

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**December 1997**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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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 DECEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	LEISURE INTERNATIONAL	C	3	0	1	33	0	0	67	0	0	62	50	65	4
<b>TOTAL INNSBRUCK</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>50</b>	<b>65</b>	<b>4</b>
<b>SALZBURG</b>															
	AIR 2000	C	3	0	1	33	33	0	33	0	0	50	67	32	3
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	1	100	-6	4
	DUO AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>10</b>	<b>7</b>
<b>VIENNA</b>															
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL VIENNA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>28</b>	<b>2</b>
<b>TOTAL AUSTRIA</b>			<b>13</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>30</b>	<b>13</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
	BMI BRITISH MIDLAND	S	112	0	0	69	15	13	4	0	0	11	81	11	107
	BRITISH AIRWAYS PLC	S	77	0	1	66	14	14	5	0	0	14	85	7	84
<b>TOTAL BRUSSELS</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>191</b>
<b>TOTAL BELGIUM</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>191</b>
<b>BULGARIA</b>															
<b>SOFIA</b>															
	BALKAN BULGARIAN AIRLINES	C	2	0	2	50	50	0	0	0	0	4	0	0	0
	DUO AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL SOFIA</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>22</b>	<b>4</b>
<b>CANADA</b>															
<b>TORONTO</b>															
	BRITISH AIRWAYS PLC	S	37	0	2	73	24	3	0	0	0	5	53	20	49
<b>TOTAL TORONTO</b>			<b>37</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>20</b>	<b>49</b>
<b>TOTAL CANADA</b>			<b>37</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>20</b>	<b>49</b>
<b>CYPRUS</b>															
<b>LARNACA</b>															
	CYPRUS AIRWAYS	S	6	0	2	83	0	0	0	0	17	60	40	17	10
<b>TOTAL LARNACA</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>50</b>	<b>14</b>	<b>14</b>
<b>PAPHOS</b>															
	AIR 2000	S	10	0	0	90	0	10	0	0	0	6	100	1	6
	BRITANNIA AIRWAYS	C	10	0	0	80	10	0	10	0	0	14	100	4	6
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>2</b>	<b>12</b>
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>73</b>	<b>9</b>	<b>26</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>															
	AIR 2000	C	2	0	2	100	0	0	0	0	0	7	0	0	0
<b>TOTAL PRAGUE</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
<b>COPENHAGEN</b>															
	DUO AIRWAYS LTD	S	77	0	3	94	5	1	0	0	0	3	74	14	82

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL COPENHAGEN			77	0	3	94	5	1	0	0	0	3	74	14	82
TOTAL DENMARK			77	2	3	94	5	1	0	0	0	3	78	11	166
DOMINICAN REPUBLIC															
PUERTO PLATA	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	21	0	0	0
TOTAL PUERTO PLATA			8	0	0	63	13	13	13	0	0	21	0	0	0
SANTO DOMINGO	BRITANNIA AIRWAYS	C	4	1	2	50	25	25	0	0	0	15	0	0	0
TOTAL SANTO DOMINGO			4	1	2	50	25	25	0	0	0	15	0	0	0
TOTAL DOMINICAN REPUBLIC			12	1	2	58	17	17	8	0	0	19	0	0	0
FINLAND															
ENONTEKIO	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL ENONTEKIO			2	0	0	100	0	0	0	0	0	-9	100	7	1
KITTLA	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL KITTLA			2	0	0	50	50	0	0	0	0	17	0	0	0
ROVANIEMI	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	30	75	19	4
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	1	50	49	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-8	0	0	0
TOTAL ROVANIEMI			8	0	0	50	25	13	13	0	0	13	67	29	6
TOTAL FINLAND			12	0	0	58	25	8	8	0	0	10	71	26	7
FRANCE															
CHAMBERY	CITY FLYER EXPRESS	C	3	0	1	0	67	33	0	0	0	24	0	0	0
TOTAL CHAMBERY			3	0	1	0	67	33	0	0	0	24	50	106	2
GRENOBLE	AIR 2000	C	4	0	0	0	50	0	50	0	0	64	0	0	0
TOTAL GRENOBLE			4	0	0	0	50	0	50	0	0	64	0	0	0
LYON	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	33	0	0	44	67	18	3
	BRITISH AIRWAYS PLC	C	4	0	0	50	25	25	0	0	0	18	0	0	0
	DUO AIRWAYS LTD	S	59	1	1	81	5	5	5	3	0	15	88	5	57
TOTAL LYON			66	1	1	77	6	8	6	3	0	17	85	8	61
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	231	0	1	81	10	6	2	1	0	9	83	8	262
	FLYBE.BRITISH EUROPEAN	S	272	1	0	79	12	4	4	1	0	12	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			503	1	1	80	11	5	3	1	0	10	81	8	488
TOULOUSE (BLAGNAC)	AIR 2000	C	3	0	1	67	33	0	0	0	0	9	0	47	5
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	DUO AIRWAYS LTD	C	3	0	3	0	0	0	100	0	0	158	0	0	0
TOTAL TOULOUSE (BLAGNAC)			9	0	4	44	11	11	33	0	0	62	0	47	5
TOTAL FRANCE			585	2	7	78	11	6	4	1	0	12	81	9	556
GERMANY															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	50	0	2	92	6	0	0	2	0	2	0	0	0
TOTAL BERLIN (TEGEL)			50	0	2	92	6	0	0	2	0	2	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	173	1	2	91	6	2	1	0	0	2	90	3	182

