<b>20</b>	<b>50</b>	<b>17</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>42</b>	<b>50</b>	<b>50</b>	
MALE INTERNATIONAL																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	-20	80	9	5		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	7	40	23	5		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	20	20	61	0	33	2		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	44	50	30	2		
<b>TOTAL MALE INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>20</b>	<b>20</b>	
MALMO																		
	LONDON CITY	MALMO AVIATION	S	A	51	0	0	84	12	2	2	0	3	0	0	0		
	LONDON CITY	MALMO AVIATION	S	D	51	0	0	73	24	2	2	0	13	0	0	0		
<b>TOTAL MALMO</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>22</b>	<b>22</b>	
MALTA																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	-2	50	12	4		
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	0	20	0	34	100	3	4		
	GATWICK	AIR 2000	C	A	9	0	1	11	11	67	11	0	51	0	60	4		
	GATWICK	AIR 2000	C	D	9	0	0	22	11	33	22	0	11	88	50	34	4	
	GLASGOW	AIR 2000	C	A	5	0	0	20	20	40	20	0	41	0	0	0		
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	20	0	20	0	0	0		
	MANCHESTER	AIR 2000	C	A	9	0	0	22	11	11	56	0	75	50	24	8		
	MANCHESTER	AIR 2000	C	D	9	0	0	33	0	22	44	0	65	88	3	8		
	BIRMINGHAM	AIR MALTA	S	A	8	0	0	88	13	0	0	0	-1	67	5	9		
	BIRMINGHAM	AIR MALTA	C	A	5	0	1	60	40	0	0	0	10	100	2	1		
	BIRMINGHAM	AIR MALTA	S	D	8	0	0	50	13	38	0	0	19	67	9	9		
	BIRMINGHAM	AIR MALTA	C	D	6	0	1	33	50	0	17	0	29	100	-8	1		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GATWICK	AIR MALTA	C	A	8	0	0	75	13	13	0	0	0	5	83	-2	6	
	GATWICK	AIR MALTA	S	A	46	0	0	85	4	4	7	0	0	3	62	17	47	
	GATWICK	AIR MALTA	S	D	44	0	0	66	16	14	5	0	0	16	45	25	47	
	GATWICK	AIR MALTA	C	D	8	0	2	63	25	13	0	0	0	10	67	12	6	
	GLASGOW	AIR MALTA	S	A	5	0	0	80	0	0	20	0	0	14	33	18	6	
	GLASGOW	AIR MALTA	C	A	10	0	0	50	40	10	0	0	0	15	50	18	14	
	GLASGOW	AIR MALTA	S	D	5	0	0	80	0	0	20	0	0	26	0	37	6	
	GLASGOW	AIR MALTA	C	D	10	0	0	20	50	30	0	0	0	26	29	26	14	
	HEATHROW	AIR MALTA	S	A	61	0	0	80	15	3	2	0	0	3	63	13	60	
	HEATHROW	AIR MALTA	S	D	61	0	0	67	23	7	3	0	0	14	43	22	60	
	MANCHESTER	AIR MALTA	S	A	16	1	0	81	13	6	0	0	0	5	59	23	17	
	MANCHESTER	AIR MALTA	C	A	10	0	0	80	10	10	0	0	0	-6	88	4	8	
	MANCHESTER	AIR MALTA	C	D	10	0	0	70	20	10	0	0	0	4	67	12	9	
	MANCHESTER	AIR MALTA	S	D	16	0	0	44	19	31	0	0	6	46	18	37	17	
	NEWCASTLE	AIR MALTA	C	A	9	0	0	67	33	0	0	0	0	7	58	10	12	
	NEWCASTLE	AIR MALTA	C	D	9	0	0	67	33	0	0	0	0	9	58	17	12	
	STANSTED	AIR MALTA	C	A	5	0	1	80	20	0	0	0	0	-1	25	255	4	
	STANSTED	AIR MALTA	C	D	5	0	1	80	20	0	0	0	0	10	25	267	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-12	67	38	3	
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	1	50	50	0	0	0	0	10	33	44	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	0	22	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	100	7	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	25	0	0	0	21	13	76	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	44	11	0	0	0	18	75	36	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	11	50	16	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	75	10	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	33	75	8	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	33	100	2	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	13	0	25	0	0	24	44	238	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	56	11	11	22	0	0	33	25	93	8	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MALTA																			
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	77	20	70	5		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	91	50	19	4		
	GATWICK	GB AIRWAYS LTD	S	A	29	0	0	72	17	3	3	3	0	11	53	15	17		
	GATWICK	GB AIRWAYS LTD	S	D	29	0	0	72	10	10	3	3	0	22	53	22	17		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	66	0	71	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	52	25	38	4		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-8	14	31	7		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-2	50	11	6		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	7	75	0	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	15	100	3	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	20	0	0	33	100	3	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	60	0	0	0	31	50	22	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	60	0	0	0	0	14	0	0	0		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	20	0	0	0	22	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	30	10	10	50	0	0	53	13	55	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	20	30	30	20	0	0	43	63	48	8		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	1	0	0	0		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	0	40	20	0	80	50	15	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	20	20	0	78	75	16	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	9	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	-2	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	3	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	3	0	0	0		
<b>TOTAL MALTA</b>					<b>667</b>	<b>1</b>	<b>8</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>33</b>	<b>33</b>		
MANCHESTER																			
	EDINBURGH	BMI REGIONAL	S	A	70	0	4	59	23	11	6	1	0	22	72	10	69		
	EDINBURGH	BMI REGIONAL	S	D	71	0	3	80	11	4	3	1	0	13	79	9	67		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
MANCHESTER	GLASGOW	BMI REGIONAL	S	A	64	0	6	42	47	8	3	0	0	18	65	14	63
	GLASGOW	BMI REGIONAL	S	D	67	0	3	84	7	9	0	0	0	9	92	7	64
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	33	73	12	11
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	0	12	76	14	7	2	0	0	9	65	15	161
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	163	0	1	75	17	5	2	1	0	11	83	10	162
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	118	0	0	84	8	7	2	0	0	8	89	5	110
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	118	0	0	85	11	4	0	0	0	7	89	6	109
	GLASGOW	BRITISH AIRWAYS PLC	S	A	118	0	0	67	18	8	6	1	0	19	75	10	88
	GLASGOW	BRITISH AIRWAYS PLC	S	D	118	0	0	81	8	4	6	1	0	13	88	5	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	297	0	1	68	19	11	2	0	0	14	74	12	293
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	1	100	0	0	0	0	0	5	0	36	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	297	0	0	74	16	8	2	0	0	10	88	4	294
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	1	85	11	2	3	0	0	4	95	3	62
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	0	88	8	2	3	0	0	5	93	4	61
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	1	1	67	33	0	0	0	0	6	100	3	4
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	42	0	1	71	21	5	2	0	0	12	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	43	0	0	95	0	2	2	0	0	-1	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	80	0	20	0	0	0	15	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	0	40	0	0	0	17	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	41	44	59	9
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	14	14	0	14	0	24	50	58	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	59	67	56	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	86	50	76	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL MANCHESTER</b>					<b>1918</b>	<b>7</b>	<b>35</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	-13	94	-10	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	29	47	18	0	6	0	30	76	31	17

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MANILA																		
	HEATHROW	PHILIPPINE AIRLINES	S	A	16	0	1	25	13	25	25	0	13	96	0	0	0	
	HEATHROW	PHILIPPINE AIRLINES	S	D	16	0	1	44	13	13	19	13	0	71	0	0	0	
<b>TOTAL MANILA</b>					<b>66</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>18</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>45</b>	<b>63</b>	<b>44</b>	<b>44</b>	
MARRAKESH																		
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	0	50	0	0	71	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	9	63	29	8	
	GATWICK	GB AIRWAYS LTD	S	D	6	0	0	100	0	0	0	0	0	8	0	79	4	
<b>TOTAL MARRAKESH</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>46</b>	<b>46</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	46	30	16	9	0	0	25	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	60	21	13	6	0	0	19	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>15</b>	<b>15</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	8	0	0	88	13	0	0	0	0	5	56	23	9	
	HEATHROW	AIR MAURITIUS LTD	S	D	8	0	0	13	50	25	13	0	0	32	56	20	9	
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	80	20	0	0	0	0	8	25	32	4	
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	80	20	0	0	0	0	7	100	3	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	0	11	0	11	82	63	9	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	25	0	13	0	0	17	89	4	9	
<b>TOTAL MAURITIUS</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>65</b>	<b>15</b>	<b>15</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	71	12	12	0	6	0	14	94	-3	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	53	41	6	0	0	0	16	82	7	17	
	HEATHROW	QANTAS	S	A	18	0	0	67	28	6	0	0	0	11	85	13	13	
	HEATHROW	QANTAS	S	D	38	1	0	74	11	11	5	0	0	12	70	21	60	
<b>TOTAL MELBOURNE</b>					<b>90</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</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 SEPTEMBER 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
METZ																		
MEXICO CITY																		
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	62	15	15	8	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	54	15	15	8	8	0	38	0	0	0	
<b>TOTAL MEXICO CITY</b>					<b>26</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>27</b>	<b>65</b>	<b>19</b>	<b>19</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	30	0	0	97	0	0	3	0	0	-29	53	14	30	
	HEATHROW	AMERICAN AIRLINES		S D	30	0	0	73	17	7	3	0	0	11	70	24	30	
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	87	3	0	7	3	0	13	80	7	30	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	67	20	7	7	0	0	16	37	29	30	
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	100	0	0	0	0	0	-16	70	64	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	57	33	7	3	0	0	16	60	43	30	
	GATWICK	LAKER AIRWAYS INC		S A	9	0	12	56	11	0	22	11	0	42	0	0	0	
	GATWICK	LAKER AIRWAYS INC		S D	10	0	14	60	10	10	20	0	0	29	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	87	10	3	0	0	0	1	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	70	7	13	10	0	0	18	0	0	0	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>259</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>29</b>	<b>29</b>	
MIKONOS																		
	GATWICK	CALEDONIAN AIRWAYS		C A	4	0	0	75	0	0	0	25	0	57	0	0	0	
<b>TOTAL MIKONOS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MILAN (LINATE)																		
	EDINBURGH	AIR ONE		C A	2	0	0	0	0	0	100	0	0	74	0	0	0	
	STANSTED	AIR ONE		S A	60	0	0	88	7	5	0	0	0	5	0	0	0	
	STANSTED	AIR ONE		S D	60	0	0	73	20	5	2	0	0	11	0	0	0	
	HEATHROW	ALITALIA		S A	180	0	0	68	22	7	3	0	0	15	58	15	173	
	HEATHROW	ALITALIA		S D	179	0	0	57	26	15	2	0	0	17	36	24	173	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	59	0	1	63	20	10	5	2	0	19	29	31	58	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	59	0	1	42	27	25	3	2	0	29	43	24	58	
	HEATHROW	BRITISH AIRWAYS PLC		S A	149	0	1	58	26	15	1	0	0	14	47	25	120	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
MILAN (LINATE)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	59	27	13	1	0	0	16	38	23	120	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	60	12	23	6	0	0	17	67	15	51	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	46	42	12	0	0	0	17	57	14	51	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	70	1	1	77	11	6	6	0	0	13	42	24	69	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	72	0	0	68	18	8	6	0	0	17	23	29	69	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	40	40	0	0	52	0	86	9	
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	0	100	0	0	0	0	25	44	28	9	
	STANSTED	KLM UK LTD	S	A	86	0	0	52	12	27	9	0	0	23	32	37	74	
	STANSTED	KLM UK LTD	S	D	86	0	0	34	38	20	8	0	0	25	8	38	76	
<b>TOTAL MILAN (LINATE)</b>					<b>1325</b>	<b>1</b>	<b>4</b>	<b>60</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>41</b>	<b>25</b>	<b>25</b>	
MILAN (MALPENSA)																		
	MANCHESTER	AIR 2000	C	A	4	0	0	0	50	0	25	0	25	142	0	133	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	0	25	0	25	112	0	139	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	25	25	0	50	0	0	60	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	25	0	0	75	0	0	89	0	0	0	
	EDINBURGH	EUROFLY SPA	C	A	2	0	1	100	0	0	0	0	0	-27	0	0	0	
	EDINBURGH	EUROFLY SPA	C	D	2	0	1	100	0	0	0	0	0	0	0	0	0	
	STANSTED	EUROFLY SPA	C	A	2	0	1	100	0	0	0	0	0	-16	50	12	2	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	20	40	20	20	0	0	51	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	1	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	1	67	17	17	0	0	0	6	50	51	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	17	33	50	0	0	0	32	33	163	3	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	-7	0	61	8	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	9	38	32	8	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	1	33	67	0	0	0	0	16	50	27	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	0	0	25	90	33	23	3	
<b>TOTAL MILAN (MALPENSA)</b>					<b>68</b>	<b>0</b>	<b>7</b>	<b>47</b>	<b>18</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>25</b>	<b>56</b>	<b>56</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	63	20	13	3	0	0	7	73	19	30	

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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)	Actual (7)	Plan (8)										
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	80	17	3	0	0	0	5	67	16	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>18</b>	<b>18</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	12	0	0	33	42	25	0	0	0	24	69	41	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	12	0	0	50	42	8	0	0	0	17	54	83	13	
<b>TOTAL MINSK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>62</b>	<b>62</b>	
MITILINI																		
	GATWICK	AIR 2000	C	A	8	0	0	0	38	25	38	0	0	67	25	29	4	
	GATWICK	AIR 2000	C	D	8	0	0	38	13	25	25	0	0	55	75	20	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	25	0	25	25	0	88	75	19	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	60	50	18	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	55	75	23	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	100	0	0	0	0	25	75	29	4	
<b>TOTAL MITILINI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>27</b>	<b>23</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>53</b>	<b>40</b>	<b>40</b>	
MOENCHENGLADBACH																		
	LONDON CITY	VLM (BELGIUM)	S	A	103	0	1	62	30	8	0	0	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	103	0	1	50	37	13	0	0	0	18	0	0	0	
<b>TOTAL MOENCHENGLADBACH</b>					<b>206</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>33</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	20	80	0	0	71	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	0	100	0	0	94	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	-3	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	66	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	20	20	60	0	187	40	220	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	0	25	50	0	138	20	252	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	0	50	0	25	310	50	4	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	0	0	40	40	20	0	103	0	50	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	23	0	78	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)	Actual (7)	Plan (8)										
MOMBASA	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	33	40	90	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	-8	50	49	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	32	60	84	5	
<b>TOTAL MOMBASA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>9</b>	<b>13</b>	<b>37</b>	<b>11</b>	<b>2</b>	<b>86</b>	<b>38</b>	<b>100</b>	<b>100</b>	
MONASTIR	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	3	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	9	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	23	50	18	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	31	50	23	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	18	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	0	50	0	157	0	98	7	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	25	25	0	121	14	66	7	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	50	25	25	0	118	0	74	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	67	20	40	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	58	8	17	17	0	0	18	44	42	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	8	8	25	0	0	28	22	46	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	38	0	13	0	0	21	57	5	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	13	13	0	0	29	50	26	14	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	8	0	0	100	0	0	0	0	0	-4	0	0	0	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	8	0	0	63	25	13	0	0	0	13	0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	A	13	1	1	54	23	15	8	0	0	16	42	26	12	
	GATWICK	NOUVELAIR TUNISIE	C	D	12	1	1	33	42	17	8	0	0	21	25	32	12	
	GLASGOW	NOUVELAIR TUNISIE	C	A	4	0	2	100	0	0	0	0	0	-4	83	1	6	
	GLASGOW	NOUVELAIR TUNISIE	C	D	4	0	2	75	25	0	0	0	0	3	67	9	6	
	MANCHESTER	NOUVELAIR TUNISIE	C	A	6	0	0	67	17	17	0	0	0	8	0	0	0	
	MANCHESTER	NOUVELAIR TUNISIE	C	D	6	0	0	17	50	17	17	0	0	33	0	0	0	
	STANSTED	NOUVELAIR TUNISIE	C	A	4	0	0	50	25	25	0	0	0	8	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
MONASTIR	STANSTED	NOUVELAIR TUNISIE	C	D	4	0	0	50	0	50	0	0	0	14	0	0	0
<b>TOTAL MONASTIR</b>					<b>153</b>	<b>2</b>	<b>6</b>	<b>58</b>	<b>18</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>43</b>	<b>30</b>	<b>30</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	11	2	0	55	27	0	18	0	0	25	62	13	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	33	25	17	25	0	0	47	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	100	0	0	0	0	0	-10	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	1	50	38	0	13	0	0	20	0	121	4
	GATWICK	MONARCH AIRLINES	C	D	8	0	1	13	25	38	25	0	0	44	0	45	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	40	20	20	0	91	0	113	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	60	40	0	0	0	29	60	17	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	20	0	0	37	22	24	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	90	11	10
<b>TOTAL MONTEGO BAY</b>					<b>63</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>27</b>	<b>19</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>48</b>	<b>31</b>	<b>31</b>
MONTPELLIER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	34	0	0	62	24	6	6	3	0	24	27	32	33
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	34	0	0	68	12	9	9	3	0	30	35	29	34
<b>TOTAL MONTPELLIER</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>31</b>	<b>31</b>
MONTREAL (DORVAL)	HEATHROW	AIR CANADA	S	A	11	0	1	64	9	0	18	9	0	34	0	0	0
	HEATHROW	AIR CANADA	S	D	11	0	0	64	9	27	0	0	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	73	13	13	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	69	25	6	0	0	0	11	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTREAL (MIRABEL)	HEATHROW	AIR CANADA	S	A	11	0	0	64	27	9	0	0	0	5	0	32	1
	HEATHROW	AIR CANADA	S	D	10	0	0	20	60	10	10	0	0	26	50	19	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	93	7	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 SEPTEMBER 1997