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUSSELDORF	LUFTHANSA CITY LINE	S	124	0	0	87	9	0	4	0	0	4	82	5	45
<b>TOTAL DUSSELDORF</b>			<b>297</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>270</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	133	1	0	89	7	2	2	0	0	3	86	10	138
	LUFTHANSA	S	94	0	0	89	5	4	1	0	0	4	85	5	55
<b>TOTAL FRANKFURT MAIN</b>			<b>227</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>193</b>
HAMBURG	BRITISH AIRWAYS PLC	S	12	0	0	75	25	0	0	0	0	6	85	6	20
<b>TOTAL HAMBURG</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>20</b>
HANOVER	BRITISH AIRWAYS PLC	S	12	0	0	92	0	0	8	0	0	7	90	-4	20
<b>TOTAL HANOVER</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>-4</b>	<b>20</b>
MUNICH	BRITISH AIRWAYS PLC	S	44	0	0	91	5	2	2	0	0	0	92	3	60
	LUFTHANSA CITY LINE	S	89	1	3	92	4	0	2	0	1	10	85	10	99
<b>TOTAL MUNICH</b>			<b>133</b>	<b>1</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>159</b>
STUTTGART	DUO AIRWAYS LTD	S	75	2	3	91	3	0	5	0	1	13	80	12	82
<b>TOTAL STUTTGART</b>			<b>75</b>	<b>2</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>82</b>
<b>TOTAL GERMANY</b>			<b>806</b>	<b>5</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>7</b>	<b>744</b>
IRISH REPUBLIC															
CONNAUGHT	AER LINGUS	S	7	0	1	86	14	0	0	0	0	-6	89	-2	9
<b>TOTAL CONNAUGHT</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>89</b>	<b>-2</b>	<b>9</b>
CORK	AER LINGUS	S	102	0	2	91	1	4	4	0	0	3	83	8	77
<b>TOTAL CORK</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>77</b>
DUBLIN	AER LINGUS	S	232	1	3	90	4	3	3	0	0	5	85	7	272
	RYANAIR	S	259	1	8	84	12	3	1	1	0	6	87	5	281
<b>TOTAL DUBLIN</b>			<b>491</b>	<b>2</b>	<b>11</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>553</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>600</b>	<b>2</b>	<b>14</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>639</b>
ITALY															
MILAN (LINATE)	DUO AIRWAYS LTD	S	109	1	9	80	8	4	8	0	0	11	69	14	120
<b>TOTAL MILAN (LINATE)</b>			<b>109</b>	<b>1</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>14</b>	<b>120</b>
TURIN	BRITISH AIRWAYS PLC	C	3	0	1	100	0	0	0	0	0	10	33	22	3
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	33	50	45	2
<b>TOTAL TURIN</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>20</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>116</b>	<b>1</b>	<b>11</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>133</b>
MALTA															
MALTA	AIR 2000	C	4	0	0	100	0	0	0	0	0	3	70	10	10
	AIR MALTA	S	6	0	0	67	17	17	0	0	0	-6	75	-8	8
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	25	88	7	8
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	28	100	7	3
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>4</b>	<b>29</b>
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>4</b>	<b>29</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	188	0	6	83	10	6	1	0	0	5	88	6	184
	KLM UK LTD	S	328	0	22	78	12	8	2	0	0	7	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>516</b>	<b>0</b>	<b>28</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>13</b>	<b>458</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	62	0	12	69	21	10	0	0	0	9	53	1	51
<b>TOTAL EINDHOVEN</b>			<b>62</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>1</b>	<b>51</b>
<b>TOTAL NETHERLANDS</b>			<b>578</b>	<b>0</b>	<b>40</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>509</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	15	0	116	3
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	50	0	0	73	75	15	4
<b>TOTAL FARO</b>			<b>12</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>58</b>	<b>7</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>12</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>58</b>	<b>7</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR HOLLAND	C	10	0	0	30	30	40	0	0	0	29	0	0	0
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>21</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>21</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	23	0	1	74	17	4	4	0	0	12	77	7	26
	MONARCH AIRLINES	C	5	0	0	60	40	0	0	0	0	9	100	4	6
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	14	57	0	0	0	29	75	6	4
<b>TOTAL ALICANTE</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>6</b>	<b>36</b>
BARCELONA	BRITISH AIRWAYS PLC	S	36	0	2	89	0	6	6	0	0	7	92	-3	52
<b>TOTAL BARCELONA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>-2</b>	<b>53</b>
MALAGA	AIR 2000	C	8	0	0	88	0	13	0	0	0	12	90	12	10
	BRITANNIA AIRWAYS	C	14	0	0	100	0	0	0	0	0	2	89	4	18
	MY TRAVEL AIRWAYS UK	C	2	0	2	50	50	0	0	0	0	8	100	10	4
	SPANAIR	C	6	0	2	83	17	0	0	0	0	6	0	0	0
<b>TOTAL MALAGA</b>			<b>31</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>14</b>	<b>56</b>	
PALMA DE MALLORCA	AIR 2000	C	2	0	0	100	0	0	0	0	0	-5	60	44	10
	BRITANNIA AIRWAYS	C	17	0	1	71	18	6	6	0	0	19	60	18	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	100	0	0	76	50	15	4
<b>TOTAL PALMA DE MALLORCA</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>28</b>	<b>24</b>
<b>TOTAL SPAIN</b>			<b>127</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>177</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	6	0	0	50	0	50	0	0	0	20	63	5	8
	BRITANNIA AIRWAYS	C	8	1	0	88	13	0	0	0	0	4	90	0	10
	MONARCH AIRLINES	C	9	0	1	89	11	0	0	0	0	8	88	20	8
	VIVA	C	3	0	0	67	0	33	0	0	0	11	0	0	0
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>34</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	60	0	40	0	0	0	17	90	6	10
	MY TRAVEL AIRWAYS UK	C	10	1	0	80	10	10	0	0	0	6	100	2	6
<b>TOTAL FUERTEVENTURA</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>4</b>	<b>16</b>	
LAS PALMAS	AIR 2000	C	10	1	0	60	40	0	0	0	11	90	4	10	
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	7	60	12	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	10	20	0	32	63	13	8	
<b>TOTAL LAS PALMAS</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>9</b>	<b>28</b>	
TENERIFE (SURREINA SOFIA)	AIR 2000	C	20	0	0	70	20	10	0	0	11	71	12	17	
	AIR EUROPA	C	4	0	1	100	0	0	0	0	0	100	-18	2	
	BRITANNIA AIRWAYS	C	18	0	0	56	39	6	0	0	13	59	12	17	
	FUTURA AIRLINES	C	4	0	0	100	0	0	0	0	0	-1	0	25	2
	MONARCH AIRLINES	C	28	0	0	46	21	18	14	0	35	35	37	26	
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	17	6	17	0	26	35	36	17	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>92</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>24</b>	<b>85</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>168</b>	<b>5</b>	<b>2</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>16</b>	<b>163</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	49	0	0	57	33	10	0	0	13	47	22	47	
<b>TOTAL BASLE MULHOUSE</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>33</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>22</b>	<b>47</b>	
ZURICH	SWISS AIRLINES	S	49	0	0	55	37	6	2	0	15	49	23	47	
<b>TOTAL ZURICH</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>37</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>23</b>	<b>47</b>	
<b>TOTAL SWITZERLAND</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>35</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>24</b>	<b>100</b>	
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	7	0	1	86	0	0	14	0	22	50	28	6	
	MY TRAVEL AIRWAYS UK	C	3	0	1	33	33	0	0	0	33	195	0	99	4
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>74</b>	<b>30</b>	<b>56</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>74</b>	<b>30</b>	<b>56</b>	<b>10</b>	
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	13	13	0	25	0	50	467	0	253	8
<b>TOTAL ASHKHABAD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>467</b>	<b>0</b>	<b>253</b>	<b>8</b>
<b>TOTAL TURKMENISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>467</b>	<b>0</b>	<b>253</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	89	0	3	88	7	4	1	0	5	91	2	87	
<b>TOTAL ABERDEEN</b>			<b>89</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>87</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	249	6	0	86	8	4	1	0	4	78	11	208	
<b>TOTAL BELFAST CITY</b>			<b>249</b>	<b>7</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>208</b>	
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	200	1	4	92	5	3	2	0	1	83	8	196	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>200</b>	<b>1</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>201</b>	
EAST MIDLANDS	BMI BRITISH MIDLAND	S	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL EAST MIDLANDS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
EDINBURGH	BRITISH AIRWAYS PLC	S	359	0	5	87	9	3	1	0	0	3	93	3	320
<b>TOTAL EDINBURGH</b>			<b>359</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>3</b>	<b>320</b>
EXETER	FLYBE.BRITISH EUROPEAN	S	111	1	0	85	7	5	3	0	5	0	0	0	0
<b>TOTAL EXETER</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITANNIA AIRWAYS	C	4	0	0	25	50	25	0	0	27	25	34	4	4
<b>TOTAL GATWICK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>34</b>	<b>4</b>	<b>4</b>
GLASGOW	BRITISH AIRWAYS PLC	S	372	1	4	86	10	2	2	0	5	92	3	383	
	FLYBE.BRITISH EUROPEAN	S	164	0	0	74	13	5	7	0	15	0	0	0	
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL GLASGOW</b>			<b>538</b>	<b>1</b>	<b>4</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>3</b>	<b>386</b>	
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	52	0	0	73	13	4	6	4	22	66	23	82	
<b>TOTAL GUERNSEY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>22</b>	<b>66</b>	<b>23</b>	<b>82</b>	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	104	0	0	82	6	11	1	1	10	91	4	102	
<b>TOTAL ISLE OF MAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>91</b>	<b>4</b>	<b>102</b>	
JERSEY	FLYBE.BRITISH EUROPEAN	S	67	2	0	70	18	9	1	1	15	68	21	50	
<b>TOTAL JERSEY</b>			<b>67</b>	<b>7</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>68</b>	<b>21</b>	<b>50</b>	
KINLOSS	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	-9	0	19	1	
<b>TOTAL KINLOSS</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>-9</b>	<b>0</b>	<b>19</b>	<b>1</b>	
<b>TOTAL MANCHESTER</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>25</b>	<b>100</b>	<b>-2</b>	<b>1</b>	
NEWCASTLE	DUO AIRWAYS LTD	S	133	0	3	92	7	1	0	0	1	87	6	136	
<b>TOTAL NEWCASTLE</b>			<b>133</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>146</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1914</b>	<b>18</b>	<b>19</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>1589</b>	
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	57	0	3	82	12	4	2	0	3	80	6	60	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>57</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>6</b>	<b>60</b>	
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	2	72	10	17	2	0	9	0	0	0	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>10</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	51	0	0	0	
	LEISURE INTERNATIONAL	C	4	0	0	75	0	25	0	0	-3	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	0	0	14	28	44	90	9	
<b>TOTAL SANFORD</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>32</b>	<b>44</b>	<b>90</b>	<b>9</b>	
<b>TOTAL USA</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>73</b>	<b>17</b>	<b>74</b>	
<b>TOTAL BIRMINGHAM</b>			<b>5562</b>	<b>38</b>	<b>138</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>5206</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>															
VIENNA	AIR 2000	C	2	0	0	0	0	0	100	0	0	67	0	0	0
TOTAL VIENNA			2	0	0	0	0	0	100	0	0	67	0	0	0
TOTAL AUSTRIA			2	0	0	0	0	0	100	0	0	67	0	0	0
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	159	0	0	72	18	5	5	0	0	11	80	9	109
TOTAL BRUSSELS			159	0	0	72	18	5	5	0	0	11	80	9	109
TOTAL BELGIUM			159	0	0	72	18	5	5	0	0	11	80	9	109
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	43	3	9	88	12	0	0	0	0	4	78	8	45
TOTAL COPENHAGEN			43	3	9	88	12	0	0	0	0	4	78	8	45
TOTAL DENMARK			43	3	9	88	12	0	0	0	0	4	78	8	45
<b>FINLAND</b>															
ROVANIEMI	AIR 2000	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL ROVANIEMI			2	0	0	100	0	0	0	0	0	0	50	9	2
TOTAL FINLAND			2	0	0	100	0	0	0	0	0	0	50	9	2
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	60	0	0	47	17	20	15	2	0	34	45	28	60
	BRITISH AIRWAYS CITIEXPRESS L	S	42	0	0	71	10	10	10	0	0	21	73	16	44
	BRITISH AIRWAYS PLC	S	94	0	1	89	9	2	0	0	0	5	91	5	98
TOTAL PARIS (CHARLES DE GAULLE)			196	0	1	72	11	9	7	1	0	17	73	14	205
TOTAL FRANCE			196	0	1	72	11	9	7	1	0	17	73	14	205
<b>GERMANY</b>															
BERLIN (TEGEL)	AIR 2000	C	2	0	0	50	50	0	0	0	0	7	0	0	0
TOTAL BERLIN (TEGEL)			2	0	0	50	50	0	0	0	0	7	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	101	1	1	85	9	1	5	0	0	8	90	5	105
TOTAL DUSSELDORF			101	1	1	85	9	1	5	0	0	8	90	5	105
MUNICH	BRITISH AIRWAYS PLC	S	45	0	0	93	7	0	0	0	0	3	79	6	47
TOTAL MUNICH			45	0	0	93	7	0	0	0	0	3	79	6	47
TOTAL GERMANY			148	1	1	87	9	1	3	0	0	6	87	5	152
<b>IRISH REPUBLIC</b>															
DONEGAL	BRIGHT AIR BV	S	43	3	7	72	7	12	9	0	0	13	0	0	0
TOTAL DONEGAL			43	3	7	72	7	12	9	0	0	13	0	0	0
DUBLIN	AER LINGUS	S	192	0	0	90	6	4	1	0	0	5	82	8	180
TOTAL DUBLIN			192	0	0	90	6	4	1	0	0	5	82	8	180
TOTAL IRISH REPUBLIC			235	3	7	86	6	5	3	0	0	6	82	8	180

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>ITALY</b>															
PISA	AIR 2000	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL PISA			2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL ITALY			2	0	0	100	0	0	0	0	0	4	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	290	0	4	72	17	6	5	0	0	12	66	16	176
TOTAL AMSTERDAM			290	0	4	72	17	6	5	0	0	12	66	16	176
TOTAL NETHERLANDS			290	0	4	72	17	6	5	0	0	12	66	16	176
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	6	0	0	17	50	33	0	0	0	23	90	39	10
TOTAL ALICANTE			6	0	0	17	50	33	0	0	0	23	90	39	10
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	0	38	25	38	0	0	48	0	0	0
TOTAL PALMA DE MALLORCA			8	0	0	0	38	25	38	0	0	48	0	0	0
TOTAL SPAIN			14	0	0	7	43	29	21	0	0	38	90	39	10
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	10	0	0	40	20	0	0	20	20	166	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			10	0	0	40	20	0	0	20	20	166	50	16	10
TOTAL SPAIN(CANARY ISLANDS)			10	0	0	40	20	0	0	20	20	166	50	16	10
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	S	60	0	0	68	22	3	7	0	0	14	76	11	59
TOTAL ZURICH			60	0	0	68	22	3	7	0	0	14	76	11	59
TOTAL SWITZERLAND			60	0	0	68	22	3	7	0	0	14	76	11	59
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	75	0	1	72	19	4	5	0	0	12	62	19	39
TOTAL ABERDEEN			75	0	1	72	19	4	5	0	0	12	64	18	121
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	152	0	2	77	10	8	5	1	0	13	89	6	149
TOTAL BELFAST CITY			152	0	2	77	10	8	5	1	0	13	89	6	149
BIRMINGHAM	BRITISH AIRWAYS PLC	S	116	2	4	85	11	3	1	0	0	6	93	2	70
TOTAL BIRMINGHAM			116	2	4	85	11	3	1	0	0	6	93	2	70
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	32	0	0	78	16	0	6	0	0	13	0	0	0
TOTAL BOURNEMOUTH			32	0	0	78	16	0	6	0	0	13	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	219	1	13	76	6	7	9	1	0	17	71	20	193
TOTAL BRISTOL			219	1	13	76	6	7	9	1	0	17	71	20	193
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	106	0	6	75	13	4	8	0	0	13	76	10	105
TOTAL CARDIFF WALES			106	0	6	75	13	4	8	0	0	13	76	10	105
DUNDEE	BMI REGIONAL	S	59	0	3	69	17	8	5	0	0	12	51	15	55



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DUNDEE			59	0	3	69	17	8	5	0	0	12	51	15	55
EAST MIDLANDS	BMI BRITISH MIDLAND	S	162	0	8	85	11	2	1	1	0	9	83	9	155
TOTAL EAST MIDLANDS			162	0	8	85	11	2	1	1	0	9	83	9	155
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	296	1	5	73	16	8	3	0	0	12	66	17	300
TOTAL GATWICK			296	1	5	73	16	8	3	0	0	12	66	17	300
GLASGOW	BMI BRITISH MIDLAND	S	43	2	9	93	7	0	0	0	0	1	84	5	44
TOTAL GLASGOW			43	3	9	93	7	0	0	0	0	1	84	5	44
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	20	0	0	95	0	0	0	5	0	14	0	0	0
TOTAL GUERNSEY			20	0	0	95	0	0	0	5	0	14	0	0	0
HEATHROW	BMI BRITISH MIDLAND	S	463	0	38	68	16	12	3	0	0	13	68	15	519
	BRITISH AIRWAYS PLC	S	547	1	20	74	17	6	2	0	0	14	71	16	563
TOTAL HEATHROW			1010	1	58	71	17	9	3	0	0	14	70	16	1082
KIRKWALL	BRITISH REGIONAL AIRLINES LTD	S	49	0	0	76	16	6	2	0	0	9	0	0	0
TOTAL KIRKWALL			49	0	0	76	16	6	2	0	0	9	65	13	49
LEEDS BRADFORD	GILL AIRWAYS	S	76	0	0	80	3	9	8	0	0	13	78	15	100
TOTAL LEEDS BRADFORD			76	0	0	80	3	9	8	0	0	13	78	15	100
LONDON CITY	KLM UK LTD	S	170	0	6	62	16	16	6	0	0	17	93	1	125
TOTAL LONDON CITY			170	0	6	62	16	16	6	0	0	17	93	1	125
LUTON	EASYJET AIRLINE COMPANY LTD	S	263	1	9	77	12	5	5	1	0	14	0	0	0
TOTAL LUTON			263	1	9	77	12	5	5	1	0	14	48	43	213
MANCHESTER	BMI REGIONAL	S	136	0	2	68	21	6	4	0	0	14	46	21	124
	BRITISH AIRWAYS PLC	S	184	1	2	87	9	2	2	0	0	6	85	8	185
TOTAL MANCHESTER			320	1	4	79	14	4	3	0	0	9	69	13	309
NORWICH	SCOT AIRWAYS	S	78	0	18	82	8	3	8	0	0	11	0	0	0
TOTAL NORWICH			78	0	18	82	8	3	8	0	0	11	60	18	83
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	114	1	8	62	19	13	5	0	0	18	99	-2	126
TOTAL SOUTHAMPTON			114	1	8	62	19	13	5	0	0	18	99	-2	126
STANSTED	KLM UK LTD	S	296	0	21	79	11	5	5	0	0	9	66	17	258
TOTAL STANSTED			296	0	21	79	11	5	5	0	0	9	66	17	258
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	83	10	4	4	0	0	10	0	0	0
TOTAL SUMBURGH			52	0	0	83	10	4	4	0	0	10	53	15	77
TOTAL UNITED KINGDOM			3708	11	175	75	13	7	4	0	0	12	71	15	3614
TOTAL EDINBURGH			4871	18	197	75	13	7	4	0	0	12	72	14	4562

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
HASSI MESSAOUD	AIR ALGERIE	C	8	0	0	38	0	50	13	0	0	33	80	-1	5
	EXCEL AIRWAYS LTD	C	10	0	0	30	40	20	10	0	0	22	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>80</b>	<b>-1</b>	<b>5</b>
<b>TOTAL ALGERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>80</b>	<b>-1</b>	<b>5</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITANNIA AIRWAYS	C	10	0	0	40	20	20	0	20	0	87	25	24	4
	CALEDONIAN AIRWAYS	C	9	0	0	89	11	0	0	0	0	-12	80	13	5
<b>TOTAL ANTIGUA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>51</b>	<b>56</b>	<b>18</b>	<b>9</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>51</b>	<b>56</b>	<b>18</b>	<b>9</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	28	0	0	79	4	11	7	0	0	10	0	0	0
<b>TOTAL BUENOS AIRES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARGENTINA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ARMENIA</b>															
YEREVAN	ARMENIAN AIRLINES	S	6	0	2	17	17	33	33	0	0	39	0	0	0
<b>TOTAL YEREVAN</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
MELBOURNE	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	46	25	87	4
<b>TOTAL MELBOURNE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>87</b>	<b>4</b>
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	9	0	0	33	11	11	33	11	0	61	83	8	6
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>61</b>	<b>83</b>	<b>8</b>	<b>6</b>
SYDNEY	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	35	60	31	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	33	11	11	0	0	17	38	65	8
<b>TOTAL SYDNEY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>46</b>	<b>18</b>
<b>TOTAL AUSTRALIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>15</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>43</b>	<b>30</b>
<b>AUSTRIA</b>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	12	1	1	8	25	0	42	25	0	108	40	41	10
	LEISURE INTERNATIONAL	C	9	0	0	11	22	44	22	0	0	45	0	82	8
<b>TOTAL INNSBRUCK</b>			<b>21</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>24</b>	<b>19</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>55</b>	<b>21</b>
SALZBURG	AIR 2000	C	6	0	0	67	33	0	0	0	0	5	25	52	4
	BRITANNIA AIRWAYS	C	7	0	1	29	14	29	29	0	0	35	14	84	7
	LAUDA-AIR	S	80	0	4	81	14	4	1	0	0	8	74	23	94
	MONARCH AIRLINES	C	11	0	1	82	0	18	0	0	0	11	12	61	17
	MY TRAVEL AIRWAYS UK	C	3	0	1	100	0	0	0	0	0	5	29	41	7
<b>TOTAL SALZBURG</b>			<b>107</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>33</b>	<b>130</b>
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	0	69	14	9	5	3	0	20	47	24	116
	LAUDA-AIR	S	34	0	0	59	18	12	12	0	0	24	47	23	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 VIENNA			152	2	0	66	14	10	7	3	0	21	47	23	158
TOTAL AUSTRIA			280	3	8	66	15	9	7	3	0	21	50	29	309
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	56	11	22	0	0	11	189	50	24	14
	BRITISH AIRWAYS PLC	S	23	0	1	57	26	17	0	0	0	9	68	19	22
TOTAL BAKU			41	0	1	56	20	20	0	0	5	88	61	21	36
TOTAL AZERBAIJAN			41	0	1	56	20	20	0	0	5	88	61	21	36
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	4	0	0	50	0	25	25	0	0	37	38	34	13
TOTAL NASSAU			5	0	0	60	0	20	20	0	0	32	38	34	13
TOTAL BAHAMAS			5	0	0	60	0	20	20	0	0	32	38	34	13
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	13	0	0	31	23	15	23	8	0	49	58	29	12
	BRITISH AIRWAYS PLC	S	31	0	0	55	16	23	6	0	0	12	48	107	23
	CALEDONIAN AIRWAYS	C	13	0	0	15	54	8	23	0	0	41	33	56	9
	MONARCH AIRLINES	C	11	0	1	9	0	27	45	18	0	100	17	41	12
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	11	11	44	0	0	51	0	91	1
TOTAL BRIDGETOWN			77	0	1	35	21	18	22	4	0	40	40	68	57
TOTAL BARBADOS			77	0	1	35	21	18	22	4	0	40	40	68	57
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	39	33	17	11	0	0	35	75	6	16
TOTAL MINSK			18	0	0	39	33	17	11	0	0	35	75	6	16
TOTAL BELARUS			18	0	0	39	33	17	11	0	0	35	75	6	16
<b>BELGIUM</b>															
ANTWERP	CITY FLYER EXPRESS	S	143	0	0	73	13	11	3	0	0	10	85	5	156
TOTAL ANTWERP			143	0	0	73	13	11	3	0	0	10	85	5	156
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	159	0	8	75	12	8	4	0	0	11	73	12	153
	SABENA	S	176	3	0	85	9	6	1	0	0	5	0	0	0
TOTAL BRUSSELS			336	3	8	80	10	7	2	0	0	8	73	12	153
CHARLEROI	AB AIRLINES	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL CHARLEROI			2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL BELGIUM			481	3	8	78	11	8	2	0	0	9	79	8	309
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	23	1	1	65	17	0	17	0	0	17	58	17	26
TOTAL BERMUDA			23	1	1	65	17	0	17	0	0	17	58	17	26
TOTAL BERMUDA			23	1	1	65	17	0	17	0	0	17	58	17	26
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	-3	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RIO DE JANEIRO (GALEAO)	TRANSBRASIL	S	9	0	0	67	11	22	0	0	0	10	50	19	8
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>19</b>	<b>8</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	9	0	0	56	11	11	0	11	11	131	0	0	0
	TRANSBRASIL	S	9	0	0	56	33	0	0	11	0	32	60	44	5
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>81</b>	<b>60</b>	<b>44</b>	<b>5</b>
<b>TOTAL BRAZIL</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>44</b>	<b>54</b>	<b>28</b>	<b>13</b>
<b>BULGARIA</b>															
PLOVDIV	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-1	50	20	4
<b>TOTAL PLOVDIV</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>-1</b>	<b>33</b>	<b>48</b>	<b>6</b>
SOFIA	AIR 2000	C	3	0	1	33	33	0	33	0	0	30	25	65	4
	BALKAN BULGARIAN AIRLINES	C	3	0	5	0	67	0	33	0	0	36	0	43	3
	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	67	19	10	5	0	0	14	40	50	42
	CALEDONIAN AIRWAYS	C	3	0	0	0	0	0	100	0	0	85	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	1	33	0	67	0	0	0	39	0	0	0
<b>TOTAL SOFIA</b>			<b>54</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>20</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>34</b>	<b>55</b>	<b>58</b>
<b>TOTAL BULGARIA</b>			<b>58</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>19</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>34</b>	<b>54</b>	<b>64</b>
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	1	1	13	13	38	38	0	0	48	33	33	9
<b>TOTAL DOUALA</b>			<b>8</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>33</b>	<b>9</b>
<b>TOTAL CAMEROON</b>			<b>8</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>33</b>	<b>9</b>
<b>CANADA</b>															
CALGARY	BRITANNIA AIRWAYS	C	7	0	0	57	14	29	0	0	0	20	0	37	3
<b>TOTAL CALGARY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>94</b>	<b>11</b>
TORONTO	AIR TRANSAT	C	8	0	0	50	38	13	0	0	0	14	38	27	8
	CANADA 3000 AIRLINES	C	27	1	1	74	15	7	4	0	0	7	50	31	8
	ROYAL AIRLINES	C	4	0	0	50	0	25	25	0	0	34	0	0	0
<b>TOTAL TORONTO</b>			<b>39</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>29</b>	<b>16</b>
VANCOUVER	BRITANNIA AIRWAYS	C	4	1	2	50	25	25	0	0	0	5	0	0	0
	CANADA 3000 AIRLINES	C	8	0	0	63	38	0	0	0	0	8	0	0	0
<b>TOTAL VANCOUVER</b>			<b>12</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>58</b>	<b>2</b>	<b>3</b>	<b>64</b>	<b>21</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>26</b>	<b>56</b>	<b>27</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	14	0	0	86	0	7	0	0	7	72	75	4	4
<b>TOTAL GRAND CAYMAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>75</b>	<b>4</b>	<b>4</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>75</b>	<b>4</b>	<b>4</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	28	0	0	82	7	7	4	0	0	6	0	0	0
<b>TOTAL SANTIAGO DE CHILE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHILE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
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			MATCHED	Actual (7)											Plan (8)
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	26	0	0	54	4	23	19	0	0	23	0	0	0
TOTAL BOGOTA			26	0	0	54	4	23	19	0	0	23	0	0	0
TOTAL COLOMBIA			26	0	0	54	4	23	19	0	0	23	0	0	0
<b>CROATIA</b>															
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	77	12	5	7	0	0	12	0	0	0
TOTAL ZAGREB			60	0	0	77	12	5	7	0	0	12	0	0	0
TOTAL CROATIA			60	0	0	77	12	5	7	0	0	12	0	0	0
<b>CUBA</b>															
CAMAGUEY	LEISURE INTERNATIONAL	C	2	0	0	0	0	100	0	0	0	52	0	0	0
TOTAL CAMAGUEY			2	0	0	0	0	100	0	0	0	52	0	92	2
HAVANA	CUBANA	S	27	0	1	67	19	11	4	0	0	9	44	20	16
TOTAL HAVANA			27	0	1	67	19	11	4	0	0	9	44	20	16
VARADERO	LEISURE INTERNATIONAL	C	3	0	0	0	67	33	0	0	0	25	0	0	0
TOTAL VARADERO			3	0	0	0	67	33	0	0	0	25	50	29	2
TOTAL CUBA			32	0	1	56	22	19	3	0	0	14	40	28	20
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	9	0	0	56	22	22	0	0	0	13	100	-5	1
	CYPRUS AIRWAYS	S	10	0	0	40	40	20	0	0	0	16	29	36	14
	EUROCYPRIA AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	-2	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	1	0	17	28	17	39	0	0	53	0	58	3
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	9	0	0	0
TOTAL LARNACA			52	2	0	44	27	15	13	0	0	26	28	37	36
PAPHOS	AIR 2000	S	16	0	1	44	13	19	25	0	0	36	62	39	21
	BRITANNIA AIRWAYS	C	18	1	0	44	17	28	11	0	0	27	67	33	6
TOTAL PAPHOS			34	1	1	44	15	24	18	0	0	31	63	38	27
TOTAL CYPRUS			86	3	1	44	22	19	15	0	0	28	43	37	63
<b>CZECH REPUBLIC</b>															
PRAGUE	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	30	0	20	2
TOTAL PRAGUE			2	0	0	0	50	50	0	0	0	30	25	17	4
TOTAL CZECH REPUBLIC			2	0	0	0	50	50	0	0	0	30	25	17	4
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	166	0	0	68	17	10	4	0	0	14	66	14	156
TOTAL BILLUND			166	0	0	68	17	10	4	0	0	14	66	14	156
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	0	79	12	4	5	0	0	9	56	20	112
	MAERSK AIR	S	71	0	0	80	11	6	3	0	0	9	50	23	48
TOTAL COPENHAGEN			189	0	0	79	12	5	4	0	0	9	54	21	160
TOTAL DENMARK			355	0	0	74	14	7	4	0	0	11	60	18	316