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
MONTREAL (MIRABEL)	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	21	7	0	0	0	13	0	0	0	
<b>TOTAL MONTREAL (MIRABEL)</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>33</b>	<b>23</b>	<b>23</b>	
MOSCOW (SHEREMETYEVO)	HEATHROW	AEROFLOT	S	A	41	0	0	61	17	20	2	0	16	38	25	47		
	HEATHROW	AEROFLOT	S	D	42	0	0	64	21	14	0	0	15	66	19	47		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	83	3	7	7	0	0	83	-1	30		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	80	13	3	3	0	11	97	5	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	3	10	0	9	70	4	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	3	13	0	21	83	9	30		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>12</b>	<b>12</b>		
MUMBAI	HEATHROW	AIR INDIA	S	A	47	0	0	49	26	19	4	2	21	46	21	41		
	HEATHROW	AIR INDIA	S	D	47	0	0	47	30	11	13	0	27	18	61	45		
	MANCHESTER	AIR INDIA	S	A	9	0	0	67	33	0	0	0	9	11	32	9		
	MANCHESTER	AIR INDIA	S	D	9	0	0	89	0	0	11	0	10	44	17	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	90	-7	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	37	10	0	0	17	47	16	30		
<b>TOTAL MUMBAI</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>17</b>	<b>45</b>	<b>26</b>	<b>26</b>		
MUNICH	EDINBURGH	AERO LLOYD	S	A	4	0	0	75	25	0	0	0	2	0	0	0		
	EDINBURGH	AERO LLOYD	S	D	4	0	0	50	25	25	0	0	13	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	-4	93	-5	30		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	80	13	7	0	0	11	80	12	30		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	26	0	0	96	4	0	0	0	3	100	-2	26		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	25	0	0	92	4	4	0	0	9	84	11	25		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	75	18	5	1	0	10	80	5	141		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	68	24	5	3	0	13	71	11	141		
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	50	1	2	52	26	12	6	2	39	67	36	24		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
MUNICH	LUTON	BRITISH WORLD AIRLINES LTD	S	D	50	1	0	66	10	12	10	2	0	23	92	11	26
	GATWICK	DEUTSCHE BA	S	A	71	0	0	62	20	15	3	0	0	18	53	24	60
	GATWICK	DEUTSCHE BA	S	D	71	0	0	56	27	13	4	0	0	18	38	35	60
	STANSTED	KLM UK LTD	S	A	60	0	0	77	13	5	5	0	0	8	35	34	51
	STANSTED	KLM UK LTD	S	D	60	0	0	67	18	8	5	2	0	20	31	33	51
	HEATHROW	LUFTHANSA	S	A	156	0	2	61	26	11	3	0	0	13	79	7	150
	HEATHROW	LUFTHANSA	S	D	153	0	0	70	21	5	3	1	0	12	81	8	124
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	60	0	0	73	17	5	5	0	0	13	73	13	60
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	60	0	0	88	12	0	0	0	0	6	77	11	60
	MANCHESTER	LUFTHANSA CITY LINE	S	A	86	0	0	83	12	5	1	0	0	7	84	4	86
	MANCHESTER	LUFTHANSA CITY LINE	S	D	85	0	1	68	28	2	1	0	0	10	88	4	86
	LUTON	MONARCH AIRLINES	C	A	3	0	1	67	0	33	0	0	0	19	0	0	0
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	-20	0	0	0
	GLASGOW	ROYAL AIRLINES	C	A	5	0	0	40	0	20	40	0	0	43	0	0	0
	GLASGOW	ROYAL AIRLINES	C	D	5	0	0	40	0	20	40	0	0	42	0	0	0
<b>TOTAL MUNICH</b>					<b>1389</b>	<b>2</b>	<b>6</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>12</b>
MUNSTER-OSNABRUCK	GATWICK	B A S E BUSINESS AIRLINES	S	A	48	0	0	21	54	6	17	2	0	41	0	0	0
	GATWICK	B A S E BUSINESS AIRLINES	S	D	48	0	0	44	23	17	13	4	0	39	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>11</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	-25	50	35	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	10	50	16	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	34	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	46	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	82	18	0	0	0	0	2	58	8	12
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	82	18	0	0	0	0	7	83	10	12
<b>TOTAL MURCIA SAN JAVIER</b>					<b>50</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>8</b>	<b>49</b>	<b>29</b>	<b>29</b>
MUSCAT																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	27	7	0	0	0	12	77	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	27	7	0	0	0	14	43	19	30	
	HEATHROW	GULF AIR	S	A	49	0	0	76	8	8	6	2	0	14	37	31	41	
	HEATHROW	GULF AIR	S	D	48	0	0	71	13	13	2	2	0	19	52	24	44	
<b>TOTAL MUSCAT</b>					<b>157</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>51</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 SEPTEMBER 1997

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	13	0	0	77	8	8	8	0	0	10	100	-7	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	17	8	8	0	0	19	100	0	8	
<b>TOTAL NAGOYA (AFB)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>-4</b>	<b>-4</b>	
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	3	22	66	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	-1	38	38	8	
	HEATHROW	KENYA AIRWAYS	S	A	34	0	0	79	9	9	3	0	0	79	17	34		
	HEATHROW	KENYA AIRWAYS	S	D	34	0	0	68	18	12	3	0	0	12	87	6	30	
<b>TOTAL NAIROBI</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>20</b>	<b>20</b>	
NANCY																		
NANTES																		
	GATWICK	BRIT AIR	S	A	80	0	1	89	10	0	1	0	0	5	34	27	65	
	GATWICK	BRIT AIR	S	D	81	0	1	88	9	2	1	0	0	5	62	15	65	
<b>TOTAL NANTES</b>					<b>161</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>21</b>	<b>21</b>	
NAPLES																		
	GATWICK	AIR 2000	C	A	8	0	0	0	38	25	38	0	0	57	0	153	4	
	GATWICK	AIR 2000	C	D	8	0	0	13	38	25	25	0	0	46	0	48	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	46	0	101	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	27	0	136	4	
	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	18	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	12	2	11	25	25	0	42	0	8	86	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	14	1	10	57	14	7	21	0	0	34	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	49	25	35	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	26	0	20	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	26	33	59	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	13	89	11	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	9	0	24	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	4	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
NAPLES																		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	34	25	27	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	31	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	33	0	0	0	16	67	20	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	14	78	11	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	85	5	8	2	0	0	3	52	28	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	60	28	7	5	0	0	17	47	29	60	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	47	13	59	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	25	45	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	38	0	40	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	22	25	27	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	20	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	37	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	25	0	0	0	30	0	54	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	50	41	4	
<b>TOTAL NAPLES</b>					<b>270</b>	<b>3</b>	<b>21</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>40</b>	<b>40</b>	
NASSAU																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	24	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	18	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	50	0	153	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0	50	25	0	25	0	70	25	49	4	
<b>TOTAL NASSAU</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>49</b>	<b>49</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	29	0	1	76	7	14	3	0	0	6	43	26	30	
	HEATHROW	AIR INDIA	S	D	29	0	1	41	34	10	10	3	0	30	23	34	30	
	HEATHROW	AMERICAN AIRLINES	S	A	180	0	0	89	4	4	2	0	0	-5	54	23	180	
	HEATHROW	AMERICAN AIRLINES	S	D	180	0	0	77	17	5	1	0	0	8	86	7	180	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	1	96	4	0	0	0	0	-17	80	-3	30	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
NEW YORK (JF KENNEDY)																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	2	50	29	21	0	0	0	18	53	20	30	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	-1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	0	86	10	3	2	0	-2	70	9	208		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	209	0	0	65	20	10	3	2	18	79	11	207		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	-18	90	-11	30		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	50	0	0	32	50	60	2		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	63	27	3	7	0	15	67	21	30		
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	87	7	7	0	0	-9	0	0	0		
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	97	3	0	0	0	-3	0	0	0		
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	0	75	17	8	0	0	8	54	21	13		
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	85	8	8	0	0	7	75	16	12		
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	78	17	5	0	0	1	53	28	30		
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	97	0	3	0	0	1	75	20	60		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	65	20	10	5	0	12	55	28	60		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	63	22	12	3	0	16	72	13	60		
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1283</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>14</b>		
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	1	1	82	7	4	7	0	6	73	5	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	17	10	10	3	30	70	13	30		
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	29	0	0	83	3	14	0	0	-5	0	0	0		
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	29	0	0	66	21	10	0	3	19	0	0	0		
	GATWICK	CONTINENTAL AIRLINES	S	A	60	0	0	65	22	7	7	0	10	46	30	56		
	GATWICK	CONTINENTAL AIRLINES	S	D	59	2	1	73	12	8	5	0	21	82	12	56		
	MANCHESTER	CONTINENTAL AIRLINES	S	A	30	1	0	60	7	20	10	3	15	57	27	30		
	MANCHESTER	CONTINENTAL AIRLINES	S	D	30	0	0	63	27	7	3	0	16	57	58	30		
	STANSTED	EL AL	S	A	6	0	2	83	0	0	0	17	14	17	25	6		
	STANSTED	EL AL	S	D	6	0	2	33	67	0	0	0	18	20	45	5		
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	77	10	10	3	0	3	33	47	30		
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	73	23	3	0	0	10	57	19	30		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	2	54	18	14	4	7	4	50	0	0	0	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
NEW YORK (NEWARK)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	13	7	3	7	0	26	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	13	3	0	0	0	-1	60	15	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	13	10	0	0	0	8	87	12	30	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>485</b>	<b>4</b>	<b>8</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>24</b>	<b>24</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	163	0	1	85	10	3	2	0	0	8	85	6	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	1	84	9	6	2	0	0	6	93	2	162	
	GATWICK	CITY FLYER EXPRESS	S	A	155	0	1	59	19	16	6	0	0	17	60	16	126	
	GATWICK	CITY FLYER EXPRESS	S	D	156	0	0	73	15	8	3	1	0	14	79	9	126	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	84	0	0	86	5	4	6	0	0	5	89	1	83	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	84	0	0	86	6	5	4	0	0	7	93	4	84	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	43	0	1	91	5	2	2	0	0	7	0	0	0	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	44	0	0	89	5	5	2	0	0	4	0	0	0	
	STANSTED	KLM UK LTD	S	A	70	0	0	99	0	1	0	0	0	-7	89	-3	62	
	STANSTED	KLM UK LTD	S	D	70	0	0	93	6	1	0	0	0	2	85	6	61	
<b>TOTAL NEWCASTLE</b>					<b>1034</b>	<b>3</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>14</b>	<b>14</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	1	76	10	14	0	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	58	0	2	74	16	7	3	0	0	12	0	0	0	
<b>TOTAL NEWQUAY</b>					<b>87</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>14</b>	<b>14</b>	
NICE																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	90	0	0	71	19	6	4	0	0	13	26	45	46	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	90	0	1	81	11	3	4	0	0	11	51	35	49	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	45	42	13	0	0	0	18	57	17	60	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	85	12	3	0	0	0	5	73	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	94	0	0	48	32	17	3	0	0	19	60	16	94	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	68	19	11	2	0	0	13	63	15	94	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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)
NICE	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	25	50	25	0	0	0	23	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	25	50	25	0	0	0	22	0	0	0
	MANCHESTER	STAR EUROPE	C	D	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL NICE</b>					<b>504</b>	<b>2</b>	<b>1</b>	<b>66</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>20</b>	<b>20</b>
NORRKOPING																	
<b>TOTAL NORRKOPING</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	EDINBURGH	SCOT AIRWAYS	S	A	46	0	1	61	35	4	0	0	0	12	0	0	0
	EDINBURGH	SCOT AIRWAYS	S	D	46	0	1	65	30	4	0	0	0	11	0	0	0
	LUTON	SCOT AIRWAYS	S	A	41	1	3	24	63	12	0	0	0	21	90	5	39
	LUTON	SCOT AIRWAYS	S	D	42	0	2	98	2	0	0	0	0	-4	93	-2	28
	MANCHESTER	SCOT AIRWAYS	S	A	43	0	1	88	12	0	0	0	0	6	90	6	41
	MANCHESTER	SCOT AIRWAYS	S	D	43	0	1	95	5	0	0	0	0	-4	90	-2	41
<b>TOTAL NORWICH</b>					<b>261</b>	<b>2</b>	<b>9</b>	<b>72</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>5</b>	<b>5</b>
NUREMBERG	HEATHROW	LUFTHANSA	S	A	30	0	0	80	13	7	0	0	0	7	85	5	60
	HEATHROW	LUFTHANSA	S	D	30	0	0	100	0	0	0	0	0	-3	83	6	60
<b>TOTAL NUREMBERG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					SEPT 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)
OLBIA																		
	GATWICK	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	33	0	91	3	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	11	0	73	4	
	GATWICK	MERIDIANA AIR	S	A	13	0	0	15	15	38	23	8	0	59	25	17	4	
	GATWICK	MERIDIANA AIR	S	D	13	0	0	38	0	23	31	8	0	57	50	17	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	88	25	110	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	29	25	106	4	
<b>TOTAL OLBIA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>10</b>	<b>31</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>30</b>	<b>59</b>	<b>59</b>	
OPORTO ( PORTUGAL )																		
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	80	7	3	10	0	0	11	87	6	30	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	87	3	3	7	0	0	6	97	-2	30	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	50	50	0	0	0	0	16	75	10	4	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	50	0	0	0	24	100	11	4	
	GATWICK	GB AIRWAYS LTD	S	A	49	0	0	78	16	4	2	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	49	0	0	78	14	2	4	2	0	12	0	0	0	
<b>TOTAL OPORTO ( PORTUGAL )</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>8</b>	
ORAN ES SENIA																		
ORLANDO																		
	EDINBURGH	AMERICAN TRANS AIR	C	A	3	1	1	67	0	33	0	0	0	1	67	8	3	
	EDINBURGH	AMERICAN TRANS AIR	C	D	4	0	0	25	50	25	0	0	0	27	0	41	3	
	GATWICK	AMERICAN TRANS AIR	C	A	17	1	1	59	6	12	18	6	0	25	45	96	11	
	GATWICK	AMERICAN TRANS AIR	C	D	17	0	0	35	29	29	0	6	0	41	17	41	6	
	MANCHESTER	AMERICAN TRANS AIR	C	A	17	0	0	88	0	12	0	0	0	-6	50	32	6	
	MANCHESTER	AMERICAN TRANS AIR	C	D	17	0	0	53	35	6	6	0	0	20	57	39	7	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	65	12	12	6	6	0	23	61	15	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	47	29	6	18	0	0	31	71	22	17	
	GATWICK	LAKER AIRWAYS INC	C	A	16	0	3	56	19	0	19	0	6	45	86	-6	14	
	GATWICK	LAKER AIRWAYS INC	C	D	14	0	3	29	29	7	21	7	7	84	69	18	13	
	MANCHESTER	LAKER AIRWAYS INC	S	A	18	0	4	78	0	0	17	6	0	32	82	5	22	
	MANCHESTER	LAKER AIRWAYS INC	S	D	17	0	4	35	12	35	12	6	0	52	59	33	22	