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			Actual (7)	Plan (8)											
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	10	0	0	5	100	11	4
	LEISURE INTERNATIONAL	C	9	0	0	100	0	0	0	0	0	-5	0	0	0
	MY TRAVEL AIRWAYS UK	C	11	0	1	55	18	0	18	9	0	48	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>31</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>65</b>	<b>14</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	18	0	0	50	22	22	6	0	0	20	23	97	13
<b>TOTAL SANTO DOMINGO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>23</b>	<b>97</b>	<b>13</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>49</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>80</b>	<b>27</b>
<b>EGYPT</b>															
ASWAN	MONARCH AIRLINES	C	9	0	0	44	33	0	22	0	0	27	31	31	13
<b>TOTAL ASWAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>31</b>	<b>13</b>
HURGHADA	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	16	75	14	8
<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>16</b>	<b>75</b>	<b>14</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	BRITANNIA AIRWAYS	C	8	0	0	38	38	13	13	0	0	24	13	34	8
	CALEDONIAN AIRWAYS	C	10	1	1	60	10	30	0	0	0	16	89	11	9
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>19</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>28</b>	<b>22</b>
<b>TOTAL EGYPT</b>			<b>36</b>	<b>2</b>	<b>9</b>	<b>50</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>29</b>	<b>106</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	50	0	4	86	10	4	0	0	0	6	88	11	48
<b>TOTAL TALLIN</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>11</b>	<b>48</b>
<b>TOTAL ESTONIA</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>11</b>	<b>48</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	2	66	19	10	5	0	0	13	58	34	24
<b>TOTAL BELGRADE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>34</b>	<b>24</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>34</b>	<b>24</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	56	0	0	55	16	20	7	2	0	24	55	23	49
	FINNAIR	S	13	0	0	46	31	15	8	0	0	18	61	17	62
<b>TOTAL HELSINKI</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>21</b>	<b>115</b>
IVALO	LEISURE INTERNATIONAL	C	2	0	0	50	0	0	50	0	0	38	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	23	29	60	7
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	100	0	0	83	0	0	0
<b>TOTAL IVALO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>60</b>	<b>7</b>
KITTLA	AIR 2000	C	5	0	0	0	0	20	80	0	0	88	25	75	4
	AIRWORLD AVIATION LTD	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	25	25	50	0	0	0	28	0	0	0
	CALEDONIAN AIRWAYS	C	3	0	0	67	33	0	0	0	0	12	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	19	0	0	0
	FINNAIR	C	7	0	0	43	14	14	29	0	0	35	0	0	0
	MONARCH AIRLINES	C	5	0	0	40	20	40	0	0	0	22	21	63	14

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KITTILA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>22</b>	<b>65</b>	18
<b>ROVANIEMI</b>	AIR 2000	C	4	2	0	50	50	0	0	0	0	12	50	24	2
	AIRWORLD AVIATION LTD	C	3	1	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	19	0	0	37	21	42	0	0	0	24	53	21	19
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-1	50	21	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	25	0	71	2
<b>TOTAL ROVANIEMI</b>			<b>30</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>24</b>	32
<b>TURKU</b>	FINNAIR	S	43	0	0	74	19	5	2	0	0	11	68	12	47
<b>TOTAL TURKU</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>12</b>	47
<b>TOTAL FINLAND</b>			<b>185</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>24</b>	225
<b>FRANCE</b>															
<b>BORDEAUX</b>	AIR LIB	S	178	0	2	80	11	4	4	0	0	10	0	0	0
<b>TOTAL BORDEAUX</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>21</b>	60
<b>BREST</b>	BRIT AIR	S	164	0	6	60	26	8	5	1	0	19	65	12	60
<b>TOTAL BREST</b>			<b>164</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>26</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>12</b>	60
<b>CHAMBERY</b>	CITY FLYER EXPRESS	C	12	0	2	33	17	33	17	0	0	33	0	0	0
<b>TOTAL CHAMBERY</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>13</b>	<b>98</b>	8
<b>DEAUVILLE</b>	EUROPEAN AIR CHARTER	C	2	0	0	0	100	0	0	0	0	20	0	0	0
<b>TOTAL DEAUVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>GRENOBLE</b>	AIR 2000	C	15	0	0	73	20	0	0	7	0	22	25	81	8
<b>TOTAL GRENOBLE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>20</b>	<b>74</b>	10
<b>LYON</b>	AIR 2000	C	17	0	3	53	29	12	6	0	0	20	64	14	14
	BRITANNIA AIRWAYS	C	13	3	2	38	23	31	8	0	0	27	33	54	15
	CALEDONIAN AIRWAYS	C	9	0	1	11	11	44	33	0	0	62	22	80	9
	EUROPEAN AIR CHARTER	C	2	0	2	50	50	0	0	0	0	18	25	44	4
	MONARCH AIRLINES	C	18	0	1	11	6	44	39	0	0	63	14	60	22
	MY TRAVEL AIRWAYS UK	C	5	0	1	60	0	20	20	0	0	36	0	0	0
<b>TOTAL LYON</b>			<b>64</b>	<b>3</b>	<b>10</b>	<b>33</b>	<b>17</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>64</b>	<b>21</b>	227
<b>MARSEILLE</b>	BRITISH AIRWAYS (EURO OPS) LG	S	159	0	6	69	14	9	9	0	0	19	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL MARSEILLE</b>			<b>161</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>11</b>	122
<b>MONTPELLIER</b>	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	4	72	17	10	0	0	0	10	63	16	60
<b>TOTAL MONTPELLIER</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>16</b>	60
<b>PARIS (CHARLES DE GAULLE)</b>	AIR GABON	S	7	0	0	29	0	57	14	0	0	52	20	72	10
	AIR JET	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	263	0	8	70	13	11	6	0	0	15	53	22	245
	BRITISH WORLD AIRLINES LTD	C	6	0	0	50	33	17	0	0	0	0	0	0	0
	CAMEROON AIRLINES	S	8	1	1	13	13	38	38	0	0	57	56	7	9
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>288</b>	<b>2</b>	<b>9</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>23</b>	266
<b>RENNES</b>	BRIT AIR	S	99	0	5	75	17	4	4	0	0	12	65	20	96
<b>TOTAL RENNES</b>			<b>99</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>20</b>	96

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TARBES-LOURDES INTERNATIONAL	MONARCH AIRLINES	C	3	0	1	33	0	67	0	0	0	33	100	5	3
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>5</b>	<b>3</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	11	0	3	27	36	18	0	18	0	59	33	33	9
	AIR LIB	S	180	0	0	69	19	8	4	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	71	14	0	14	0	0	17	67	14	6
	CALEDONIAN AIRWAYS	C	5	0	1	60	20	0	20	0	0	37	33	43	3
	MONARCH AIRLINES	C	6	0	2	17	33	33	17	0	0	34	67	13	6
	MY TRAVEL AIRWAYS UK	C	3	0	1	100	0	0	0	0	0	7	67	24	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>212</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>141</b>
<b>TOTAL FRANCE</b>			<b>1256</b>	<b>6</b>	<b>52</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>19</b>	<b>1229</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	9	0	0	22	11	33	33	0	0	47	30	63	10
<b>TOTAL LIBREVILLE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>63</b>	<b>10</b>
<b>TOTAL GABON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>63</b>	<b>10</b>
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	8	0	0	0	50	38	13	0	0	38	25	24	8
	BRITANNIA AIRWAYS	C	10	0	0	20	20	30	30	0	0	44	70	19	10
	MONARCH AIRLINES	C	18	0	0	33	17	33	17	0	0	35	0	47	8
<b>TOTAL BANJUL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>33</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>29</b>	<b>26</b>
<b>TOTAL GAMBIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>33</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>29</b>	<b>26</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	AB AIRLINES	S	48	0	0	63	15	10	10	0	2	32	0	0	0
	BRITANNIA GMBH	C	5	0	1	60	40	0	0	0	0	9	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	CITY FLYER EXPRESS	S	159	0	4	68	16	9	7	0	0	15	0	0	0
<b>TOTAL BREMEN</b>			<b>159</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>5</b>	<b>178</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	181	0	4	73	14	8	4	1	0	14	86	5	145
<b>TOTAL COLOGNE (BONN)</b>			<b>181</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>5</b>	<b>145</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	S	28	0	2	75	14	4	7	0	0	9	0	0	0
<b>TOTAL DORTMUND</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	CITY FLYER EXPRESS	S	123	0	0	81	11	5	2	0	0	9	76	11	126
<b>TOTAL DUSSELDORF</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>126</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	2	74	17	6	3	0	0	10	82	10	170
<b>TOTAL FRANKFURT MAIN</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>170</b>
HAMBURG	DEUTSCHE BA	S	129	0	3	76	14	8	2	0	0	7	86	-1	132
<b>TOTAL HAMBURG</b>			<b>129</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>-1</b>	<b>132</b>
MUNICH	DEUTSCHE BA	S	130	0	2	74	18	7	2	0	0	11	68	14	148
<b>TOTAL MUNICH</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>14</b>	<b>148</b>
MUNSTER-OSNABRUCK	B A S E BUSINESS AIRLINES	S	73	0	1	45	40	12	3	0	0	19	0	0	0



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MUNSTER-OSNABRUCK			73	0	1	45	40	12	3	0	0	19	0	0	0
STUTTGART	BRITANNIA GMBH	C	2	2	2	50	50	0	0	0	0	9	0	0	0
TOTAL STUTTGART			2	2	2	50	50	0	0	0	0	9	0	20	2
TOTAL GERMANY			1054	2	21	71	17	8	4	0	0	13	81	8	1093
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	26	0	0	50	15	15	19	0	0	27	21	82	14
TOTAL ACCRA			26	0	0	50	15	15	19	0	0	27	22	84	18
TOTAL GHANA			26	0	0	50	15	15	19	0	0	27	22	84	18
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	48	0	4	73	10	6	10	0	0	14	47	34	45
TOTAL GIBRALTAR			48	0	4	73	10	6	10	0	0	14	47	34	45
TOTAL GIBRALTAR			48	0	4	73	10	6	10	0	0	14	47	34	45
GREECE															
ATHENS	AIR 2000	C	50	0	2	60	10	14	16	0	0	24	46	39	48
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	63	25	10	2	0	0	11	43	25	60
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	50	50	0	0	82	0	0	0
	MONARCH AIRLINES	C	34	0	5	71	15	3	6	6	0	25	33	46	43
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	50	0	0	0	23	29	17	7
TOTAL ATHENS			150	0	7	63	17	11	8	1	0	20	41	35	169
CORFU	CALEDONIAN AIRWAYS	C	2	0	0	50	0	0	50	0	0	38	0	0	0
TOTAL CORFU			3	0	0	33	0	33	33	0	0	44	0	54	2
HERAKLION	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	100	0	0	81	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-12	0	142	1
TOTAL HERAKLION			4	0	0	50	0	0	50	0	0	34	0	142	1
SALONIKA	CALEDONIAN AIRWAYS	C	3	0	1	67	0	0	0	0	33	257	0	0	0
	MONARCH AIRLINES	C	15	1	1	60	13	7	13	0	7	83	50	82	20
TOTAL SALONIKA			18	1	2	61	11	6	11	0	11	112	37	75	27
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	100	0	0	68	0	0	0
TOTAL ZAKINTHOS			2	0	0	0	0	0	100	0	0	68	100	-2	2
TOTAL GREECE			177	1	9	61	15	11	11	1	1	31	40	41	203
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	61	11	17	11	0	0	16	59	14	17
	CALEDONIAN AIRWAYS	C	5	0	0	80	20	0	0	0	0	14	50	18	6
TOTAL GRENADA			24	0	0	63	13	12	8	4	0	23	57	15	23
TOTAL GRENADA			24	0	0	63	13	12	8	4	0	23	57	15	23
ICELAND															
KEFLAVIK	CALEDONIAN AIRWAYS	C	2	0	0	0	0	100	0	0	0	57	0	0	0
TOTAL KEFLAVIK			2	0	0	0	0	100	0	0	0	57	0	53	2