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						Actual (7)	Plan (8)										
ORLANDO																	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	0	13	0	12	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	0	11	0	35	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	7	3	3	3	0	13	63	13	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	17	3	3	3	0	17	87	10	30
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	96	0	0	4	0	0	-24	96	-24	25
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	68	16	12	4	0	0	19	85	8	26
<b>TOTAL ORLANDO</b>					<b>304</b>	<b>3</b>	<b>17</b>	<b>64</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>61</b>	<b>25</b>	<b>25</b>
OSAKA (KANSAI)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	9	0	0	56	22	22	0	0	0	16	88	5	8
	HEATHROW	ALL NIPPON AIRWAYS	S	D	9	0	0	78	11	11	0	0	0	15	75	7	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	96	0	0	0	0	4	46	96	-20	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	2	1	45	45	5	5	0	0	21	77	20	26
	HEATHROW	JAPAN AIRLINES	S	A	22	0	0	77	23	0	0	0	0	2	68	10	22
	HEATHROW	JAPAN AIRLINES	S	D	22	0	0	32	55	14	0	0	0	20	77	9	22
<b>TOTAL OSAKA (KANSAI)</b>					<b>108</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>80</b>	<b>5</b>	<b>5</b>
OSLO (FORNEBU)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	26	0	0	73	19	4	4	0	0	11	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	26	0	0	69	23	8	0	0	0	10	0	0	0
	GATWICK	BRAATHENS ASA	S	A	38	0	0	47	34	16	3	0	0	18	77	10	39
	GATWICK	BRAATHENS ASA	S	D	38	0	0	79	13	8	0	0	0	9	82	8	39
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	77	23	0	0	0	0	9	96	-1	26
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	85	8	8	0	0	0	5	96	-2	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	0	59	25	9	7	0	0	16	84	6	25
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	71	11	13	5	0	0	17	77	11	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	66	21	7	6	1	0	19	83	4	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	83	8	2	6	1	0	15	88	6	90
	HEATHROW	SAS	S	A	116	0	0	72	18	4	4	1	0	9	84	4	116

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					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
OSLO (FORNEBU)	HEATHROW	SAS	S	D	112	0	0	83	9	4	4	0	0	6	92	2	111
	MANCHESTER	SAS	S	A	26	0	0	69	19	8	4	0	0	8	0	0	0
	MANCHESTER	SAS	S	D	26	0	0	69	12	15	4	0	0	13	85	6	26
<b>TOTAL OSLO (FORNEBU)</b>					<b>752</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>5</b>	<b>5</b>
OSLO (GARDERMOEN)	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	4	2	0	50	50	0	0	0	0	6	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	4	2	0	0	25	50	25	0	0	41	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>10</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>21</b>	<b>21</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	29	1	0	76	10	10	3	0	0	11	62	16	34
	HEATHROW	AIR CANADA	S	D	30	0	0	70	20	7	3	0	0	9	56	16	32
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>59</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>16</b>	<b>16</b>
OVDA	HEATHROW	EL AL	S	A	2	0	1	100	0	0	0	0	0	-14	0	0	0
	HEATHROW	EL AL	S	D	3	0	0	67	0	33	0	0	0	4	100	0	1
<b>TOTAL OVDA</b>					<b>5</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>100</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
PADERBORN																		
PALERMO																		
	GATWICK	AIR 2000	C	D	4	0	0	0	25	50	25	0	0	47	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	13	0	6	69	0	0	31	0	0	22	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	13	1	7	46	15	8	31	0	0	38	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	20	0	20	60	0	0	55	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	20	40	20	0	0	36	50	37	2	
	GATWICK	MERIDIANA AIR	S	A	25	0	0	36	28	12	20	4	0	39	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	25	0	0	60	8	12	16	4	0	29	0	0	0	
<b>TOTAL PALERMO</b>					<b>90</b>	<b>1</b>	<b>13</b>	<b>46</b>	<b>14</b>	<b>13</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>41</b>	<b>41</b>	<b>41</b>	
PALMA DE MALLORCA																		
	BIRMINGHAM	AIR 2000	C	A	20	0	0	75	20	5	0	0	0	-2	71	22	17	
	BIRMINGHAM	AIR 2000	C	D	20	0	0	70	20	5	5	0	0	14	81	9	16	
	GATWICK	AIR 2000	C	A	32	0	0	28	13	28	31	0	0	45	32	65	34	
	GATWICK	AIR 2000	C	D	31	1	0	45	16	23	16	0	0	33	45	48	33	
	GLASGOW	AIR 2000	C	A	13	0	0	54	0	23	23	0	0	29	13	46	8	
	GLASGOW	AIR 2000	C	D	13	0	0	62	0	15	23	0	0	26	63	26	8	
	LUTON	AIR 2000	C	A	9	0	0	56	22	0	22	0	0	25	67	165	3	
	LUTON	AIR 2000	C	D	9	0	0	67	22	0	11	0	0	16	75	5	4	
	MANCHESTER	AIR 2000	C	A	30	0	0	43	3	10	27	13	3	84	73	1	33	
	MANCHESTER	AIR 2000	C	D	28	1	1	43	7	11	25	11	4	77	67	21	33	
	NEWCASTLE	AIR 2000	C	A	9	0	0	56	22	0	22	0	0	29	58	11	12	
	NEWCASTLE	AIR 2000	C	D	9	0	0	56	22	0	22	0	0	24	50	15	12	
	STANSTED	AIR 2000	C	A	5	0	0	0	0	60	40	0	0	66	25	30	4	
	STANSTED	AIR 2000	C	D	5	0	0	0	0	40	60	0	0	83	0	43	4	
	BIRMINGHAM	AIR EUROPA	C	A	8	0	0	38	50	0	13	0	0	28	100	-3	4	
	BIRMINGHAM	AIR EUROPA	C	D	8	0	0	38	38	13	13	0	0	31	50	14	4	
	EDINBURGH	AIR EUROPA	C	A	13	0	0	54	23	0	15	8	0	40	88	-5	8	
	EDINBURGH	AIR EUROPA	C	D	13	0	0	46	31	0	15	8	0	49	38	20	8	
	GATWICK	AIR EUROPA	C	A	15	0	0	40	33	20	7	0	0	22	36	33	25	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	GATWICK	AIR EUROPA	C	D	14	0	0	36	43	14	7	0	0	28	38	32	24
	MANCHESTER	AIR EUROPA	C	A	14	0	0	50	21	7	14	7	0	38	39	25	18
	MANCHESTER	AIR EUROPA	C	D	13	0	1	62	8	8	15	8	0	41	28	34	18
	GATWICK	AIRWORLD AVIATION LTD	C	A	13	0	0	38	8	31	15	8	0	51	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	13	0	0	15	15	23	31	15	0	87	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	23	0	0	43	26	9	17	4	0	39	50	80	8
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	22	0	1	59	9	18	14	0	0	27	38	82	8
	GATWICK	BCM AIRLINES	C	A	5	0	4	40	40	0	20	0	0	37	0	0	0
	GATWICK	BCM AIRLINES	C	D	5	0	4	60	20	0	20	0	0	32	0	0	0
	GLASGOW	BCM AIRLINES	C	A	4	0	0	75	0	0	0	0	25	142	0	0	0
	GLASGOW	BCM AIRLINES	C	D	4	0	0	50	25	0	0	25	0	94	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	0	55	29	11	5	0	0	19	53	22	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	38	0	0	82	11	5	3	0	0	9	57	21	30
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	38	0	0	82	8	8	0	3	0	16	83	26	35
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	37	0	0	84	11	3	0	3	0	16	82	6	34
	GATWICK	BRITANNIA AIRWAYS	C	A	51	0	0	49	20	14	16	2	0	30	57	22	56
	GATWICK	BRITANNIA AIRWAYS	C	D	51	0	0	75	10	6	10	0	0	15	82	17	56
	GLASGOW	BRITANNIA AIRWAYS	C	A	22	0	0	55	23	23	0	0	0	16	82	4	17
	GLASGOW	BRITANNIA AIRWAYS	C	D	21	0	0	62	29	10	0	0	0	13	100	-1	17
	LUTON	BRITANNIA AIRWAYS	C	A	26	0	0	58	12	23	8	0	0	21	77	17	31
	LUTON	BRITANNIA AIRWAYS	C	D	25	1	1	64	16	16	4	0	0	18	80	17	30
	MANCHESTER	BRITANNIA AIRWAYS	C	A	61	0	0	51	15	21	10	3	0	29	69	11	58
	MANCHESTER	BRITANNIA AIRWAYS	C	D	59	1	1	59	19	10	8	3	0	27	78	14	59
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	22	0	0	77	0	14	5	5	0	18	86	6	22
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	21	0	0	90	0	5	0	5	0	9	77	10	22
	STANSTED	BRITANNIA AIRWAYS	C	A	22	0	0	64	23	5	9	0	0	19	91	5	23
	STANSTED	BRITANNIA AIRWAYS	C	D	20	0	1	80	10	5	5	0	0	13	87	9	23
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	7	50	17	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	10	75	21	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-4	38	26	8
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	50	80	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	25	25	25	25	0	0	46	0	258	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	1	0	0	38	38	13	13	0	56	25	257	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	1	25	25	25	25	0	0	40	50	128	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	22	22	33	22	0	0	41	25	116	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-17	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	50	0	25	25	0	0	32	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	0	50	0	50	0	0	50	0	0	0
	GATWICK	FUTURA AIRLINES	S	A	9	0	0	56	33	11	0	0	0	19	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	0	35	1
	GATWICK	FUTURA AIRLINES	S	D	9	0	0	22	44	33	0	0	0	27	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	6	0	0	33	33	17	0	17	0	52	67	27	9
	MANCHESTER	FUTURA AIRLINES	C	D	6	0	2	50	0	17	33	0	0	39	64	22	11
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	14	0	0	0
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	50	0	50	0	0	0	27	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	0	25	50	0	0	71	38	56	8
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	25	50	0	0	49	38	54	8
	STANSTED	LEISURE INTERNATIONAL	C	A	9	0	0	78	11	11	0	0	0	9	22	51	9
	STANSTED	LEISURE INTERNATIONAL	C	D	9	0	0	89	0	11	0	0	0	8	67	35	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	67	11	0	22	0	0	22	78	6	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	60	10	0	30	0	0	29	78	7	9
	GATWICK	MONARCH AIRLINES	C	A	36	0	0	47	22	19	8	3	0	30	20	63	30
	GATWICK	MONARCH AIRLINES	C	D	36	0	0	67	11	14	6	3	0	24	37	46	30
	GLASGOW	MONARCH AIRLINES	C	A	8	0	0	63	38	0	0	0	0	15	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	9	0	0	56	33	11	0	0	0	14	0	0	0
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	0	100	0	0	0	39	67	3	12



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
PALMA DE MALLORCA	LUTON	MONARCH AIRLINES	S	A	9	0	0	22	22	33	22	0	0	46	38	45	8
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	0	11	22	0	0	28	63	24	8
	LUTON	MONARCH AIRLINES	C	D	4	1	0	75	25	0	0	0	0	12	92	-4	12
	MANCHESTER	MONARCH AIRLINES	C	A	27	0	0	52	19	11	19	0	0	22	48	37	21
	MANCHESTER	MONARCH AIRLINES	C	D	27	1	0	56	33	7	4	0	0	17	64	37	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	22	0	0	86	0	9	5	0	0	-1	74	5	19
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	21	0	0	57	29	5	5	5	0	22	61	12	18
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	29	0	0	31	14	21	28	7	0	59	38	55	26
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	29	0	0	45	17	14	14	10	0	53	46	43	26
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	24	0	0	42	17	21	21	0	0	41	48	35	25
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	24	0	0	42	25	21	13	0	0	34	44	35	25
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	26	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	31	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	55	0	0	58	11	22	7	2	0	23	45	53	47
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	54	0	0	61	11	20	6	2	0	22	46	48	46
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	12	0	0	42	0	17	42	0	0	65	44	28	16
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	12	0	0	42	8	8	42	0	0	65	47	35	17
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	14	0	0	50	7	7	29	7	0	48	64	29	14
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	8	15	31	0	0	44	57	35	14
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	A	3	0	1	0	33	33	33	0	0	58	0	0	0
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	D	3	0	1	33	33	33	0	0	0	25	0	0	0
	BIRMINGHAM	SPANAIR	C	A	7	0	0	29	43	0	29	0	0	32	80	27	5
	BIRMINGHAM	SPANAIR	C	D	7	0	0	29	29	14	29	0	0	39	60	34	5
	EDINBURGH	SPANAIR	C	A	4	0	0	50	0	50	0	0	0	22	75	21	4
	EDINBURGH	SPANAIR	C	D	4	0	0	50	0	25	25	0	0	35	50	247	4
	GATWICK	SPANAIR	C	A	11	0	1	45	18	9	27	0	0	40	58	24	12
	GATWICK	SPANAIR	C	D	11	0	1	55	9	9	27	0	0	37	33	33	12
	MANCHESTER	SPANAIR	C	A	8	0	0	75	25	0	0	0	0	-11	50	22	16
	MANCHESTER	SPANAIR	C	D	8	0	0	75	13	13	0	0	0	-1	25	39	16
	NEWCASTLE	SPANAIR	C	A	10	0	0	50	20	0	20	10	0	49	80	24	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
PALMA DE MALLORCA	NEWCASTLE	SPANAIR	C	D	10	0	0	50	20	0	20	10	0	45	100	-5	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	24	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	20	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	15	15	23	0	0	29	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	1	38	31	8	23	0	0	29	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	18	6	6	0	0	8	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	1	82	6	6	6	0	0	6	0	0	0
	GATWICK	VIRGIN EXPRESS	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
	GATWICK	VIRGIN EXPRESS	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	VIVA	C	A	4	0	0	25	25	50	0	0	0	26	67	9	6
	GATWICK	VIVA	C	D	4	0	0	50	25	25	0	0	0	16	33	27	6
<b>TOTAL PALMA DE MALLORCA</b>					<b>1798</b>	<b>9</b>	<b>23</b>	<b>56</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>29</b>	<b>29</b>
PAPHOS	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	25	0	50	0	0	47	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	27	0	0	0
	GATWICK	AIR 2000	S	A	17	0	0	12	6	53	29	0	0	59	0	94	18
	GATWICK	AIR 2000	S	D	16	0	0	0	38	38	25	0	0	48	33	62	18
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	0	25	25	0	91	100	-7	4
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	25	25	0	84	100	3	4
	LUTON	AIR 2000	C	A	8	0	0	38	13	25	13	13	0	54	33	23	9
	LUTON	AIR 2000	C	D	8	0	0	50	13	13	13	13	0	56	44	26	9
	MANCHESTER	AIR 2000	S	A	7	0	1	0	57	29	14	0	0	40	75	11	4
	MANCHESTER	AIR 2000	S	D	8	0	0	50	13	25	13	0	0	31	100	0	4
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	15	50	28	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	3	50	18	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	14	100	1	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	25	20	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	16	100	-9	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	13	100	2	2
	LUTON	BRITANNIA AIRWAYS	C	A	12	0	0	50	33	8	8	0	0	23	69	5	13

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
PAPHOS	LUTON	BRITANNIA AIRWAYS	C	D	12	0	0	83	0	0	17	0	0	18	83	9	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	13	13	0	0	14	83	2	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	17	83	12	12	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	25	50	9	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	100	8	2	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	0	13	38	38	0	13	156	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	38	13	25	13	0	13	122	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	47	40	80	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	75	25	0	0	68	0	98	5	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	0	0	50	50	0	0	84	0	0	0	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	0	0	75	0	0	72	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	0	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	25	50	13	13	0	0	28	0	0	0	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	0	25	50	0	25	0	83	40	47	10	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	0	75	0	25	0	95	10	69	10	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	0	25	50	0	25	0	115	0	0	0	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	0	25	50	0	25	135	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	50	30	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	50	24	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	20	0	0	36	60	224	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	50	25	0	0	52	20	98	5	
<b>TOTAL PAPHOS</b>					<b>225</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>17</b>	<b>23</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>48</b>	<b>48</b>	<b>45</b>	<b>45</b>	
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	30	0	0	90	10	0	0	0	0	3	90	1	30	
	EDINBURGH	AIR FRANCE	S	D	30	0	0	50	40	10	0	0	0	17	100	2	30	
	HEATHROW	AIR FRANCE	S	A	302	0	0	65	25	9	2	0	0	13	76	8	248	
	HEATHROW	AIR FRANCE	S	D	302	0	0	73	21	5	2	0	0	9	88	3	247	
	LONDON CITY	AIR FRANCE	S	A	108	0	2	92	4	4	1	0	0	2	0	0	0	
	LONDON CITY	AIR FRANCE	S	D	109	0	1	75	16	4	6	0	0	16	0	0	0	
	MANCHESTER	AIR FRANCE	S	A	116	0	0	87	9	2	2	0	0	7	76	8	116	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	MANCHESTER	AIR FRANCE	S	D	116	0	0	82	10	5	2	1	0	8	92	2	116
	GATWICK	AIR GABON	S	A	4	0	0	25	0	50	25	0	0	42	75	24	4
	GATWICK	AIR GABON	S	D	5	0	0	40	0	40	20	0	0	40	60	22	5
	GATWICK	AIR JET	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	GATWICK	AIR TRANSAT	C	A	4	0	0	25	50	25	0	0	0	22	50	62	4
	GATWICK	AIR TRANSAT	C	D	4	0	0	25	25	50	0	0	0	27	0	49	4
	MANCHESTER	AIR TRANSAT	C	A	3	0	1	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	50	0	50	0	0	0	12	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	206	0	0	80	16	4	0	0	0	8	85	6	235
	HEATHROW	BMI BRITISH MIDLAND	S	D	206	0	0	86	10	3	1	0	0	5	90	2	235
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	141	0	1	53	29	14	4	0	0	18	67	20	134
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	142	0	8	66	18	11	6	0	0	16	74	14	135
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	1	56	20	12	12	0	0	24	88	3	26
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	1	88	13	0	0	0	0	7	86	9	21
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	60	0	0	57	25	17	2	0	0	16	90	1	50
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	60	0	0	85	15	0	0	0	0	5	88	5	51
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	137	0	0	82	14	2	2	0	0	7	88	6	155
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	137	0	1	88	9	2	1	0	0	5	89	6	155
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	52	0	0	87	8	4	2	0	0	5	84	3	51
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	52	0	0	92	4	4	0	0	0	7	93	6	60
	GLASGOW	BRITISH AIRWAYS PLC	S	A	22	0	0	68	18	9	5	0	0	18	73	9	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	194	0	0	73	18	6	3	1	1	14	86	5	235
	HEATHROW	BRITISH AIRWAYS PLC	S	D	194	0	0	82	11	4	2	1	0	10	87	4	236
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	134	0	0	78	13	6	3	0	0	9	86	3	133
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	134	0	0	71	20	7	1	0	0	11	85	6	133
	GATWICK	CAMEROON AIRLINES	S	A	5	0	0	0	40	60	0	0	0	29	0	34	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	D	3	0	1	0	0	0	33	33	33	276	0	86	2	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	142	0	0	92	6	1	1	0	0	-1	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	141	0	0	79	14	3	4	0	0	10	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	56	0	0	80	9	9	2	0	0	8	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	56	0	0	91	4	4	2	0	0	5	0	0	0	
	STANSTED	KLM UK LTD	S	A	119	0	1	90	3	3	3	1	0	1	92	1	110	
	STANSTED	KLM UK LTD	S	D	119	0	1	86	9	3	2	0	0	7	84	10	110	
	LUTON	SCOT AIRWAYS	S	A	84	1	11	70	15	12	2	0	0	11	93	-2	73	
	LUTON	SCOT AIRWAYS	S	D	84	2	11	55	35	8	2	0	0	12	64	14	72	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3880</b>	<b>3</b>	<b>42</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>6</b>	<b>6</b>	
PARIS (ORLY)																		
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	88	0	2	77	15	5	3	0	0	9	83	6	90	
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	89	0	1	61	20	15	4	0	0	17	96	0	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	92	6	2	0	0	0	-1	86	2	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	85	12	2	1	0	0	6	91	2	56	
<b>TOTAL PARIS (ORLY)</b>					<b>351</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>4</b>	
PERPIGNAN																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	4	0	0	75	25	0	0	0	0	5	50	17	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	4	0	0	100	0	0	0	0	0	3	100	5	4	
<b>TOTAL PERPIGNAN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>11</b>	
PERTH (AUSTRALIA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53	13	23	10	0	0	21	63	28	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	27	17	10	0	0	24	53	17	30	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>23</b>	<b>23</b>	
PESCARA																		
PHILADELPHIA INTERNATION																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
PHILADELPHIA INTERNATIONAL		HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	92	8	0	0	0	0	-11	87	-2	60
		HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	69	16	14	2	0	0	16	57	16	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>						<b>102</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>7</b>	<b>7</b>
PHUKET																		
PISA		GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	20	40	20	20	0	0	46	0	0	0
		GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	20	20	40	20	0	0	48	0	0	0
		GATWICK	ALITALIA	S	A	30	0	0	70	30	0	0	0	0	11	0	0	0
		GATWICK	ALITALIA	S	D	30	0	0	60	17	13	10	0	0	21	0	0	0
		GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	50	0	0	0	31	0	29	4
		GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	19	100	-1	4
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	80	17	2	2	0	0	4	0	0	0
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	45	38	8	8	0	0	22	0	0	0
		MANCHESTER	BRITISH AIRWAYS PLC	C	A	3	0	0	0	0	33	67	0	0	79	0	77	4
		MANCHESTER	BRITISH AIRWAYS PLC	C	D	3	0	0	33	33	0	33	0	0	65	75	41	4
		GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	0	25	50	25	0	0	53	0	155	1
		GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	28	1
		GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	19	0	0	0
		GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0
		GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	40	40	20	0	0	0	20	25	29	4
		GATWICK	EUROPEAN AIR CHARTER	C	D	7	0	0	57	14	0	29	0	0	36	75	14	4
		MANCHESTER	EUROPEAN AIR CHARTER	C	A	12	0	0	42	25	25	8	0	0	25	44	21	9
		MANCHESTER	EUROPEAN AIR CHARTER	C	D	12	0	0	67	25	8	0	0	0	7	100	7	9
		GLASGOW	KLM UK LTD	C	A	4	0	0	25	0	75	0	0	0	39	100	-7	3
		GLASGOW	KLM UK LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	-2	2
		GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	25	0	0	0	19	33	173	3
		GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	25	25	0	0	31	0	204	3
		GATWICK	MONARCH AIRLINES	C	A	8	0	0	0	25	75	0	0	0	37	10	39	10

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
PISA	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	38	0	0	0	0	14	100	9	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	75	0	25	0	0	62	0	54	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	37	0	35	4
<b>TOTAL PISA</b>					<b>296</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>27</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>32</b>	<b>32</b>
PITTSBURGH	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	13	7	0	0	6	59	19	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	13	13	10	0	20	83	49	30	
<b>TOTAL PITTSBURGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>35</b>	<b>35</b>	
PLYMOUTH	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	88	0	2	69	15	11	5	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	59	0	1	81	8	7	3	0	8	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	2	0	0	100	0	0	0	0	5	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	10	0	0	60	20	10	10	0	23	0	0	0	
<b>TOTAL PLYMOUTH</b>					<b>159</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>18</b>	<b>18</b>	
PORLAMAR	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	-17	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	67	0	0	0	18	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	0	0	50	83	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	0	33	67	0	0	41	0	0	0	
<b>TOTAL PORLAMAR</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>31</b>	<b>83</b>	<b>4</b>	<b>4</b>	
PORT OF SPAIN	HEATHROW	BWIA	S	A	27	0	0	63	11	15	7	4	16	19	66	27	
	HEATHROW	BWIA	S	D	27	0	0	37	30	11	15	7	41	0	74	27	
<b>TOTAL PORT OF SPAIN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>29</b>	<b>9</b>	<b>70</b>	<b>70</b>	
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	39	0	0	59	26	15	0	0	15	72	10	39	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
PRAGUE																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	39	0	0	72	26	3	0	0	0	7	95	7	39	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	75	12	12	2	0	0	11	87	5	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	65	25	5	5	0	0	14	80	7	60	
	HEATHROW	CSA	S	A	60	0	0	65	23	10	2	0	0	15	62	17	60	
	HEATHROW	CSA	S	D	60	0	0	82	12	7	0	0	0	5	85	7	60	
	MANCHESTER	CSA	S	A	26	0	0	12	50	38	0	0	0	29	69	10	13	
	MANCHESTER	CSA	S	D	26	0	0	35	31	27	4	0	4	48	85	8	13	
	STANSTED	CSA	S	A	21	0	0	81	14	5	0	0	0	8	67	8	18	
	STANSTED	CSA	S	D	21	0	0	81	14	5	0	0	0	10	78	7	18	
<b>TOTAL PRAGUE</b>					<b>413</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>9</b>	<b>9</b>	
PRESTWICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	6	0	0	100	0	0	0	0	0	-4	100	-1	9	
	NEWCASTLE	GILL AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	-4	88	14	8	
	STANSTED	RYANAIR	S	A	133	0	2	86	5	5	4	0	0	5	87	8	119	
	STANSTED	RYANAIR	S	D	134	0	1	81	10	4	5	0	0	11	83	8	118	
<b>TOTAL PRESTWICK</b>					<b>275</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>	
PREVEZA																		
	GATWICK	AIR 2000	C	A	8	0	0	88	0	0	13	0	0	9	100	-7	4	
	GATWICK	AIR 2000	C	D	8	0	0	88	0	0	13	0	0	14	25	25	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	8	100	-9	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	13	100	-2	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	0	0	100	0	0	0	51	25	32	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	0	12	25	27	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	0	0	25	0	50	0	25	387	20	51	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	25	25	0	25	378	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	31	0	84	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	20	52	5	
	MANCHESTER	TRANSAER	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0	
	MANCHESTER	TRANSAER	C	D	4	0	0	100	0	0	0	0	0	10	0	0	0	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
PREVEZA																		
<b>TOTAL PREVEZA</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>41</b>	<b>70</b>	<b>70</b>	
PUERTO PLATA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-13	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	54	8	23	15	0	0	22	33	215	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	62	8	31	0	0	0	22	14	378	7	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	3	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	0	93	0	0	7	0	0	-6	45	245	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	15	0	0	47	33	13	0	7	0	36	75	70	12	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	46	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	55	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	62	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	7	0	0	86	14	0	0	0	0	-21	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	33	50	0	17	0	0	26	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-41	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	22	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	8	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	25	0	0	0	26	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	57	0	14	0	29	0	57	0	85	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	29	29	14	0	29	0	93	50	57	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-6	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	25	0	0	0	21	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	25	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-15	75	322	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	50	16	4	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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 PLATA																	
<b>TOTAL PUERTO PLATA</b>					<b>153</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>152</b>	<b>152</b>
PUERTO VALLARTA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-21	75	14	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	50	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	15	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	49	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	100	0	0	0	0	0	-13	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	20	80	0	0	0	33	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-17	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	50	0	0	0	34	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	40	0	0	50	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	0	80	0	0	89	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	0	60	0	0	55	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	0	20	80	0	0	105	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>9</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>47</b>	<b>28</b>	<b>28</b>
PULA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	26	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	24	0	0	0
	GLASGOW	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	33	0	0	0	24	0	0	0
	GLASGOW	LEISURE INTERNATIONAL	C	D	2	0	1	50	0	0	50	0	0	38	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	0	20	0	0	23	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	33	0	0	0	13	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	2	0	1	50	50	0	0	0	0	9	0	0	0
<b>TOTAL PULA</b>					<b>40</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>7</b>
PUNTA CANA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-12	50	22	2

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
PUNTA CANA	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	100	13	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-29	100	-6	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	10	0	26	2	
<b>TOTAL PUNTA CANA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>63</b>	<b>14</b>	<b>14</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	87	7	0	3	3	0	-7	55	16	29	
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	77	17	0	7	0	0	15	72	11	29	
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	<b>14</b>	
REIMS																		
<b>TOTAL REIMS</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RENNES	GATWICK	BRIT AIR	S	A	51	0	1	84	6	4	6	0	0	14	56	19	50	
	GATWICK	BRIT AIR	S	D	51	0	1	71	8	10	12	0	0	18	82	10	50	
<b>TOTAL RENNES</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>14</b>	
REUS	GATWICK	AIR 2000	C	A	5	0	0	20	20	40	20	0	0	39	50	13	4	
	GATWICK	AIR 2000	C	D	5	0	0	20	40	0	40	0	0	42	100	4	4	
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	0	50	0	82	0	0	0	
	GLASGOW	AIR 2000	C	D	5	0	0	40	20	0	0	40	0	93	0	0	0	
	MANCHESTER	AIR 2000	C	A	10	0	0	70	10	0	0	20	0	39	75	16	4	
	MANCHESTER	AIR 2000	C	D	10	0	0	60	10	10	0	20	0	41	75	26	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	75	25	0	0	0	0	-11	100	-15	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	0	20	0	0	0	3	75	3	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	-10	100	-4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	100	6	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	33	0	0	0	0	10	50	50	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	13	50	54	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	100	-8	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	1	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-7	75	37	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	-2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	93	7	0	0	0	0	-8	92	-4	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	86	7	7	0	0	0	7	75	8	12	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-8	100	-12	4	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
REUS	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	2	100	-4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	2	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-30	75	-9	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	25	27	4
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-16	60	8	5
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-2	80	13	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-2	80	7	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	80	16	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	0	0	10	0	0	7	80	-7	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	20	0	10	0	0	16	80	13	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	11	80	-2	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	26	100	-7	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	87	7	0	7	0	0	0	100	-21	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	93	0	0	7	0	0	8	40	19	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	80	-2	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-3	100	-6	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	0	20	40	0	130	80	-2	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	95	80	17	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	1	0	67	0	0	33	0	0	6	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	15	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-21	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	39	0	0	0
<b>TOTAL REUS</b>					<b>270</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>7</b>	<b>7</b>
REYKJAVIK																	
RHODES																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-15	100	-26	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	-2	4
	GATWICK	AIR 2000	C	A	12	0	0	42	17	33	8	0	0	23	23	50	13

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
RHODES																		
	GATWICK	AIR 2000	C	D	12	0	0	58	17	17	8	0	0	21	67	32	12	
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	9	100	-21	4	
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	6	100	0	4	
	MANCHESTER	AIR 2000	C	A	12	0	0	17	25	42	17	0	0	42	63	1	8	
	MANCHESTER	AIR 2000	C	D	12	0	0	33	42	8	17	0	0	32	100	-4	8	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	10	50	9	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	11	75	3	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	50	0	0	0	0	16	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	25	27	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	80	19	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	13	50	38	0	0	57	44	19	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	13	38	13	38	0	0	51	50	25	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	16	100	9	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	100	5	2	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	34	100	-1	2	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	11	100	-2	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	10	67	4	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	25	13	0	0	20	77	10	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	9	100	-7	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	100	-4	2	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	100	-1	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	13	100	5	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	16	0	0	19	19	6	31	13	13	159	22	82	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	16	0	0	19	19	6	31	6	19	155	25	77	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	25	40	77	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	31	25	88	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	29	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	50	0	0	0	24	0	83	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	25	0	0	0	21	25	51	4	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
RHODES																	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	50	17	17	8	8	0	43	60	37	5
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	50	25	8	8	0	8	55	20	33	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	0	25	102	75	17	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	0	25	111	50	32	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-19	50	10	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	50	17	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	0	20	0	54	50	41	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	20	0	56	80	14	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	75	12	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-3	100	0	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	23	100	-12	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	0	33	0	0	26	100	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL RHODES</b>					<b>269</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>18</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>42</b>	<b>58</b>	<b>35</b>	<b>35</b>
RIGA																	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	11	0	1	45	18	36	0	0	0	25	100	-8	4
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	11	0	1	100	0	0	0	0	0	-1	100	-7	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	17	28	50	6	0	0	34	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	82	18	0	0	0	0	7	0	0	0
	GATWICK	RIGA AIRLINES EXPRESS	S	A	22	0	0	32	45	14	9	0	0	26	50	45	22
	GATWICK	RIGA AIRLINES EXPRESS	S	D	22	0	0	82	9	0	9	0	0	14	55	61	22
<b>TOTAL RIGA</b>					<b>101</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>19</b>	<b>19</b>
RIMINI																	
	EDINBURGH	KLM UK LTD	C	A	3	0	0	0	33	33	33	0	0	39	50	6	2
	EDINBURGH	KLM UK LTD	C	D	3	0	0	33	67	0	0	0	0	20	50	16	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	5	0	67	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	4	75	23	4