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				Actual (7)	Plan (8)										
TOTAL ICELAND			2	0	0	0	0	100	0	0	0	57	0	53	2
<b>INDIA</b>															
AGRA (KHERIA)	MONARCH AIRLINES	C	10	0	0	30	10	20	40	0	0	51	0	0	0
TOTAL AGRA (KHERIA)			10	0	0	30	10	20	40	0	0	51	0	0	0
GOA	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	14	40	21	5
	CALEDONIAN AIRWAYS	C	16	0	0	31	13	19	25	13	0	71	50	11	16
	MONARCH AIRLINES	C	16	0	0	56	13	6	13	13	0	45	44	14	9
TOTAL GOA			40	0	0	48	18	10	15	10	0	49	47	14	30
TRIVANDRUM	MONARCH AIRLINES	C	9	0	0	44	0	22	22	11	0	59	0	62	10
TOTAL TRIVANDRUM			9	0	0	44	0	22	22	11	0	59	0	62	10
TOTAL INDIA			59	0	0	44	14	14	20	8	0	51	45	25	49
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	28	0	0	21	7	21	46	4	0	70	0	0	0
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			28	0	0	21	7	21	46	4	0	70	0	0	0
TOTAL INDONESIA			28	0	0	21	7	21	46	4	0	70	28	102	18
<b>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	139	1	5	65	19	10	4	1	0	17	62	15	139
TOTAL CORK			139	1	5	65	19	10	4	1	0	17	62	15	139
DUBLIN	CITY FLYER EXPRESS	S	244	1	9	65	16	11	8	0	0	15	66	15	238
	RYANAIR	S	236	0	0	81	7	8	4	0	0	7	73	13	252
TOTAL DUBLIN			480	1	9	73	11	9	6	0	0	12	69	14	491
SHANNON	AB AIRLINES	S	141	0	0	47	26	13	13	1	0	25	84	8	147
TOTAL SHANNON			141	0	5	47	26	13	13	1	0	25	85	8	150
TOTAL IRISH REPUBLIC			760	2	19	67	15	10	7	1	0	15	71	13	780
<b>ISRAEL</b>															
OVDA	AIR 2000	C	10	0	0	50	30	10	10	0	0	22	75	5	8
	BRITANNIA AIRWAYS	C	11	0	0	64	9	27	0	0	0	17	30	29	10
TOTAL OVDA			22	0	0	55	18	23	5	0	0	20	47	25	19
TEL AVIV	AIR 2000	C	19	0	2	53	21	21	5	0	0	23	40	46	20
	AIRWORLD AVIATION LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
	BRITISH AIRWAYS PLC	S	55	1	7	67	24	9	0	0	0	10	57	20	61
	CALEDONIAN AIRWAYS	C	17	2	4	24	12	29	29	0	6	118	44	35	9
	EL AL	C	10	0	0	50	10	40	0	0	0	21	40	14	10
	MONARCH AIRLINES	C	33	1	2	39	9	21	27	3	0	46	34	48	32
TOTAL TEL AVIV			136	4	15	51	17	19	11	1	1	35	47	31	132
TOTAL ISRAEL			158	4	15	52	17	20	10	1	1	33	47	31	151
<b>ITALY</b>															
BERGAMO	AIR 2000	C	3	0	0	33	33	33	0	0	0	23	33	49	3
	BRITANNIA AIRWAYS	C	6	0	1	67	0	33	0	0	0	18	29	47	7
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	7	0	27	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERGAMO	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	0	25	0	0	28	0	53	4
<b>TOTAL BERGAMO</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>18</b>	<b>45</b>	17
BOLOGNA	ALITALIA	S	60	0	0	65	25	5	5	0	0	13	69	17	62
	CALEDONIAN AIRWAYS	C	3	0	1	67	0	0	0	0	33	148	0	0	0
<b>TOTAL BOLOGNA</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>67</b>	<b>17</b>	69
CAGLIARI (ELMAS)	AIR 2000	C	2	0	0	50	0	0	50	0	0	38	0	0	0
	MERIDIANA AIR	S	55	0	2	49	20	16	11	2	2	36	49	25	59
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	27	50	28	2
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>48</b>	<b>25</b>	63
CATANIA (FONTANAROSSA)	CALEDONIAN AIRWAYS	C	4	0	0	0	0	25	25	0	50	231	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	44	50	17	2
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>168</b>	<b>62</b>	<b>43</b>	68
FLORENCE	MERIDIANA AIR	S	57	0	2	49	21	16	12	2	0	31	53	20	59
<b>TOTAL FLORENCE</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>21</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>42</b>	<b>35</b>	109
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	0	64	20	10	5	1	0	15	57	20	106
<b>TOTAL GENOA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>20</b>	106
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	2	72	16	7	3	2	0	11	57	19	116
<b>TOTAL MILAN (LINATE)</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>19</b>	116
MILAN (MALPENSA)	CALEDONIAN AIRWAYS	C	6	0	1	67	17	0	0	17	0	36	0	0	0
	EUROPEAN AIR CHARTER	C	10	0	3	60	30	10	0	0	0	14	13	41	16
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	38	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>18</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>23</b>	<b>50</b>	39
NAPLES	AIR 2000	C	2	0	0	0	0	0	100	0	0	84	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	0	72	14	5	9	0	0	14	56	27	118
	CALEDONIAN AIRWAYS	C	4	0	4	0	25	0	50	0	25	221	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	18	17	116	6
<b>TOTAL NAPLES</b>			<b>127</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>15</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>53</b>	<b>31</b>	128
PALERMO	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	22	0	0	0
	MERIDIANA AIR	S	42	0	10	71	17	7	5	0	0	16	0	0	0
<b>TOTAL PALERMO</b>			<b>48</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>20</b>	4
PISA	ALITALIA	S	60	0	0	85	13	0	2	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	3	0	82	2
	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	0	74	12	6	7	2	0	17	0	0	0
	CALEDONIAN AIRWAYS	C	6	0	1	83	0	0	0	17	0	38	0	60	1
	EUROPEAN AIR CHARTER	C	14	1	6	71	29	0	0	0	0	11	25	25	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	35	36	23
<b>TOTAL PISA</b>			<b>208</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>36</b>	36
ROME (CIAMPINO)	AIR 2000	C	4	0	0	25	0	25	50	0	0	53	47	19	15
	BRITANNIA AIRWAYS	C	7	0	0	43	0	57	0	0	0	28	0	0	0
	CALEDONIAN AIRWAYS	C	26	0	5	46	23	15	4	12	0	40	25	26	12
	EUROPEAN AIR CHARTER	C	2	0	8	100	0	0	0	0	0	5	50	44	4
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	19	50	32	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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 ROME (CIAMPINO)</b>			<b>41</b>	<b>0</b>	<b>13</b>	<b>46</b>	<b>15</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>26</b>	<b>48</b>
<b>ROME (FIUMICINO)</b>	ALITALIA	S	62	0	0	65	23	11	2	0	0	14	60	19	60
	BRITISH AIRWAYS (EURO OPS) LG	S	110	0	0	72	11	13	5	0	0	12	53	29	59
<b>TOTAL ROME (FIUMICINO)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>24</b>	<b>119</b>
<b>TURIN</b>	AIR 2000	C	4	0	0	25	25	50	0	0	0	27	13	33	8
	ALITALIA	S	58	0	0	81	14	5	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	14	43	29	14	0	0	37	33	96	3
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	38	33	25	3
	MONARCH AIRLINES	C	8	0	2	13	38	0	38	13	0	74	33	18	6
	MY TRAVEL AIRWAYS UK	C	5	0	1	20	20	20	20	0	20	108	67	-11	3
	TRANSAER	C	4	0	0	25	25	0	50	0	0	55	0	0	0
<b>TOTAL TURIN</b>			<b>89</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>29</b>	<b>32</b>	<b>24</b>
<b>VENICE</b>	ALITALIA	S	118	0	0	89	6	3	2	0	0	3	68	14	117
	CALEDONIAN AIRWAYS	C	16	0	0	63	6	19	0	0	13	61	0	0	0
	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	6	0	0	50	17	33	0	0	0	23	43	38	30
<b>TOTAL VENICE</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>61</b>	<b>20</b>	<b>153</b>
<b>VERONA</b>	AIR 2000	C	3	0	1	67	0	0	0	33	0	85	0	114	3
	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	0	76	6	6	12	0	0	18	66	18	105
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	57	25	23	4
<b>TOTAL VERONA</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>7</b>	<b>6</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>21</b>	<b>113</b>
<b>TOTAL ITALY</b>			<b>1398</b>	<b>2</b>	<b>50</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>53</b>	<b>27</b>	<b>1215</b>
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	BRITISH AIRWAYS PLC	S	26	0	0	38	23	23	4	8	4	84	8	77	13
	LEISURE INTERNATIONAL	C	10	0	0	0	30	20	30	20	0	104	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	10	50	40	0	0	64	20	69	10
<b>TOTAL MONTEGO BAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>28</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>84</b>	<b>14</b>	<b>64</b>	<b>50</b>
<b>TOTAL JAMAICA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>28</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>64</b>	<b>67</b>
<b>KENYA</b>															
<b>MOMBASA</b>	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	28	20	68	10
	CALEDONIAN AIRWAYS	C	9	0	0	78	11	11	0	0	0	-5	40	37	10
	MONARCH AIRLINES	C	9	0	0	11	0	11	78	0	0	100	0	60	10
<b>TOTAL MOMBASA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>4</b>	<b>7</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>20</b>	<b>55</b>	<b>30</b>
<b>NAIROBI</b>	BRITISH AIRWAYS PLC	S	18	0	0	33	50	11	0	0	6	64	36	47	11
<b>TOTAL NAIROBI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>29</b>	<b>49</b>	<b>21</b>
<b>TOTAL KENYA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>9</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>24</b>	<b>53</b>	<b>51</b>
<b>LATVIA</b>															
<b>RIGA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	33	0	0	64	12	18	3	3	0	21	0	0	0
	RIGA AIRLINES EXPRESS	S	44	0	0	52	11	16	20	0	0	33	48	38	46
<b>TOTAL RIGA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>38</b>	<b>46</b>
<b>TOTAL LATVIA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>38</b>	<b>46</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	135	0	4	70	16	10	4	0	0	14	0	0	0
TOTAL LUXEMBOURG			135	0	4	70	16	10	4	0	0	14	0	0	0
TOTAL LUXEMBOURG			135	0	4	70	16	10	4	0	0	14	0	0	0
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	75	0	25	0	0	0	0	67	219	9
TOTAL LILONGWE			8	0	0	75	0	25	0	0	0	0	67	219	9
TOTAL MALAWI			8	0	0	75	0	25	0	0	0	0	67	219	9
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	9	0	0	56	11	22	11	0	0	20	50	35	10
	MONARCH AIRLINES	C	9	0	0	56	11	11	22	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	-2	50	35	10
TOTAL MALE INTERNATIONAL			22	0	0	59	14	14	14	0	0	16	50	35	20
TOTAL MALDIVE ISLANDS			22	0	0	59	14	14	14	0	0	16	50	35	20
<b>MALTA</b>															
MALTA	AIR 2000	C	14	0	0	71	29	0	0	0	0	5	30	26	10
	AIR MALTA	C	10	0	2	100	0	0	0	0	0	1	88	16	8
	AIR MALTA	S	60	0	0	72	15	10	3	0	0	12	57	17	60
	BRITANNIA AIRWAYS	C	18	0	0	44	33	11	11	0	0	31	72	12	18
	GB AIRWAYS LTD	S	40	0	0	68	15	5	3	0	10	47	65	27	34
	MONARCH AIRLINES	C	3	0	1	100	0	0	0	0	0	0	50	20	4
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	20	0	0	18	83	8	6
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL MALTA			157	0	3	71	16	6	4	0	3	22	63	19	144
TOTAL MALTA			157	0	3	71	16	6	4	0	3	22	63	19	144
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	20	50	30	0	0	0	28	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	23	50	15	4	4	4	55	88	39	17
TOTAL MAURITIUS			36	0	0	22	50	19	3	3	3	47	88	39	17
TOTAL MAURITIUS			36	0	0	22	50	19	3	3	3	47	88	39	17
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-20	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	50	25	0	13	13	0	52	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	3	38	91	8
TOTAL CANCUN			20	0	0	70	10	5	10	5	0	21	33	74	12
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	1	81	0	8	4	0	8	88	0	0	0
TOTAL MEXICO CITY			26	0	1	81	0	8	4	0	8	88	0	0	0
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-16	50	41	4
	LEISURE INTERNATIONAL	C	9	1	1	22	11	22	44	0	0	54	0	0	0
TOTAL PUERTO VALLARTA			11	1	1	36	9	18	36	0	0	42	63	27	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MEXICO</b>			<b>57</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>55</b>	<b>45</b>	<b>55</b>	<b>20</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	4	0	0	0	0	25	50	0	25	314	75	7	4
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL AGADIR</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>110</b>	<b>75</b>	<b>7</b>	<b>4</b>
<b>MARRAKESH</b>															
	GB AIRWAYS LTD	S	14	0	0	43	29	14	7	0	7	61	71	6	14
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	VIRGIN EXPRESS	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>71</b>	<b>6</b>	<b>14</b>
<b>TOTAL MOROCCO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>72</b>	<b>6</b>	<b>18</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	16	0	0	0	6	13	56	25	0	125	17	49	18
<b>TOTAL KATHMANDU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>56</b>	<b>25</b>	<b>0</b>	<b>125</b>	<b>17</b>	<b>49</b>	<b>18</b>
<b>TOTAL NEPAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>56</b>	<b>25</b>	<b>0</b>	<b>125</b>	<b>17</b>	<b>49</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITANNIA AIRWAYS	C	10	0	0	30	20	10	40	0	0	63	0	0	0
	CITY FLYER EXPRESS	S	234	1	2	53	22	16	9	0	0	22	69	13	231
	TRANSAVIA	S	229	2	4	62	24	12	2	0	0	15	60	22	228
	TRANSBRASIL	S	16	0	2	88	0	13	0	0	0	5	75	6	4
<b>TOTAL AMSTERDAM</b>			<b>489</b>	<b>3</b>	<b>8</b>	<b>58</b>	<b>22</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>17</b>	<b>463</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	40	11	0	50	25	23	3	0	0	17	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>40</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROTTERDAM	CITY FLYER EXPRESS	S	147	0	3	78	10	7	5	0	0	11	79	9	182
<b>TOTAL ROTTERDAM</b>			<b>147</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>182</b>
<b>TOTAL NETHERLANDS</b>			<b>676</b>	<b>14</b>	<b>11</b>	<b>62</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>17</b>	<b>728</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	9	1	0	33	33	22	11	0	0	28	23	70	13
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>23</b>	<b>70</b>	<b>13</b>
<b>TOTAL NEW ZEALAND</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>23</b>	<b>70</b>	<b>13</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	58	0	0	74	17	7	2	0	0	10	69	14	58
<b>TOTAL BERGEN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	<b>58</b>
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	49	0	0	71	16	10	2	0	0	12	54	16	48
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>16</b>	<b>48</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	70	0	2	63	24	10	3	0	0	12	71	12	76
	BRITISH AIRWAYS (EURO OPS) LG	S	110	0	0	76	11	9	3	1	0	11	73	13	109
<b>TOTAL OSLO (FORNEBU)</b>			<b>180</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>12</b>	<b>185</b>
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	48	0	2	75	15	4	6	0	0	8	64	14	45

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL STAVANGER			48	0	2	75	15	4	6	0	0	8	64	14	45
TOTAL NORWAY			335	0	4	72	16	8	3	0	0	11	68	14	339
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	67	22	4	0	4	4	64	59	28	27
TOTAL ISLAMABAD			27	0	0	67	22	4	0	4	4	64	59	28	27
TOTAL PAKISTAN			27	0	0	67	22	4	0	4	4	64	59	28	27
POLAND															
KRAKOW	BRITISH AIRWAYS (EURO OPS) LG	S	18	0	0	56	6	28	11	0	0	24	0	0	0
	LOT-POLISH AIRLINES	S	16	2	2	63	13	0	13	13	0	42	0	0	0
TOTAL KRAKOW			34	2	2	59	9	15	12	6	0	32	0	0	0
TOTAL POLAND			34	2	2	59	9	15	12	6	0	32	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	8	0	0	88	13	0	0	0	0	7	42	63	12
	BRITANNIA AIRWAYS	C	6	0	0	67	17	17	0	0	0	18	10	47	10
	CALEDONIAN AIRWAYS	C	6	0	0	67	0	0	33	0	0	55	30	63	10
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	82	71	41	7
	GB AIRWAYS LTD	S	76	0	0	76	14	4	3	1	1	22	0	0	0
	LEISURE INTERNATIONAL	C	8	1	0	75	25	0	0	0	0	8	25	28	4
	MONARCH AIRLINES	C	23	0	1	52	17	13	13	0	4	44	73	14	26
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	0	25	0	0	23	75	15	4
	TRANSAER	C	2	0	0	50	0	0	50	0	0	49	0	0	0
TOTAL FARO			137	1	1	69	15	6	8	1	1	28	58	27	159
LISBON	AB AIRLINES	S	67	2	1	39	13	12	13	21	1	84	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	78	12	7	2	2	0	12	0	0	0
	LEISURE INTERNATIONAL	C	2	0	1	0	50	0	50	0	0	65	0	0	0
TOTAL LISBON			129	2	2	57	13	9	9	12	1	51	48	45	21
OPORTO ( PORTUGAL )	GB AIRWAYS LTD	S	88	3	0	77	7	5	11	0	0	15	0	0	0
TOTAL OPORTO ( PORTUGAL )			88	3	0	77	7	5	11	0	0	15	68	12	56
TOTAL PORTUGAL(EXCLUDING MADEIRA)			354	6	3	67	12	7	9	5	1	33	59	25	236
PORTUGAL(MADEIRA)															
FUNCHAL	AIR 2000	C	10	0	0	70	0	30	0	0	0	15	81	8	16
	CALEDONIAN AIRWAYS	C	22	0	0	18	27	32	14	9	0	53	10	41	20
	GB AIRWAYS LTD	S	26	0	0	38	15	19	19	8	0	41	64	5	28
	MONARCH AIRLINES	C	10	0	0	50	20	30	0	0	0	17	42	19	12
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	30	10	0	0	26	0	0	0
TOTAL FUNCHAL			78	0	0	38	18	27	12	5	0	36	50	17	76
TOTAL PORTUGAL(MADEIRA)			78	0	0	38	18	27	12	5	0	36	50	17	76
PUERTO RICO															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	2	0	0	0	50	50	0	0	0	26	25	64	4
	BRITISH AIRWAYS PLC	S	9	0	0	56	22	11	11	0	0	19	20	33	10