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
RIMINI	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	0	50	50	0	0	81	50	21	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	1	1	0	50	0	50	0	0	71	100	4	4
<b>TOTAL RIMINI</b>					<b>24</b>	<b>1</b>	<b>2</b>	<b>38</b>	<b>29</b>	<b>13</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>62</b>	<b>44</b>	<b>44</b>
RIO DE JANEIRO (GALEAO)	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-7	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	0	25	0	0	30	0	0	0
	HEATHROW	VARIG	S	A	12	0	0	67	17	8	0	8	0	29	76	29	17
	HEATHROW	VARIG	S	D	16	0	0	69	13	13	6	0	0	20	62	22	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>23</b>	<b>23</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-2	100	-14	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	38	15	8	0	0	27	77	9	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	1	75	25	0	0	0	0	7	15	37	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	1	50	25	0	25	0	0	26	50	16	6
<b>TOTAL RIYADH</b>					<b>34</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>10</b>	<b>10</b>
ROME (CIAMPINO)	GATWICK	AIR 2000	C	A	8	0	0	50	25	0	25	0	0	24	0	0	0
	GATWICK	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	6	0	0	0
	GATWICK	AIR TRANSAT	C	A	3	0	0	67	33	0	0	0	0	4	0	0	0
	GATWICK	AIR TRANSAT	C	D	3	0	0	0	33	67	0	0	0	37	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	16	100	-6	2
	EDINBURGH	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	22	50	18	2
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	34	1	4	59	18	21	3	0	0	16	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	35	0	2	57	11	23	3	6	0	30	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	27	50	24	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	33	23	6
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	25	25	0	0	0	19	18	83	11
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	25	63	13	0	0	0	20	45	52	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	22	33	22	0	0	46	0	0	0



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ROME (CIAMPINO)	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	22	0	0	23	0	0	0
	STANSTED	SKYSERVICE F B O Inc	C	A	4	1	1	75	0	25	0	0	0	-2	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>					<b>141</b>	<b>2</b>	<b>9</b>	<b>55</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>27</b>	<b>68</b>	<b>68</b>
ROME (FIUMICINO)	GATWICK	ALITALIA	S	A	30	0	0	53	33	10	0	3	0	21	63	13	30
	GATWICK	ALITALIA	S	D	30	0	0	67	30	0	0	3	0	15	60	14	30
	HEATHROW	ALITALIA	S	A	150	0	1	55	27	13	5	0	0	20	52	19	150
	HEATHROW	ALITALIA	S	D	150	0	1	65	17	9	8	1	0	19	55	19	150
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	70	17	13	0	0	0	10	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	70	23	3	3	0	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	1	52	38	7	3	0	0	17	38	24	29
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	70	17	13	0	0	0	11	67	18	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	2	67	18	11	3	1	0	15	61	16	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	1	70	20	6	4	0	0	14	71	12	150
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	25	0	0	96	0	4	0	0	0	-1	77	7	26
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	35	38	23	4	0	0	24	68	13	25
<b>TOTAL ROME (FIUMICINO)</b>					<b>830</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>22</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>14</b>	<b>14</b>
ROTTERDAM	GATWICK	CITY FLYER EXPRESS	S	A	91	0	3	58	24	14	2	1	0	13	86	8	99
	GATWICK	CITY FLYER EXPRESS	S	D	91	0	3	73	13	11	3	0	0	13	80	11	98
	HEATHROW	KLM	S	A	129	0	1	78	14	7	2	0	0	8	77	10	128
	HEATHROW	KLM	S	D	129	0	1	81	13	5	2	0	0	3	88	3	128
	LONDON CITY	KLM UK LTD	S	A	89	0	2	74	16	10	0	0	0	8	0	0	0
	LONDON CITY	KLM UK LTD	S	D	88	0	3	70	17	10	2	0	0	13	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	121	0	9	97	3	0	0	0	0	-1	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	121	0	9	92	8	0	0	0	0	7	0	0	0
<b>TOTAL ROTTERDAM</b>					<b>860</b>	<b>0</b>	<b>31</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
SALONIKA	HEATHROW	AEGEAN AIRLINES	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	AEGEAN AIRLINES	S	D	9	0	0	100	0	0	0	0	0	-7	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	0	25	50	25	0	0	46	25	107	12
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	0	75	25	0	0	0	29	0	167	4
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	27	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-6	67	1	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	100	-1	7
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-2	40	56	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	9	40	61	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	7	60	11	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	16	60	12	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	10	89	-8	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	11	100	2	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-12	67	9	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	12	100	10	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	40	40	17	3	0	0	21	73	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	30	7	0	0	0	12	77	10	30
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	51	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	17	8	42	33	0	0	54	27	45	15
	GATWICK	MONARCH AIRLINES	C	D	12	0	1	42	33	8	17	0	0	29	47	34	15
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	13	100	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13	100	7	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	100	0	0	0	33	75	14	4
	MANCHESTER	TRANSAER	C	A	4	0	0	25	75	0	0	0	0	12	0	0	0
	MANCHESTER	TRANSAER	C	D	4	0	0	75	25	0	0	0	0	2	0	0	0
<b>TOTAL SALONIKA</b>					<b>190</b>	<b>2</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>26</b>	<b>26</b>
SALZBURG	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6	50	109	4
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	0	33	0	0	0	11	67	62	3
	GATWICK	AIR 2000	C	A	12	0	0	67	17	8	0	0	8	47	67	32	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	AIR 2000	C	D	12	0	0	67	8	17	0	8	0	28	63	39	8	
	MANCHESTER	AIR 2000	C	A	8	0	0	25	38	13	25	0	0	38	0	46	4	
	MANCHESTER	AIR 2000	C	D	8	0	0	13	13	50	25	0	0	46	0	69	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-2	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	13	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	13	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	-10	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	LAUDA-AIR	S	A	48	0	1	52	29	17	2	0	0	20	74	12	58	
	GATWICK	LAUDA-AIR	S	D	48	0	1	60	19	15	6	0	0	17	76	10	58	
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	0	0	25	122	0	0	0	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	0	25	0	48	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	0	25	0	52	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	0	0	25	131	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	12	75	22	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	33	20	3	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	2	75	71	4	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-3	75	31	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	12	25	42	8	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	43	80	7	
<b>TOTAL SALZBURG</b>					<b>214</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>67</b>	<b>23</b>	<b>23</b>	
SAMOS																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	25	0	70	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	8	0	51	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	22	20	222	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	7	60	196	5	
<b>TOTAL SAMOS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>20</b>	<b>135</b>	<b>135</b>	
SAN DIEGO																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	0	3	0	-18	90	26	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	7	3	0	0	13	67	16	30	
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>-2</b>	<b>78</b>	<b>21</b>	<b>21</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	85	10	3	2	0	0	-4	80	5	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	50	37	8	5	0	0	19	58	23	60	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	77	8	8	7	0	0	7	48	19	90	
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	80	10	5	3	0	2	31	63	14	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	0	3	0	0	-4	52	16	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	17	0	3	0	0	9	50	21	30	
<b>TOTAL SAN FRANCISCO</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>16</b>	<b>16</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	40	0	20	20	20	0	88	20	90	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	0	25	0	52	20	75	5	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>72</b>	<b>26</b>	<b>53</b>	<b>53</b>	
SAN SEBASTIAN																		
SANAA																		
	GATWICK	YEMENIA	S	A	8	0	0	75	0	13	13	0	0	14	0	126	5	
	GATWICK	YEMENIA	S	D	8	0	0	63	25	13	0	0	0	13	0	172	5	
<b>TOTAL SANAA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>149</b>	<b>149</b>	
SANFORD																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	-23	75	-10	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	12	100	2	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	83	8	8	0	0	0	-1	36	25	11	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	23	0	0	0	0	9	45	27	11	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	19	44	25	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	0	11	0	28	56	18	9	
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	13	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	22	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
SANFORD																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	92	8	0	0	0	0	-21	76	6	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	58	33	8	0	0	15	63	27	16		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	6	0	0	83	0	17	0	0	2	25	33	4		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	6	0	0	50	33	0	17	0	32	50	16	4		
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	25	42	17	17	0	29	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	42	33	17	8	0	26	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	A	12	0	0	42	0	8	33	17	72	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	D	12	0	0	25	17	25	33	0	62	0	0	0		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	12	0	0	58	17	17	8	0	11	0	0	0		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	12	0	0	67	17	8	0	8	33	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	11	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	48	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	25	13	38	0	115	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	0	33	11	0	26	0	0	0		
	GLASGOW	MONARCH AIRLINES	C	A	11	0	0	45	0	18	36	0	30	86	-25	7		
	GLASGOW	MONARCH AIRLINES	C	D	10	0	0	30	10	40	20	0	45	100	2	8		
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	93	7	0	0	0	-8	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	29	36	29	7	0	27	0	0	0		
	STANSTED	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	7	0	0	0		
	STANSTED	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	41	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	23	50	19	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	-11	50	13	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	1	8	8	8	69	8	94	0	124	13		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	2	8	31	31	31	0	55	25	49	12		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	25	25	38	0	61	50	53	8		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	0	38	25	0	41	63	38	8		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	31	0	0	0		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	25	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	43	19	19	19	0	38	32	85	22		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	22	0	0	55	18	18	9	0	29	33	93	21		

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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)	Plan (8)												
SANFORD																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	13	22	72	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	30	75	13	8	
<b>TOTAL SANFORD</b>					<b>358</b>	<b>2</b>	<b>3</b>	<b>52</b>	<b>16</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>47</b>	<b>47</b>	
SANTIAGO DE CHILE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	-2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	86	7	7	0	0	0	6	0	0	0	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>24</b>	<b>24</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	13	57	23	7	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	1	83	13	6	
	HEATHROW	IBERIA	S	A	30	0	0	73	17	7	3	0	0	16	93	7	30	
	HEATHROW	IBERIA	S	D	30	0	0	77	7	10	7	0	0	13	93	-2	30	
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>					<b>70</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>6</b>	
SANTO DOMINGO																		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	0	22	0	52	50	35	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	11	0	30	50	22	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-9	100	-7	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	14	40	27	5	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-11	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	100	0	0	0	0	0	9	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	33	0	0	0	1	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	67	0	0	33	0	0	35	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	46	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	46	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	11	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	30	0	0	0	
<b>TOTAL SANTO DOMINGO</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>22</b>	<b>22</b>	
SAO PAULO (GUARULHOS)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	2	0	0	0	

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																	Actual (7)	Plan (8)
SAO PAULO (GUARULHOS)																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	12	0	0	0	
	GATWICK	TRANSBRASIL	S	A	8	0	0	63	0	38	0	0	0	10	0	0	0	
	GATWICK	TRANSBRASIL	S	D	8	0	0	88	13	0	0	0	6	0	0	0	0	
	HEATHROW	VARIG	S	A	8	0	0	13	50	38	0	0	28	25	27	4		
	HEATHROW	VARIG	S	D	4	0	0	100	0	0	0	0	3	63	16	8		
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>14</b>	<b>14</b>		
SARAJEVO																		
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	1	2	82	4	7	7	0	3	73	12	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	30	10	10	0	3	69	67	20	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>58</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>70</b>	<b>16</b>	<b>16</b>	
SEOUL (KIMPO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	75	25	0	0	0	6	92	-5	12		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	15	0	0	47	47	7	0	0	15	85	6	13		
	HEATHROW	KOREAN AIR	S	A	21	0	0	81	14	5	0	0	5	69	7	16		
	HEATHROW	KOREAN AIR	S	D	21	0	0	86	14	0	0	0	4	94	5	16		
<b>TOTAL SEOUL (KIMPO)</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>4</b>	<b>4</b>		
SEVILLE																		
	HEATHROW	IBERIA	S	A	30	0	0	87	10	3	0	0	0	100	-3	30		
	HEATHROW	IBERIA	S	D	30	0	0	90	10	0	0	0	-2	100	-4	30		
<b>TOTAL SEVILLE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>-2</b>	<b>-2</b>		
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	8	0	0	100	0	0	0	0	-10	22	26	9		
	GATWICK	AIR SEYCHELLES	S	D	8	0	0	88	13	0	0	0	4	56	19	9		
<b>TOTAL SEYCHELLES</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>54</b>	<b>18</b>	<b>18</b>		
SFAX																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	75	0	0	25	0	72	0	86	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	30	50	71	4		

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
SFAX																	
<b>TOTAL SFAX</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>78</b>	<b>78</b>
SHANNON																	
	GATWICK	AB AIRLINES	S	A	82	0	0	66	15	15	5	0	0	14	74	16	74
	GATWICK	AB AIRLINES	S	D	82	0	0	68	13	13	5	0	0	12	77	18	75
	HEATHROW	AER LINGUS	S	A	119	1	1	53	21	18	8	1	0	24	50	28	120
	HEATHROW	AER LINGUS	S	D	120	1	0	59	20	13	7	1	0	23	68	20	120
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	1	0	88	6	2	0	4	0	8	80	6	51
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	52	0	0	88	6	2	2	2	0	8	88	7	51
<b>TOTAL SHANNON</b>					<b>507</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>18</b>	<b>18</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	238	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	3	67	13	3
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	43	0	55	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	16	50	21	4
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>6</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>36</b>	<b>31</b>	<b>31</b>
SHAWBURY																	
SINGAPORE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	23	38	23	15	0	0	39	100	-15	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	4	56	17	9
	HEATHROW	SINGAPORE AIRLINES	S	A	60	0	0	75	12	8	5	0	0	12	82	4	60
	HEATHROW	SINGAPORE AIRLINES	S	D	60	0	0	72	20	8	0	0	0	11	65	15	60
	MANCHESTER	SINGAPORE AIRLINES	S	A	18	0	0	56	11	11	22	0	0	19	77	14	13
	MANCHESTER	SINGAPORE AIRLINES	S	D	18	0	0	17	33	50	0	0	0	30	15	43	13
<b>TOTAL SINGAPORE</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>12</b>	<b>12</b>
SKIATHOS																	
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-9	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	17	0	0	41	24	12	18	6	0	37	25	66	12
	GATWICK	AIRWORLD AVIATION LTD	C	D	13	0	0	54	38	0	8	0	0	14	33	46	12



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
SKIATHOS																		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	13	0	0	54	31	0	15	0	0	17	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	13	0	0	69	15	0	15	0	0	18	50	61	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	1	0	60	20	0	0	0	20	147	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	0	20	20	0	91	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	20	0	0	20	84	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	20	0	0	20	174	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	17	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	1	0	100	0	0	0	0	0	-28	75	7	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	1	50	15	4	
<b>TOTAL SKIATHOS</b>					<b>99</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>37</b>	<b>43</b>	<b>42</b>	<b>42</b>	
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	21	0	0	29	38	29	5	0	0	28	59	22	22	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	21	0	0	71	14	14	0	0	0	8	77	7	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	82	9	9	0	0	0	2	41	33	17	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	59	18	14	9	0	0	22	41	37	17	
<b>TOTAL SOFIA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>23</b>	<b>23</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	1	94	1	4	0	0	0	-2	94	0	68	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	69	0	1	87	7	6	0	0	0	7	94	8	68	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	0	91	3	3	3	0	0	1	97	-6	68	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	0	91	1	1	6	0	0	8	100	-2	68	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	1	80	12	3	5	0	0	7	90	5	62	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	65	0	1	85	5	6	5	0	0	8	90	2	62	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	43	0	2	91	2	5	2	0	0	5	85	1	41	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	43	0	2	86	2	9	2	0	0	7	59	15	41	
<b>TOTAL SOUTHAMPTON</b>					<b>496</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>2</b>	