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				Actual (7)	Plan (8)										
TOTAL SAN JUAN (PUERTO RICO)			12	0	0	42	33	17	8	0	0	21	22	49	18
TOTAL PUERTO RICO			12	0	0	42	33	17	8	0	0	21	22	49	18
REPUBLIC OF MOLDOVA															
KISHINEV	AIR MOLDOVA INTERNATIONAL	S	8	0	2	75	0	0	0	25	0	84	0	0	0
TOTAL KISHINEV			8	0	2	75	0	0	0	25	0	84	0	0	0
TOTAL REPUBLIC OF MOLDOVA			8	0	2	75	0	0	0	25	0	84	0	0	0
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITANNIA AIRWAYS	C	8	0	0	38	13	0	0	50	0	127	40	44	10
	CALEDONIAN AIRWAYS	C	7	1	0	29	29	43	0	0	0	26	0	0	0
TOTAL CAPE TOWN			15	1	0	33	20	20	0	27	0	80	40	44	10
JOHANNESBURG	BRITANNIA AIRWAYS	C	10	0	0	30	30	30	10	0	0	28	62	12	13
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	38	0	0	0	16	0	0	0
TOTAL JOHANNESBURG			18	0	0	39	22	33	6	0	0	23	62	12	13
TOTAL REPUBLIC OF SOUTH AFRICA			33	1	0	36	21	27	3	12	0	49	52	26	23
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	28	6	33	33	0	0	41	13	125	8
TOTAL SANAA			18	0	0	28	6	33	33	0	0	41	13	125	8
TOTAL REPUBLIC OF YEMEN			18	0	0	28	6	33	33	0	0	41	13	125	8
RUMANIA															
BUCHAREST (OTOPENI)	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	12	33	45	3
	BRITISH AIRWAYS (EURO OPS) LG	S	82	0	1	62	21	11	6	0	0	16	40	26	45
TOTAL BUCHAREST (OTOPENI)			85	0	1	62	21	11	6	0	0	16	40	27	48
TOTAL RUMANIA			85	0	1	62	21	11	6	0	0	16	46	24	54
RUSSIA															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	50	0	0	78	14	4	4	0	0	8	51	22	49
TOTAL MOSCOW (SHEREMETYEVO)			50	0	0	78	14	4	4	0	0	8	51	22	49
ST PETERSBURG	AEROFLOT	S	15	0	9	87	13	0	0	0	0	5	83	7	18
	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	64	14	9	14	0	0	17	0	0	0
TOTAL ST PETERSBURG			59	0	9	69	14	7	10	0	0	14	83	7	18
TOTAL RUSSIA			109	0	9	73	14	6	7	0	0	12	60	18	67
SAINT KITTS AND NEVIS															
ST KITTS	CALEDONIAN AIRWAYS	C	4	0	0	0	0	0	75	25	0	127	33	116	3
TOTAL ST KITTS			5	0	0	0	0	0	80	20	0	116	33	116	3
TOTAL SAINT KITTS AND NEVIS			5	0	0	0	0	0	80	20	0	116	33	116	3
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	2	0	44	17	17	17	6	0	46	42	30	24
	BRITISH AIRWAYS PLC	S	18	0	0	50	22	22	0	0	6	69	0	0	0



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				Actual (7)	Plan (8)										
TOTAL SEYCHELLES			36	2	0	47	19	19	8	3	3	57	34	47	29
TOTAL SEYCHELLES			36	2	0	47	19	19	8	3	3	57	34	47	29
SPAIN															
ALICANTE	AIR 2000	C	19	0	0	53	37	0	11	0	0	23	36	41	22
	AIR EUROPA	C	4	0	4	0	25	50	25	0	0	51	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	56	13	19	13	0	0	25	80	18	10
	CALEDONIAN AIRWAYS	C	12	0	0	50	8	17	17	8	0	51	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	50	50	0	0	0	0	15	0	195	2
	MONARCH AIRLINES	C	28	0	1	43	21	21	7	7	0	44	35	32	26
	MY TRAVEL AIRWAYS UK	C	14	0	2	57	21	14	7	0	0	17	71	19	7
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-6	0	0	0
	TRANSAER	C	4	0	0	25	25	25	25	0	0	39	20	118	10
TOTAL ALICANTE			107	0	7	49	23	15	10	3	0	32	42	46	96
ALMERIA	CALEDONIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	-8	0	0	0
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	0	50	0	0	48	100	5	2
TOTAL ALMERIA			16	0	3	75	19	0	6	0	0	4	50	22	12
ASTURIAS	IBERIA	S	26	0	0	73	4	8	15	0	0	20	0	0	0
TOTAL ASTURIAS			28	0	0	71	7	7	14	0	0	20	33	24	6
BARCELONA	AIR 2000	C	4	0	0	25	0	25	50	0	0	57	50	23	4
	AIR EUROPA	S	22	0	0	18	23	41	18	0	0	42	50	19	54
	BRITISH AIRWAYS (EURO OPS) LG	S	101	0	1	70	18	8	4	0	0	13	0	0	0
	CALEDONIAN AIRWAYS	C	4	0	0	25	50	25	0	0	0	29	0	0	0
	MONARCH AIRLINES	C	4	0	2	50	25	25	0	0	0	20	100	2	2
TOTAL BARCELONA			135	0	3	59	19	15	7	0	0	20	49	24	72
BILBAO	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	45	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	16	0	0	0
TOTAL BILBAO			8	0	0	38	25	25	13	0	0	31	40	39	10
GERONA	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	9	0	71	2
TOTAL GERONA			2	0	0	100	0	0	0	0	0	9	0	71	2
JEREZ	GB AIRWAYS LTD	S	28	0	0	57	36	7	0	0	0	10	72	12	18
TOTAL JEREZ			28	0	0	57	36	7	0	0	0	10	72	12	18
MADRID	AIR 2000	C	4	0	0	0	25	25	50	0	0	56	20	25	5
	AIR EUROPA	S	27	0	0	4	11	44	33	7	0	68	56	18	54
	BRITISH AIRWAYS (EURO OPS) LG	S	177	0	1	63	16	15	5	1	0	18	49	26	172
	CALEDONIAN AIRWAYS	C	4	0	0	25	0	75	0	0	0	30	0	0	0
	IBERIA	S	46	0	0	37	13	30	20	0	0	38	28	38	46
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	25	25	25	0	0	44	0	0	0
	SPANAIR	S	16	0	0	19	13	31	31	6	0	57	17	33	18
TOTAL MADRID			278	0	1	48	15	23	13	2	0	30	44	28	305
MAHON	CALEDONIAN AIRWAYS	C	7	1	1	86	0	14	0	0	0	8	0	0	0
TOTAL MAHON			7	1	1	86	0	14	0	0	0	8	0	0	0
MALAGA	AIR 2000	C	24	0	2	21	25	13	33	8	0	76	28	53	18

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				Actual (7)	Plan (8)										
MALAGA	AIR CHARTER	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	AIRWORLD AVIATION LTD	C	6	0	0	33	17	50	0	0	0	29	0	0	0
	BRITANNIA AIRWAYS	C	14	0	0	43	21	29	7	0	0	24	50	19	20
	CALEDONIAN AIRWAYS	C	42	0	5	50	21	12	14	2	0	30	31	29	13
	GB AIRWAYS LTD	S	120	2	0	75	13	7	6	0	0	12	0	0	0
	LEISURE INTERNATIONAL	C	12	0	0	50	0	25	25	0	0	45	0	0	0
	MONARCH AIRLINES	C	47	1	1	43	23	19	15	0	0	28	38	34	52
	MY TRAVEL AIRWAYS UK	C	13	0	1	54	15	31	0	0	0	20	33	32	12
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
	TRANSAER	C	7	0	1	71	29	0	0	0	0	9	0	483	7
<b>TOTAL MALAGA</b>			<b>289</b>	<b>3</b>	<b>10</b>	<b>57</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>45</b>	293
MURCIA SAN JAVIER	GB AIRWAYS LTD	S	21	0	0	81	10	10	0	0	0	10	62	12	13
<b>TOTAL MURCIA SAN JAVIER</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>10</b>	14
PALMA DE MALLORCA	AIR 2000	C	10	0	0	30	20	40	10	0	0	36	58	53	12
	AIR EUROPA	S	49	0	0	20	14	37	29	0	0	45	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	42	27	19	4	8	0	36	63	14	19
	FUTURA AIRLINES	S	26	0	0	62	15	8	8	0	8	49	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	0	50	0	50	287	100	3	4
	MY TRAVEL AIRWAYS UK	C	12	0	0	58	33	8	0	0	0	14	50	16	12
<b>TOTAL PALMA DE MALLORCA</b>			<b>125</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>19</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>57</b>	<b>27</b>	51
SANTIAGO DE COMPOSTELA ( SPAIN )	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	50	50	0	170	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>46</b>	5
SEVILLE	AIR EUROPA	S	4	0	0	75	0	25	0	0	0	9	0	0	0
<b>TOTAL SEVILLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>22</b>	4
VALENCIA	GB AIRWAYS LTD	S	11	0	0	73	18	9	0	0	0	8	69	45	29
<b>TOTAL VALENCIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>44</b>	34
ZARAGOZA	IBERIA	S	28	0	4	57	25	14	4	0	0	13	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>28</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>3</b>	26
<b>TOTAL SPAIN</b>			<b>1091</b>	<b>6</b>	<b>31</b>	<b>53</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>33</b>	980
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	26	0	0	69	12	19	0	0	0	14	69	24	26
	AIRWORLD AVIATION LTD	C	2	0	0	0	0	100	0	0	0	47	0	0	0
	BRITANNIA AIRWAYS	C	19	0	0	63	21	11	5	0	0	15	56	32	16
	CALEDONIAN AIRWAYS	C	11	0	1	45	27	18	9	0	0	13	63	21	8
	LEISURE INTERNATIONAL	C	6	0	0	17	17	50	17	0	0	36	50	18	8
	MONARCH AIRLINES	C	31	0	1	61	13	23	3	0	0	17	41	33	27
	MY TRAVEL AIRWAYS UK	C	14	0	0	57	14	21	7	0	0	19	63	18	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	-11	0	0	0
	TRANSAER	C	4	0	0	0	0	25	75	0	0	73	13	102	8
	<b>TOTAL ARRECIFE</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>15</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>32</b>
FUERTEVENTURA	AIR 2000	C	10	0	0	20	20	10	50	0	0	48	67	15	6
	AIRWORLD AVIATION LTD	C	10	0	0	70	30	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	50	11	17	22	0	0	29	67	15	18
	LEISURE INTERNATIONAL	C	10	0	0	70	20	10	0	0	0	6	50	119	6