SPLIT

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	75	0	0	25	0	0	49	0	0	0	
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	50	25	0	0	25	0	59	0	0	0	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	50	0	50	0	0	0	22	0	0	0	
<b>TOTAL SPLIT</b>					<b>20</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>52</b>	<b>20</b>	<b>20</b>	
ST KITTS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	40	0	0	0	
<b>TOTAL ST KITTS</b>					<b>4</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>-5</b>	<b>-5</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	60	0	0	33	35	25	5	2	0	28	24	48	29	
	GATWICK	TRANS WORLD AIRLINES	S	D	60	0	0	85	8	3	3	0	0	7	47	37	30	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>36</b>	<b>43</b>	<b>43</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	51	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	75	25	30	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	64	14	14	7	0	0	7	54	13	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	23	31	0	0	0	21	38	23	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	13	25	38	25	0	0	46	20	29	5	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>40</b>	<b>21</b>	<b>21</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	A	6	0	1	100	0	0	0	0	0	1	89	-5	9	
	GATWICK	AEROFLOT	S	D	6	0	1	83	17	0	0	0	0	7	56	13	9	
	HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	0	-2	100	-7	4	
	HEATHROW	AEROFLOT	S	D	4	0	0	100	0	0	0	0	0	0	25	30	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	86	5	10	0	0	0	-2	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	57	19	19	5	0	0	18	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
STANSTED																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	0	85	11	2	3	0	0	3	94	2	62
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	65	0	1	88	8	2	3	0	0	3	94	3	63
	EDINBURGH	KLM UK LTD	S	A	150	0	0	75	11	5	7	1	0	12	73	14	127
	EDINBURGH	KLM UK LTD	S	D	143	1	3	71	15	9	5	0	0	16	82	10	130
	GLASGOW	KLM UK LTD	S	A	134	0	0	78	13	2	7	1	0	9	86	3	98
	GLASGOW	KLM UK LTD	S	D	134	0	0	89	4	4	1	1	0	7	85	8	102
	NEWCASTLE	KLM UK LTD	S	A	70	0	0	91	4	4	0	0	0	2	84	8	67
	NEWCASTLE	KLM UK LTD	S	D	70	0	0	97	3	0	0	0	0	-1	90	1	68
<b>TOTAL STANSTED</b>					<b>832</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>7</b>
STAVANGER																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	65	19	8	8	0	0	15	72	17	25
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	69	12	8	12	0	0	16	81	10	26
	HEATHROW	SAS	S	A	60	0	0	67	20	12	2	0	0	11	77	7	60
	HEATHROW	SAS	S	D	60	0	0	95	3	0	2	0	0	4	88	2	60
<b>TOTAL STAVANGER</b>					<b>172</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>7</b>
STOCKHOLM (ARLANDA)																	
	GATWICK	AIR 2000	C	A	7	0	0	14	14	43	29	0	0	59	13	67	8
	GATWICK	AIR 2000	C	D	7	0	0	29	29	14	29	0	0	40	50	46	8
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	70	20	10	0	0	0	6	70	11	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	80	13	7	0	0	0	7	73	16	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	2	72	18	9	1	0	0	7	82	2	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	2	76	14	8	2	0	0	10	78	8	120
	GATWICK	FINNAIR	S	A	29	0	0	90	10	0	0	0	0	2	0	0	0
	GATWICK	FINNAIR	S	D	26	0	0	19	23	50	8	0	0	37	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	0	0	13	50	13	25	0	0	39	22	19	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	0	25	0	38	38	0	0	46	0	51	9
	EDINBURGH	SAS	S	A	4	0	0	100	0	0	0	0	0	-4	100	-14	4

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
STOCKHOLM (ARLANDA)																		
	EDINBURGH	SAS	S	D	4	0	0	100	0	0	0	0	0	1	100	-1	4	
	HEATHROW	SAS	S	A	146	0	0	72	18	5	5	0	0	14	75	4	146	
	HEATHROW	SAS	S	D	146	0	0	85	10	3	2	0	0	7	81	5	145	
	MANCHESTER	SAS	S	A	25	0	0	80	8	12	0	0	0	2	96	-11	26	
	MANCHESTER	SAS	S	D	25	0	0	80	20	0	0	0	0	3	100	-2	26	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>793</b>	<b>1</b>	<b>4</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>7</b>	<b>7</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR	S	A	59	1	0	81	14	3	2	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	D	60	0	0	68	27	2	3	0	0	13	0	0	0	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>119</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STORNOWAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	56	0	0	70	16	9	2	4	0	19	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	57	0	0	75	14	7	4	0	0	13	0	0	0	
<b>TOTAL STORNOWAY</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>12</b>	
STRASBOURG																		
	HEATHROW	AIR INTER EUROPE	S	A	51	0	1	45	41	10	4	0	0	19	58	14	26	
	HEATHROW	AIR INTER EUROPE	S	D	51	0	1	51	35	14	0	0	0	16	58	13	26	
<b>TOTAL STRASBOURG</b>					<b>105</b>	<b>3</b>	<b>4</b>	<b>49</b>	<b>37</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>13</b>	<b>13</b>	
STUTTART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	37	47	17	0	0	0	21	73	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	13	3	7	0	0	15	87	7	30	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	47	0	0	94	6	0	0	0	0	-3	91	-3	47	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	47	0	0	79	17	4	0	0	0	9	89	8	47	
	HEATHROW	LUFTHANSA	S	A	40	0	0	73	23	5	0	0	0	5	88	0	69	
	HEATHROW	LUFTHANSA	S	D	60	0	0	80	15	5	0	0	0	7	91	2	90	
<b>TOTAL STUTTART</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>3</b>	<b>3</b>	
SUMBURGH																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	62	27	8	4	0	0	14	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	54	31	8	8	0	0	22	0	0	0	

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					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SUMBURGH	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	29	0	1	97	0	3	0	0	0	2	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	70	10	3	17	0	0	29	0	0	0
<b>TOTAL SUMBURGH</b>					<b>111</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>5</b>	<b>5</b>
SYDNEY	HEATHROW	QANTAS	S	A	41	0	1	61	12	15	10	2	0	27	81	5	47
	HEATHROW	QANTAS	S	D	21	0	0	48	52	0	0	0	0	15	0	0	0
<b>TOTAL SYDNEY</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>26</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>5</b>	<b>5</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
TAIPEI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	0	92	-4	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	19	77	10	13	
	HEATHROW	EVA AIR	S	A	13	0	0	38	31	23	8	0	0	25	25	34	12	
	HEATHROW	EVA AIR	S	D	13	0	0	100	0	0	0	0	0	-1	58	18	12	
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>14</b>	<b>14</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	26	0	0	88	4	8	0	0	0	4	63	16	16	
	GATWICK	ESTONIAN AIR	S	D	26	0	0	88	8	0	4	0	0	6	81	12	16	
<b>TOTAL TALLIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>14</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	0	15	23	15	0	67	33	73	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	23	8	23	15	0	78	38	53	8	
<b>TOTAL TAMPA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>12</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>73</b>	<b>35</b>	<b>64</b>	<b>64</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	GB AIRWAYS LTD	S	A	2	0	0	0	50	0	50	0	0	50	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	2	0	0	50	50	0	0	0	0	21	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	3	0	0	33	0	33	33	0	0	68	50	29	4	
	HEATHROW	ROYAL AIR MAROC	S	D	2	0	0	50	0	50	0	0	0	27	100	-6	3	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>74</b>	<b>15</b>	<b>15</b>	
TARBES-LOURDES INTERNA																		
	LUTON	AERIS	C	A	6	0	0	0	17	17	50	17	0	89	67	39	6	
	LUTON	AERIS	C	D	6	0	0	0	0	17	67	17	0	129	17	49	6	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	7	0	0	0	0	14	71	14	0	101	56	23	9	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	6	0	1	0	17	33	33	17	0	90	67	32	9	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	0	33	33	33	0	0	43	50	42	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	9	0	0	44	11	33	11	0	0	36	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	9	0	0	33	67	0	0	0	0	17	0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>51</b>	<b>0</b>	<b>6</b>	<b>16</b>	<b>20</b>	<b>22</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>68</b>	<b>55</b>	<b>31</b>	<b>31</b>	
TASHKENT																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	100	0	0	0	0	0	-15	76	-5	17
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	76	24	0	0	0	0	8	76	7	17
	MANCHESTER	UZBEKISTAN AIRLINES	S	A	3	0	0	33	67	0	0	0	0	14	75	-2	4
	MANCHESTER	UZBEKISTAN AIRLINES	S	D	3	0	0	33	33	33	0	0	0	19	100	8	4
<b>TOTAL TASHKENT</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>79</b>	<b>2</b>	<b>2</b>
TBILISI	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	10	1	1	60	30	0	0	0	10	93	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	3	0	88	0	0	0	0	13	145	0	0	0
<b>TOTAL TBILISI</b>					<b>18</b>	<b>4</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	137	0	1	76	17	6	1	0	0	9	87	3	135
	HEATHROW	BMI BRITISH MIDLAND	S	D	137	0	1	77	15	5	2	0	0	8	90	2	135
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	-17	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	38	13	0	0	29	0	0	0
<b>TOTAL TEESSIDE</b>					<b>290</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>2</b>	<b>2</b>
TEHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	0	8	0	0	12	89	7	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	46	23	0	0	0	22	56	14	9
	HEATHROW	IRAN AIR	S	A	13	0	0	31	15	31	23	0	0	34	15	34	13
	HEATHROW	IRAN AIR	S	D	13	0	0	38	23	15	15	8	0	39	46	15	13
<b>TOTAL TEHRAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>19</b>	<b>19</b>
TEL AVIV	GATWICK	AIR 2000	C	A	12	0	0	25	8	8	50	8	0	79	27	64	11
	GATWICK	AIR 2000	C	D	13	0	0	31	8	15	38	8	0	72	40	45	10
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	3	3	0	0	-4	32	173	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	30	17	7	0	0	22	18	27	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	68	18	12	3	0	0	10	71	10	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	94	3	3	0	0	0	2	85	5	33

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
TEL AVIV																			
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	1	1	17	33	50	0	0	0	29	44	44	9		
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	1	0	25	50	25	0	0	52	67	28	9		
	GATWICK	EL AL	C	A	4	0	0	75	25	0	0	0	3	67	10	3			
	GATWICK	EL AL	C	D	4	0	0	100	0	0	0	0	4	25	22	4			
	HEATHROW	EL AL	S	A	30	0	5	77	7	7	10	0	13	76	7	38			
	HEATHROW	EL AL	S	D	31	0	6	52	32	13	3	0	18	56	16	36			
	MANCHESTER	EL AL	S	A	9	0	0	100	0	0	0	0	0	100	0	8			
	MANCHESTER	EL AL	S	D	9	0	0	100	0	0	0	0	-3	75	6	8			
	STANSTED	EL AL	S	A	12	0	10	75	25	0	0	0	6	75	16	8			
	STANSTED	EL AL	S	D	11	0	10	64	27	0	0	9	22	22	40	9			
	GATWICK	MONARCH AIRLINES	C	A	21	1	0	29	5	57	10	0	36	16	58	19			
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	62	19	10	10	0	20	44	24	18			
<b>TOTAL TEL AVIV</b>					<b>319</b>	<b>2</b>	<b>33</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>36</b>	<b>36</b>		
TENERIFE (NORTE LOS ROD)																			
	HEATHROW	IBERIA	S	A	8	0	0	50	38	13	0	0	16	0	0	0			
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>			
TENERIFE (SURREINA SOFIA)																			
	BIRMINGHAM	AIR 2000	C	A	13	0	0	85	8	0	8	0	3	58	36	12			
	BIRMINGHAM	AIR 2000	C	D	13	0	0	38	31	23	8	0	30	83	19	12			
	GATWICK	AIR 2000	C	A	20	0	0	15	5	20	55	5	72	25	61	20			
	GATWICK	AIR 2000	C	D	21	0	0	24	10	19	43	5	59	50	46	20			
	GLASGOW	AIR 2000	C	A	8	0	0	63	25	0	13	0	25	25	63	8			
	GLASGOW	AIR 2000	C	D	8	0	0	63	13	13	0	13	35	50	49	8			
	LUTON	AIR 2000	C	A	4	0	0	75	0	25	0	0	12	75	220	4			
	LUTON	AIR 2000	C	D	4	0	0	75	0	25	0	0	14	75	14	4			
	MANCHESTER	AIR 2000	C	A	23	0	0	35	13	17	26	9	60	45	30	20			
	MANCHESTER	AIR 2000	C	D	24	0	0	42	4	21	25	8	62	45	37	20			
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	-10	75	-9	4			
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	-4	75	11	4			



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
TENERIFE (SURREINA SOFIA)	EDINBURGH	AIR EUROPA	C	A	10	0	0	100	0	0	0	0	0	-2	100	-2	4	
	EDINBURGH	AIR EUROPA	C	D	10	0	0	40	30	30	0	0	0	21	100	3	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	3	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	0	25	0	0	40	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	4	71	20	7	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	6	71	23	7	
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	43	21	14	21	0	0	42	62	23	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	69	8	0	23	0	0	22	77	8	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	6	100	-5	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	100	2	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	27	100	-2	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	100	-1	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	46	15	31	8	0	0	27	85	9	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	62	15	23	0	0	0	17	92	6	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	12	80	9	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	100	0	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	10	75	12	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	75	9	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	21	0	1	43	14	5	29	10	0	50	25	60	12	
	GATWICK	CALEDONIAN AIRWAYS	C	D	21	0	1	24	29	19	24	5	0	52	8	67	12	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	8	15	31	38	8	0	72	11	119	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	13	0	0	15	23	23	31	8	0	62	11	109	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	33	22	11	33	0	0	42	0	24	1	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	44	22	22	11	0	0	24	0	26	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	38	0	42	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	30	75	13	4	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-11	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	20	43	15	7	
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	75	0	0	0	25	0	48	43	18	7	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)																		
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-8	100	-7	4	
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-2	50	7	4	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	50	0	0	50	0	0	45	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	50	0	0	50	0	0	65	100	-2	1	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	67	11	11	11	0	0	20	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	0	22	67	11	0	0	46	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	0	50	0	0	74	0	82	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	0	50	0	50	0	0	76	0	75	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	33	25	25	17	0	0	34	0	62	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	62	15	23	0	0	0	19	50	42	8	
	GATWICK	MONARCH AIRLINES	C	A	25	0	1	20	20	36	16	8	0	56	0	87	25	
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	60	4	8	28	0	0	37	32	55	25	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	24	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	26	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	50	50	0	0	0	0	15	63	13	8	
	LUTON	MONARCH AIRLINES	C	A	8	0	1	75	25	0	0	0	0	0	100	5	4	
	LUTON	MONARCH AIRLINES	C	D	8	0	0	75	25	0	0	0	0	6	75	10	4	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	56	0	33	11	0	0	31	75	7	8	
	MANCHESTER	MONARCH AIRLINES	C	A	27	0	1	56	30	7	7	0	0	15	17	39	24	
	MANCHESTER	MONARCH AIRLINES	C	D	28	0	0	79	11	7	4	0	0	8	67	21	24	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	26	75	2	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	20	0	59	75	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	13	25	50	0	13	160	50	62	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	11	11	0	11	108	13	67	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	33	0	0	0	20	50	55	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	2	75	34	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	20	0	0	37	13	61	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	23	25	66	8	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
TENERIFE (SURREINA SOFIA)	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	75	0	0	108	63	21	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	31	88	-1	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	148	75	17	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	76	75	10	4	
	BIRMINGHAM	NORDIC EUROPEAN AIRLINES	C	D	4	0	0	25	0	75	0	0	0	25	0	0	0	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	A	4	0	0	25	0	0	75	0	0	59	0	0	0	
	NEWCASTLE	NORDIC EUROPEAN AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0	
	BIRMINGHAM	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	-3	0	0	0	
	BIRMINGHAM	SPANAIR	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0	
	GATWICK	SPANAIR	C	A	8	0	0	25	25	38	13	0	0	30	0	0	0	
	GATWICK	SPANAIR	C	D	9	0	0	22	33	33	11	0	0	32	0	0	0	
	MANCHESTER	SPANAIR	C	A	8	0	0	88	0	0	13	0	0	10	88	2	8	
	MANCHESTER	SPANAIR	C	D	8	0	0	50	25	13	13	0	0	28	75	25	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	22	0	0	0	9	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	17	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	4	75	0	25	0	0	0	15	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	4	75	25	0	0	0	0	-4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	8	0	0	0	1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	15	0	0	0	0	4	0	0	0	
	GATWICK	TRANSAER	C	A	4	0	0	0	0	75	25	0	0	55	0	37	1	
	GATWICK	TRANSAER	C	D	4	0	0	50	25	0	25	0	0	26	0	0	0	
	MANCHESTER	TRANSAER	C	A	8	0	1	88	13	0	0	0	0	-13	0	0	0	
	MANCHESTER	TRANSAER	C	D	9	0	0	33	44	11	0	0	11	74	0	0	0	
	GLASGOW	VIVA	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	
	GLASGOW	VIVA	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	VIVA	C	A	4	0	0	75	0	0	25	0	0	19	56	9	9	
	MANCHESTER	VIVA	C	D	4	0	0	50	25	0	25	0	0	26	40	23	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>835</b>	<b>9</b>	<b>28</b>	<b>53</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>52</b>	<b>39</b>	<b>39</b>	
THIRA (SANTORINI)	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	0	0	25	0	67	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
THIRA (SANTORINI)																	
<b>TOTAL THIRA (SANTORINI)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
TIREE																	
	GLASGOW	LOGANAIR	S	A	26	0	0	85	8	0	8	0	0	13	81	10	21
	GLASGOW	LOGANAIR	S	D	26	0	0	88	4	0	8	0	0	7	96	-3	25
<b>TOTAL TIREE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>3</b>	<b>3</b>	
TOBAGO																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	11	22	22	11	0	61	50	88	8
<b>TOTAL TOBAGO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>61</b>	<b>42</b>	<b>67</b>	<b>67</b>
TOKYO (NARITA)																	
	HEATHROW	AEROFLOT	S	A	13	0	0	31	31	15	15	0	8	99	31	51	13
	HEATHROW	AEROFLOT	S	D	12	0	0	67	17	8	8	0	0	22	62	14	13
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	53	23	20	3	0	0	17	70	21	30
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	67	17	7	10	0	0	19	83	18	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	9	0	5	0	2	28	84	3	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	54	32	7	5	2	0	23	80	11	56
	HEATHROW	JAPAN AIRLINES	S	A	49	0	0	69	6	20	4	0	0	11	61	16	41
	HEATHROW	JAPAN AIRLINES	S	D	44	0	1	57	32	9	2	0	0	18	76	20	42
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	85	12	0	0	0	4	5	85	33	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	62	31	8	0	0	0	13	42	41	26
<b>TOTAL TOKYO (NARITA)</b>					<b>342</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>72</b>	<b>20</b>	<b>20</b>
TORONTO																	
	GLASGOW	AIR CANADA	S	A	29	1	0	62	10	14	10	3	0	30	57	21	30
	GLASGOW	AIR CANADA	S	D	29	1	0	90	0	3	0	7	0	18	90	10	30
	HEATHROW	AIR CANADA	S	A	107	1	5	52	26	16	6	0	0	19	39	25	75
	HEATHROW	AIR CANADA	S	D	108	0	1	71	16	11	1	1	0	12	56	20	77
	MANCHESTER	AIR CANADA	S	A	29	0	1	62	17	14	7	0	0	13	67	8	30
	MANCHESTER	AIR CANADA	S	D	29	0	1	69	10	14	7	0	0	17	70	11	30
	HEATHROW	AIR INDIA	S	A	8	0	0	25	13	50	13	0	0	42	40	24	10
	HEATHROW	AIR INDIA	S	D	9	0	0	22	33	33	11	0	0	34	10	57	10

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
TORONTO	BIRMINGHAM	AIR TRANSAT	C	A	9	0	0	67	11	11	11	0	0	12	63	12	8
	BIRMINGHAM	AIR TRANSAT	C	D	9	0	0	67	0	0	22	0	11	91	75	15	8
	EDINBURGH	AIR TRANSAT	C	A	5	0	0	100	0	0	0	0	0	4	50	20	4
	EDINBURGH	AIR TRANSAT	C	D	4	0	0	50	50	0	0	0	0	14	0	32	4
	GATWICK	AIR TRANSAT	C	A	29	0	0	55	14	17	7	3	3	56	64	12	22
	GATWICK	AIR TRANSAT	C	D	24	5	0	46	33	8	4	4	4	65	64	27	22
	GLASGOW	AIR TRANSAT	C	A	11	0	0	36	18	36	0	0	9	102	73	1	11
	GLASGOW	AIR TRANSAT	C	D	11	0	0	36	18	36	0	0	9	102	64	12	11
	MANCHESTER	AIR TRANSAT	C	A	15	0	0	73	20	0	7	0	0	10	50	26	16
	MANCHESTER	AIR TRANSAT	C	D	14	0	1	29	29	36	7	0	0	28	20	28	15
	NEWCASTLE	AIR TRANSAT	C	A	4	0	0	100	0	0	0	0	0	-18	0	0	0
	NEWCASTLE	AIR TRANSAT	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	STANSTED	AIR TRANSAT	C	A	4	0	0	50	0	25	25	0	0	54	50	15	4
	STANSTED	AIR TRANSAT	C	D	4	0	0	0	50	25	25	0	0	64	100	0	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	3	10	0	0	-4	80	-2	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	63	17	3	17	0	0	26	77	13	30
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	1	50	50	0	0	0	0	17	50	18	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	87	5	5	3	0	0	2	69	6	39
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	37	39	21	0	3	0	25	53	26	38
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	5	0	0	80	0	0	20	0	0	0	100	-18	4
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	5	0	0	60	0	20	20	0	0	29	50	11	4
	GATWICK	CANADA 3000 AIRLINES	C	A	30	0	0	83	10	3	0	3	0	0	76	1	25
	GATWICK	CANADA 3000 AIRLINES	C	D	30	0	0	80	10	7	0	3	0	18	64	12	25
	GLASGOW	CANADA 3000 AIRLINES	C	A	12	0	0	92	0	8	0	0	0	-11	89	-3	9
	GLASGOW	CANADA 3000 AIRLINES	C	D	11	0	1	82	9	9	0	0	0	6	89	5	9
	MANCHESTER	CANADA 3000 AIRLINES	C	A	12	0	0	92	0	0	0	8	0	2	92	-13	13
	MANCHESTER	CANADA 3000 AIRLINES	C	D	12	0	0	75	17	0	0	8	0	24	69	8	13
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	60	0	0	70	27	2	2	0	0	11	33	35	30
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	60	0	0	83	10	5	2	0	0	7	87	4	30
	BIRMINGHAM	ROYAL AIRLINES	C	A	4	0	0	0	50	25	0	25	0	96	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
TORONTO																		
	BIRMINGHAM	ROYAL AIRLINES	C	D	4	0	0	50	0	25	0	25	0	105	0	0	0	
	GATWICK	ROYAL AIRLINES	C	A	11	0	0	18	0	27	45	9	0	98	0	0	0	
	GATWICK	ROYAL AIRLINES	C	D	11	0	0	18	9	9	36	18	9	145	0	0	0	
	GLASGOW	ROYAL AIRLINES	C	A	12	1	11	33	25	25	17	0	0	32	75	12	4	
	GLASGOW	ROYAL AIRLINES	C	D	13	0	10	38	31	8	23	0	0	37	100	4	4	
	MANCHESTER	ROYAL AIRLINES	C	A	8	0	0	75	0	0	13	13	0	66	0	0	0	
	MANCHESTER	ROYAL AIRLINES	C	D	8	0	0	13	38	38	0	0	13	70	0	0	0	
	STANSTED	SKYSERVICE F B O Inc	C	D	5	0	0	80	20	0	0	0	0	-6	0	0	0	
<b>TOTAL TORONTO</b>					<b>947</b>	<b>9</b>	<b>32</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>61</b>	<b>17</b>	<b>17</b>	
TOULOUSE (BLAGNAC)																		
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	90	0	0	68	12	11	9	0	0	19	0	0	0	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	90	0	0	71	14	9	6	0	0	14	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	89	0	1	64	30	4	1	0	0	11	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	89	0	1	80	18	2	0	0	0	4	0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>358</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>15</b>	<b>15</b>	
TREVISO																		
	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	45	25	27	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	13	25	36	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18	0	180	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	0	184	5	
	MANCHESTER	TRANSAER	C	A	4	1	0	75	0	0	0	25	0	51	0	0	0	
	MANCHESTER	TRANSAER	C	D	4	1	0	75	0	0	0	25	0	93	0	0	0	
<b>TOTAL TREVISO</b>					<b>24</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>40</b>	<b>68</b>	<b>68</b>	
TRONDHEIM (VAERNES)																		
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	41	12	35	12	0	0	31	69	15	13	
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	53	35	6	6	0	0	19	38	22	13	
	HEATHROW	TUNISAIR	S	A	17	0	0	65	18	12	6	0	0	14	31	24	13	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
TUNIS	HEATHROW	TUNISAIR	S	D	17	0	0	35	29	29	6	0	0	25	15	38	13
<b>TOTAL TUNIS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>25</b>	<b>25</b>
TURIN	HEATHROW	ALITALIA	S	A	30	0	0	63	20	17	0	0	0	16	47	22	30
	HEATHROW	ALITALIA	S	D	30	1	0	57	30	13	0	0	0	14	57	17	30
	LONDON CITY	AZZURRA AIR	S	A	28	0	24	61	29	7	0	4	0	15	0	0	0
	LONDON CITY	AZZURRA AIR	S	D	30	0	22	33	47	20	0	0	0	23	0	0	0
<b>TOTAL TURIN</b>					<b>119</b>	<b>1</b>	<b>46</b>	<b>54</b>	<b>31</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>11</b>	<b>11</b>
TURKU	GATWICK	FINNAIR	S	A	22	0	0	32	55	9	5	0	0	27	62	17	21
	GATWICK	FINNAIR	S	D	26	0	0	88	12	0	0	0	0	3	92	5	26
<b>TOTAL TURKU</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>10</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								SEPT 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)											
URALSK	STANSTED	EUROFLY SPA	C	A	2	0	0	50	50	0	0	0	0	18	50	8	2
	STANSTED	EUROFLY SPA	C	D	3	0	0	100	0	0	0	0	0	2	50	23	2
<b>TOTAL URALSK</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>16</b>	<b>16</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)
VAGAR																		
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	25	0	0	72	16	8	4	0	0	14	65	16	26	
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	80	16	0	4	0	0	13	81	15	26	
	HEATHROW	IBERIA	S	A	30	0	0	80	10	7	3	0	0	11	93	0	30	
	HEATHROW	IBERIA	S	D	30	0	0	87	7	3	3	0	0	4	87	2	30	
<b>TOTAL VALENCIA</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>7</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	41	0	1	44	22	22	7	5	0	32	52	28	33	
	HEATHROW	AIR CANADA	S	D	40	0	2	58	23	15	5	0	0	19	70	15	33	
	GATWICK	AIR TRANSAT	C	A	9	0	0	22	33	22	11	0	11	74	25	42	8	
	GATWICK	AIR TRANSAT	C	D	9	0	0	33	33	11	11	0	11	66	38	63	8	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	50	0	0	0	25	25	322	80	84	5	
	GLASGOW	AIR TRANSAT	C	D	4	0	0	25	25	0	25	0	25	336	60	91	5	
	MANCHESTER	AIR TRANSAT	C	A	8	0	0	38	25	38	0	0	0	17	100	-23	3	
	MANCHESTER	AIR TRANSAT	C	D	8	0	0	38	38	25	0	0	0	22	25	43	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	3	3	0	0	-6	83	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	47	7	3	0	0	19	73	14	30	
	GATWICK	CANADA 3000 AIRLINES	C	A	9	0	0	89	0	0	11	0	0	-9	67	25	9	
	GATWICK	CANADA 3000 AIRLINES	C	D	9	0	0	78	11	0	11	0	0	23	78	27	9	
	GLASGOW	CANADA 3000 AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-14	100	-13	4	
	GLASGOW	CANADA 3000 AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-3	100	0	4	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-35	100	-24	4	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	100	3	4	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	25	0	1	80	16	4	0	0	0	-2	60	26	47	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	25	0	1	92	4	0	4	0	0	4	79	17	48	
	GATWICK	ROYAL AIRLINES	C	A	5	0	0	20	20	0	20	20	20	153	0	0	0	
	GATWICK	ROYAL AIRLINES	C	D	5	0	0	0	0	80	0	20	0	105	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>277</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>67</b>	<b>23</b>	<b>23</b>	
VARADERO																		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
VARADERO	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
<b>TOTAL VARADERO</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>71</b>	<b>71</b>
VARNA	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	48	0	0	0
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	71	0	0	0
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	70	0	0	0
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	25	25	0	25	0	81	0	0	0
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	16	0	0	0
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	16	0	0	0
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	15	0	0	0
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0
<b>TOTAL VARNA</b>					<b>32</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>43</b>	<b>16</b>	<b>56</b>	<b>56</b>
VENICE	GATWICK	AIR 2000	C	A	4	0	0	0	25	0	75	0	0	83	25	34	4
	GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	61	25	28	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	25	0	50	25	0	0	51	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	0	50	25	0	0	56	0	0	0
	GATWICK	ALITALIA	S	A	60	0	0	77	12	7	5	0	0	12	68	17	60
	GATWICK	ALITALIA	S	D	60	0	0	73	18	7	2	0	0	11	68	17	60
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	40	0	62	4
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	13	33	27	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	8	0	55	6
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	15	60	23	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	61	37	3	0	0	0	9	94	-11	35
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	59	28	10	3	0	0	16	85	7	34
	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	38	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	0	20	20	60	0	0	71	0	49	3
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	0	20	60	20	0	0	46	67	17	3
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	38	0	0	0

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	95	50	26	6	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	50	50	0	0	62	33	38	6	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	10	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	-3	0	0	0		
<b>TOTAL VENICE</b>					<b>266</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>18</b>	<b>18</b>	
VERONA																		
	GATWICK	AIR 2000	C	A	4	0	0	0	25	25	50	0	0	65	0	80	4	
	GATWICK	AIR 2000	C	D	4	0	0	25	50	0	25	0	35	25	30	4		
	MANCHESTER	AIR 2000	C	A	4	0	0	0	50	0	50	0	71	25	82	4		
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	0	50	0	63	25	70	4		
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	50	25	0	25	0	33	0	0	0		
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	75	0	0	25	0	36	0	0	0		
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	40	20	20	0	20	53	0	0	0		
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	1	25	25	25	0	25	76	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	60	20	0	0	20	44	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	1	75	0	0	0	25	65	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	64	0	0	83	11	5	2	0	2	65	16	60		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	64	0	0	77	19	3	2	0	9	78	13	60		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	12	80	6	5		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	16	80	7	5		
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	0	0	100	0	0	37	0	49	2		
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	22	33	33	3		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	0	25	0	39	100	-3	3		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	10	33	14	3		
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	0	63	25	0	13	0	24	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	D	8	0	0	63	13	13	0	13	55	0	0	0		
	GLASGOW	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	-18	0	0	0		
	GLASGOW	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	16	0	0	0		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
VERONA																		
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	0	25	0	94	0	0	0	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	0	25	0	56	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	0	25	0	13	0	38	0	38	6	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	13	13	0	0	31	57	17	7	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-3	13	40	8	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-4	25	37	8	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	0	25	0	0	0	12	50	44	8	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	25	13	0	0	0	18	50	48	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	37	80	-13	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	31	40	30	5	
<b>TOTAL VERONA</b>					<b>284</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>25</b>	<b>25</b>	
VIENNA																		
	STANSTED	AUSTRIAN AIR TRANSPORT	C	A	8	0	0	88	0	13	0	0	0	-1	0	0	0	
	STANSTED	AUSTRIAN AIR TRANSPORT	C	D	8	0	0	75	0	25	0	0	0	10	0	0	0	
	HEATHROW	AUSTRIAN AIRLINES	S	A	98	0	0	48	37	15	0	0	0	17	63	11	93	
	HEATHROW	AUSTRIAN AIRLINES	S	D	98	0	0	61	17	20	1	0	0	14	67	11	94	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	83	7	8	2	0	0	3	35	31	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	43	30	17	10	0	0	23	47	24	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	54	39	6	1	0	0	12	77	8	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	69	24	6	1	0	0	11	84	7	90	
	GATWICK	LAUDA-AIR	S	A	15	0	1	60	27	13	0	0	0	15	76	13	17	
	GATWICK	LAUDA-AIR	S	D	15	0	1	47	27	20	7	0	0	25	39	22	18	
	MANCHESTER	LAUDA-AIR	S	A	46	0	0	65	24	9	2	0	0	10	85	0	26	
	MANCHESTER	LAUDA-AIR	S	D	46	0	0	57	24	17	2	0	0	17	81	4	26	
	GLASGOW	ROYAL AIRLINES	C	A	2	0	0	50	50	0	0	0	0	18	0	0	0	
	GLASGOW	ROYAL AIRLINES	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
VIENNA																	
<b>TOTAL VIENNA</b>					<b>638</b>	<b>2</b>	<b>6</b>	<b>60</b>	<b>26</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>16</b>	<b>16</b>
VILNIUS																	
	HEATHROW	LITHUANIA AIRLINES	S	A	22	0	0	91	9	0	0	0	0	1	100	-13	21
	HEATHROW	LITHUANIA AIRLINES	S	D	22	0	0	91	9	0	0	0	0	3	100	-1	21
<b>TOTAL VILNIUS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>-7</b>	<b>-7</b>
VOLOS																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	12	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	14	0	0	0
<b>TOTAL VOLOS</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	8	10	3	0	0	9	90	0	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	8	10	0	0	0	10	88	5	59
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	0	8	0	0	15	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	8	8	0	0	23	0	0	0
	HEATHROW	LOT-POLISH AIRLINES	S	A	68	0	0	60	22	15	3	0	0	15	80	9	69
	HEATHROW	LOT-POLISH AIRLINES	S	D	68	0	0	74	19	4	3	0	0	10	74	10	69
	MANCHESTER	LOT-POLISH AIRLINES	S	A	12	0	0	58	25	17	0	0	0	9	0	0	0
	MANCHESTER	LOT-POLISH AIRLINES	S	D	12	0	0	42	33	25	0	0	0	20	0	0	0
<b>TOTAL WARSAW</b>					<b>306</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>6</b>	<b>6</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	1	0	87	3	3	3	0	3	14	77	7	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	58	28	10	2	0	2	22	65	16	62
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	60	11	17	12	0	0	20	64	19	69
	HEATHROW	UNITED AIRLINES	S	D	89	0	1	69	16	11	4	0	0	16	57	21	69
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	10	10	7	0	0	9	70	9	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	40	43	7	10	0	0	22	73	18	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>359</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>66</b>	<b>16</b>	<b>16</b>
WATERFORD	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	8	0	0	100	0	0	0	0	0	-11	100	-6	9
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	8	0	0	100	0	0	0	0	0	-3	89	6	9
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	2	93	0	7	0	0	0	-2	83	6	30
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	90	3	0	7	0	0	7	87	5	30
<b>TOTAL WATERFORD</b>					<b>74</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>9</b>
WICK	NEWCASTLE	GILL AIRWAYS	S	A	22	0	0	95	0	0	5	0	0	4	81	8	37
	NEWCASTLE	GILL AIRWAYS	S	D	22	0	0	73	14	5	5	5	0	18	76	11	21
<b>TOTAL WICK</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>9</b>
WINDHOEK	HEATHROW	AIR NAMIBIA	S	A	13	0	0	85	15	0	0	0	0	4	69	10	13

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
WINDHOEK	HEATHROW	AIR NAMIBIA	S	D	13	0	0	85	15	0	0	0	0	9	77	13	13	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>11</b>	<b>11</b>		
WINNIPEG																		

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	90	7	3	0	0	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	60	17	17	7	0	0	20	0	0	0	
	HEATHROW	CROATIA AIRLINES	S	A	30	0	0	70	20	3	7	0	0	17	67	9	30	
	HEATHROW	CROATIA AIRLINES	S	D	30	0	0	80	13	0	7	0	0	13	67	9	30	
<b>TOTAL ZAGREB</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>9</b>	<b>9</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	0	60	20	20	0	0	37	100	-30	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	0	0	60	40	0	0	59	100	-1	4	
	GATWICK	AIR 2000	C	A	9	0	0	44	11	44	0	0	14	78	-4	9		
	GATWICK	AIR 2000	C	D	9	0	0	56	0	33	11	0	0	22	78	21	9	
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	21	60	38	5	
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	43	80	40	5	
	MANCHESTER	AIR 2000	C	A	9	0	0	44	0	11	44	0	0	50	30	57	10	
	MANCHESTER	AIR 2000	C	D	9	0	0	44	0	0	56	0	0	57	44	51	9	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	25	25	25	25	0	0	63	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	0	25	0	63	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	75	25	0	0	0	0	2	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	50	50	0	0	0	0	16	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	47	60	6	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	51	60	15	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	33	0	0	0	19	40	19	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	11	11	0	38	80	10	10	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	13	100	-7	2	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	100	1	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	67	80	7	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	15	80	1	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	32	100	12	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	14	100	-1	2	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ZAKINTHOS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	78	11	0	0	11	0	20	20	40	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	89	0	0	0	11	0	27	0	64	5	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	18	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	13	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	1	20	284	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	0	75	25	0	111	20	287	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	0	0	67	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	75	40	4	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	50	13	0	0	0	11	13	26	8	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	38	63	0	0	0	0	15	50	18	8	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	13	13	0	0	0	-3	44	31	18	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	25	0	0	0	0	2	61	18	18	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	-18	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	20	100	5	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	14	25	59	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	25	61	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-1	50	25	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	50	26	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	100	-3	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	21	100	6	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	22	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	42	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	-4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	-1	0	0	0	
<b>TOTAL ZAKINTHOS</b>					<b>259</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>35</b>	<b>35</b>	
ZARAGOZA																		
ZURICH																		
	MANCHESTER	AER LINGUS	S	A	22	0	0	82	9	9	0	0	0	6	86	9	21	
	MANCHESTER	AER LINGUS	S	D	26	0	0	58	23	15	4	0	0	18	73	13	26	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ZURICH	HEATHROW	BMI BRITISH MIDLAND	S	A	116	0	0	50	33	15	3	0	0	18	56	16	115
	HEATHROW	BMI BRITISH MIDLAND	S	D	116	0	0	64	21	12	3	0	0	14	81	8	116
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	62	25	10	2	2	0	13	55	17	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	58	25	13	2	2	0	19	73	11	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	73	18	5	3	0	0	11	70	13	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	69	22	9	0	0	0	12	81	9	116
	LUTON	EDELWEISS AIR	C	A	22	0	3	68	5	9	18	0	0	15	81	7	21
	LUTON	EDELWEISS AIR	C	D	22	0	2	100	0	0	0	0	0	-2	91	8	22
	STANSTED	FLIGHTLINE LTD	C	A	29	0	0	62	24	10	3	0	0	16	72	14	29
	STANSTED	FLIGHTLINE LTD	C	D	29	0	0	66	28	0	7	0	0	18	86	7	29
	STANSTED	KLM UK LTD	S	A	76	0	3	87	9	3	1	0	0	2	63	16	54
	STANSTED	KLM UK LTD	S	D	74	0	5	42	43	15	0	0	0	18	41	25	56
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	0	62	15	19	4	0	0	15	78	10	51
	BIRMINGHAM	SWISS AIRLINES	S	D	26	0	0	38	38	23	0	0	0	21	53	18	51
	EDINBURGH	SWISS AIRLINES	S	A	31	0	0	77	19	0	3	0	0	11	78	8	27
	EDINBURGH	SWISS AIRLINES	S	D	31	0	0	32	58	6	3	0	0	23	67	15	27
	LONDON CITY	SWISS AIRLINES	S	A	78	0	0	59	26	13	3	0	0	17	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	78	0	0	15	56	23	5	0	0	27	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	12	58	31	0	0	0	27	0	0	0
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	88	8	4	0	0	0	6	0	0	0
	HEATHROW	SWISSAIR	S	A	180	0	0	67	27	6	1	0	0	11	57	16	150
	HEATHROW	SWISSAIR	S	D	180	0	0	73	20	6	2	0	0	9	63	14	150
	MANCHESTER	SWISSAIR	S	A	30	0	0	67	30	3	0	0	0	9	83	6	30
	MANCHESTER	SWISSAIR	S	D	30	0	0	77	20	3	0	0	0	11	77	11	30
<b>TOTAL ZURICH</b>					<b>1638</b>	<b>3</b>	<b>13</b>	<b>62</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>13</b>	<b>13</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	435	0	5	86	8	3	3	0	0	6	85	7	480	
DUBLIN	604	3	16	84	13	2	1	0	0	5	84	9	570	
PALMA DE MALLORCA	223	0	0	70	17	5	6	1	0	15	76	14	183	
PARIS (CHARLES DE GAULLE)	558	0	2	85	11	2	2	0	0	5	91	4	542	
CHARTERED FLIGHTS(ALL ROUTES)	1534	12	26	66	16	10	7	1	0	19	68	18	1327	
SCHEDULED FLIGHTS(ALL ROUTES)	5770	5	49	83	10	4	2	0	0	7	86	6	5556	
AIRPORT TOTAL	7304	17	75	79	11	5	3	0	0	10	82	8	6883	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	293	0	1	68	19	9	2	1	0	14	67	14	168	
DUBLIN	259	0	0	79	13	7	1	0	0	9	86	7	213	
PALMA DE MALLORCA	42	0	0	45	21	10	19	5	0	40	60	41	40	
PARIS (CHARLES DE GAULLE)	215	0	2	80	13	5	2	0	0	9	90	3	218	
CHARTERED FLIGHTS(ALL ROUTES)	216	6	5	54	24	10	9	3	0	25	48	42	223	
SCHEDULED FLIGHTS(ALL ROUTES)	5278	15	135	75	16	6	2	0	0	11	82	8	5057	
AIRPORT TOTAL	5494	21	140	74	16	7	3	0	0	11	80	9	5280	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	462	8	2	44	25	21	9	2	0	28	73	14	450	
ATHENS	223	8	5	40	21	22	13	3	1	40	30	42	279	
DUBLIN	482	1	0	56	20	17	7	1	0	22	60	17	497	
NEW YORK (JF KENNEDY)	56	0	3	73	16	11	0	0	0	0	67	8	60	
PALMA DE MALLORCA	458	2	10	47	19	17	15	3	0	34	53	38	535	
PARIS (CHARLES DE GAULLE)	310	0	10	56	23	15	5	0	0	20	68	18	292	
CHARTERED FLIGHTS(ALL ROUTES)	5994	61	147	45	19	16	16	3	1	41	37	55	5714	
SCHEDULED FLIGHTS(ALL ROUTES)	15252	21	128	66	18	10	5	1	0	15	66	17	13552	
AIRPORT TOTAL	21246	82	275	60	18	12	8	1	0	23	58	28	19266	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	231	0	0	65	19	13	3	1	0	19	77	7	172
ATHENS	3	1	21	33	0	33	33	0	0	24	0	0	0
DUBLIN	188	0	2	81	14	2	3	0	0	7	90	5	192
PALMA DE MALLORCA	168	0	1	51	20	15	12	1	1	30	56	24	148
PARIS (CHARLES DE GAULLE)	135	0	0	82	9	7	2	0	0	8	86	6	43
CHARTERED FLIGHTS(ALL ROUTES)	1274	21	80	60	15	12	10	2	1	28	63	22	1158
SCHEDULED FLIGHTS(ALL ROUTES)	5866	9	62	78	12	6	4	0	0	11	85	6	5438
AIRPORT TOTAL	7140	30	142	75	13	7	5	1	0	14	82	9	6596

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	1359	0	5	74	19	6	2	0	0	9	81	7	1449	
ATHENS	365	0	4	59	19	16	5	1	1	19	38	30	359	
DUBLIN	1308	0	10	61	24	12	3	0	0	15	68	13	1295	
NEW YORK (JF KENNEDY)	1105	0	2	77	13	6	2	1	0	6	69	15	1070	
PALMA DE MALLORCA	76	0	0	68	20	8	4	0	0	13	55	21	60	
PARIS (CHARLES DE GAULLE)	1408	0	0	75	18	5	2	0	0	9	85	4	1438	
CHARTERED FLIGHTS(ALL ROUTES)	93	3	8	47	26	17	10	0	0	25	41	33	118	
SCHEDULED FLIGHTS(ALL ROUTES)	36185	39	191	71	18	8	3	0	0	11	74	11	35423	
AIRPORT TOTAL	36278	42	199	71	18	8	3	0	0	12	74	11	35541	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	190	0	2	57	30	10	3	0	0	17	0	0	0
DUBLIN	367	0	5	74	19	5	1	0	0	10	0	0	0
PARIS (CHARLES DE GAULLE)	219	0	3	84	10	4	3	0	0	8	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	4	3	0	100	0	0	0	0	0	2	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	2810	0	126	68	22	8	2	0	0	12	0	0	0
AIRPORT TOTAL	2814	3	126	68	22	8	2	0	0	12	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	172	0	0	83	7	6	4	0	0	6	80	28	322	
DUBLIN	236	5	1	84	6	4	6	0	0	8	72	10	220	
PALMA DE MALLORCA	103	2	1	55	15	18	12	0	0	23	74	19	108	
PARIS (CHARLES DE GAULLE)	168	3	22	63	25	10	2	0	0	11	79	6	145	
CHARTERED FLIGHTS(ALL ROUTES)	802	55	46	60	14	14	10	2	0	24	66	20	777	
SCHEDULED FLIGHTS(ALL ROUTES)	2445	29	63	77	12	7	4	1	0	11	74	26	2031	
AIRPORT TOTAL	3247	84	109	72	12	9	5	1	0	14	72	24	2808	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	558	0	7	83	12	4	2	0	0	5	79	8	526	
ATHENS	18	2	0	67	17	0	17	0	0	14	27	33	30	
DUBLIN	589	0	3	91	6	2	1	0	0	2	81	6	610	
NEW YORK (JF KENNEDY)	122	0	0	85	9	3	2	0	0	-3	77	6	62	
PALMA DE MALLORCA	500	3	8	55	15	14	12	3	0	30	58	28	493	
PARIS (CHARLES DE GAULLE)	509	0	1	79	13	6	2	0	0	8	85	4	499	
CHARTERED FLIGHTS(ALL ROUTES)	4878	33	38	56	16	12	11	3	1	30	51	37	4558	
SCHEDULED FLIGHTS(ALL ROUTES)	8947	9	65	77	14	6	3	0	0	10	83	6	8655	
AIRPORT TOTAL	13825	42	103	70	15	8	6	1	0	17	72	17	13213	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	231	0	1	61	12	19	8	0	0	18	75	16	172	
DUBLIN	172	2	0	88	6	3	2	0	0	3	94	1	172	
PALMA DE MALLORCA	113	2	2	61	10	8	18	4	0	33	63	28	124	
PARIS (CHARLES DE GAULLE)	120	0	0	71	20	8	1	0	0	10	89	2	104	
CHARTERED FLIGHTS(ALL ROUTES)	832	15	18	56	15	12	13	3	1	33	64	31	852	
SCHEDULED FLIGHTS(ALL ROUTES)	2965	2	31	81	10	6	3	0	0	7	84	6	2870	
AIRPORT TOTAL	3797	17	49	75	11	7	5	1	0	13	80	12	3722	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1997

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	438	1	5	72	15	8	5	0	0	11	68	13	322	
DUBLIN	887	3	43	82	11	5	2	0	0	7	79	9	798	
PALMA DE MALLORCA	115	0	1	63	10	12	14	1	0	26	64	26	116	
PARIS (CHARLES DE GAULLE)	238	0	2	88	6	3	2	0	0	4	88	5	220	
CHARTERED FLIGHTS(ALL ROUTES)	921	39	38	60	16	10	12	2	0	28	56	29	864	
SCHEDULED FLIGHTS(ALL ROUTES)	5608	6	110	78	12	6	3	0	0	8	75	11	5148	
AIRPORT TOTAL	6529	45	148	75	13	7	5	0	0	11	72	14	6012	