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUERTEVENTURA	MONARCH AIRLINES	C	10	0	0	50	30	10	10	0	0	20	50	68	6
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	11	22	17	6	0	47	50	61	14
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>46</b>	<b>52</b>
LAS PALMAS	AIR 2000	C	30	0	0	57	7	13	17	0	7	56	58	19	19
	AIR EUROPA	C	4	0	0	0	0	50	0	50	0	158	0	0	0
	AIRWORLD AVIATION LTD	C	8	0	0	75	0	25	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	38	25	31	6	0	0	26	56	16	18
	FUTURA AIRLINES	C	2	0	0	0	100	0	0	0	0	27	0	0	0
	LEISURE INTERNATIONAL	C	12	0	0	33	25	25	17	0	0	28	25	40	12
	MONARCH AIRLINES	C	10	0	0	20	0	50	30	0	0	48	8	78	13
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	17	11	11	11	0	47	69	18	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	11	6	0	0	0	9	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>40</b>	<b>49</b>	<b>29</b>	<b>92</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	44	0	0	34	30	20	16	0	0	31	42	32	38
	AIR EUROPA	C	10	0	0	30	40	30	0	0	0	20	0	0	0
	AIRWORLD AVIATION LTD	C	8	0	0	75	13	0	13	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	45	0	0	44	18	22	13	2	0	33	41	37	32
	CALEDONIAN AIRWAYS	C	22	1	0	41	23	9	9	9	9	80	17	113	23
	LEISURE INTERNATIONAL	C	28	0	1	29	25	39	7	0	0	32	25	98	24
	MONARCH AIRLINES	C	30	0	2	30	33	10	27	0	0	35	28	47	32
	MY TRAVEL AIRWAYS UK	C	36	0	0	53	22	19	6	0	0	23	21	81	29
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	6	0	6	0	21	0	0	0
TRANSAER	C	10	0	0	30	10	0	40	20	0	75	7	89	14	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>249</b>	<b>1</b>	<b>3</b>	<b>41</b>	<b>24</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>29</b>	<b>65</b>	<b>219</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>566</b>	<b>1</b>	<b>5</b>	<b>48</b>	<b>19</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>42</b>	<b>48</b>	<b>479</b>
<b>SRI LANKA</b>															
COLOMBO	CALEDONIAN AIRWAYS	C	9	0	0	56	11	11	0	22	0	62	0	0	0
	MONARCH AIRLINES	C	10	0	0	30	20	30	20	0	0	36	0	0	0
<b>TOTAL COLOMBO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>82</b>	<b>5</b>	<b>22</b>
<b>TOTAL SRI LANKA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>82</b>	<b>5</b>	<b>22</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	9	0	0	0	11	56	33	0	0	56	0	36	4
	BRITISH AIRWAYS PLC	S	25	0	0	44	8	12	24	4	8	82	48	26	31
	CALEDONIAN AIRWAYS	C	9	0	0	44	22	22	11	0	0	32	80	19	5
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>11</b>	<b>23</b>	<b>25</b>	<b>2</b>	<b>5</b>	<b>68</b>	<b>47</b>	<b>26</b>	<b>40</b>
<b>TOTAL ST LUCIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>11</b>	<b>23</b>	<b>25</b>	<b>2</b>	<b>5</b>	<b>68</b>	<b>47</b>	<b>26</b>	<b>40</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	0	78	10	7	5	0	0	11	64	17	55
<b>TOTAL GOTEBORG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>17</b>	<b>55</b>
STOCKHOLM (ARLANDA)	AIR 2000	C	8	0	0	38	13	0	25	25	0	99	60	16	10
	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	0	79	21	0	0	0	0	3	68	16	57
	FINNAIR	S	47	0	0	55	30	11	4	0	0	15	0	0	0
	NOVAIR	C	8	0	0	50	13	13	25	0	0	34	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 STOCKHOLM (ARLANDA)			122	0	0	65	23	5	6	2	0	17	67	16	67
SUDSVALL	EUROPEAN AIR CHARTER	C	4	0	0	75	0	0	25	0	0	31	0	0	0
TOTAL SUDSVALL			4	0	0	75	0	0	25	0	0	31	0	0	0
TOTAL SWEDEN			184	0	0	69	18	5	6	1	0	15	66	16	122
SWITZERLAND															
GENEVA	AIR 2000	C	5	0	1	40	20	20	20	0	0	28	30	60	10
	BRITANNIA AIRWAYS	C	13	1	0	0	38	54	8	0	0	34	11	60	9
	BRITISH AIRWAYS (EURO OPS) LG	S	166	0	2	78	14	5	2	0	0	10	70	14	168
	CALEDONIAN AIRWAYS	C	11	0	1	9	9	27	55	0	0	64	18	68	11
	MONARCH AIRLINES	C	3	0	1	33	67	0	0	0	0	22	25	46	4
TOTAL GENEVA			199	1	5	67	17	10	6	0	0	15	60	23	207
ZURICH	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	2	75	9	9	7	0	0	13	57	19	116
	MONARCH AIRLINES	C	4	0	0	25	0	50	0	25	0	88	0	48	4
TOTAL ZURICH			120	0	2	73	8	11	7	1	0	16	55	20	120
TOTAL SWITZERLAND			319	1	7	70	13	10	6	0	0	15	58	22	329
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	17	1	0	71	6	6	12	6	0	28	81	7	27
TOTAL DAR-ES-SALAAM			17	1	0	71	6	6	12	6	0	28	81	7	27
KILIMANJARO	BRITISH WORLD AIRLINES LTD	C	3	0	0	33	0	0	33	33	0	134	0	0	0
	MONARCH AIRLINES	C	6	0	0	33	0	17	33	17	0	70	0	0	0
TOTAL KILIMANJARO			9	0	0	33	0	11	33	22	0	91	0	0	0
TOTAL TANZANIA			26	1	0	58	4	8	19	12	0	50	81	7	27
THAILAND															
PHUKET	BRITANNIA AIRWAYS	C	9	0	0	67	11	11	11	0	0	19	0	0	0
TOTAL PHUKET			9	0	0	67	11	11	11	0	0	19	0	0	0
TOTAL THAILAND			9	0	0	67	11	11	11	0	0	19	78	-14	9
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITANNIA AIRWAYS	C	2	0	0	0	50	0	50	0	0	77	0	0	0
TOTAL PORT OF SPAIN			2	0	0	0	50	0	50	0	0	77	0	36	2
TOBAGO	CALEDONIAN AIRWAYS	C	11	0	0	55	18	18	9	0	0	20	43	31	7
TOTAL TOBAGO			11	0	0	55	18	18	9	0	0	20	43	31	7
TOTAL TRINIDAD AND TOBAGO			13	0	0	46	23	15	15	0	0	28	33	32	9
TUNISIA															
MONASTIR	AIRWORLD AVIATION LTD	C	4	0	0	25	50	25	0	0	0	25	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	39	28	22	11	0	0	24	47	64	17
	MONARCH AIRLINES	C	12	0	1	42	17	33	8	0	0	27	64	18	14
	MY TRAVEL AIRWAYS UK	C	10	0	1	60	10	10	0	20	0	45	42	40	12
	NOUVELAIR TUNISIE	C	6	0	0	0	0	33	67	0	0	65	25	43	8
TOTAL MONASTIR			50	0	2	38	20	24	14	4	0	34	47	42	51

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				Actual (7)	Plan (8)										
TUNIS	GB AIRWAYS LTD	S	30	0	0	43	20	23	13	0	0	28	54	12	24
<b>TOTAL TUNIS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>20</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>54</b>	<b>12</b>	<b>24</b>
<b>TOTAL TUNISIA</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>20</b>	<b>24</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>49</b>	<b>33</b>	<b>75</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	40	0	0	63	13	15	5	5	0	26	35	24	26
	UKRAINE INTERNATIONAL AIRLINE	S	40	0	0	60	20	15	5	0	0	18	63	17	32
<b>TOTAL KIEV (BORISPOL)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>20</b>	<b>58</b>
<b>TOTAL UKRAINE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>20</b>	<b>58</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	63	1	3	48	16	30	6	0	0	24	42	25	53
<b>TOTAL DUBAI</b>			<b>63</b>	<b>1</b>	<b>3</b>	<b>48</b>	<b>16</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>42</b>	<b>25</b>	<b>53</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>63</b>	<b>1</b>	<b>3</b>	<b>48</b>	<b>16</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>40</b>	<b>24</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	209	0	1	74	11	11	3	0	0	11	77	10	158
<b>TOTAL ABERDEEN</b>			<b>209</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>158</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	336	0	2	81	8	7	4	0	0	8	82	6	292
<b>TOTAL BELFAST CITY</b>			<b>336</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	<b>292</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	34	0	0	76	12	0	6	6	0	23	0	0	0
<b>TOTAL BRISTOL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	296	0	6	75	15	7	3	0	0	10	71	15	300
<b>TOTAL EDINBURGH</b>			<b>296</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>300</b>
GLASGOW	AIR 2000	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	251	0	1	64	21	12	4	0	0	15	0	0	0
<b>TOTAL GLASGOW</b>			<b>253</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>284</b>
GUERNSEY	CITY FLYER EXPRESS	C	8	0	7	75	13	0	13	0	0	11	56	20	9
	CITY FLYER EXPRESS	S	118	0	0	77	8	8	7	0	0	11	75	13	131
	FLYBE.BRITISH EUROPEAN	S	192	0	16	88	4	3	4	1	0	9	84	12	201
<b>TOTAL GUERNSEY</b>			<b>318</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>341</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	159	1	5	59	19	11	9	0	1	25	0	0	0
<b>TOTAL INVERNESS</b>			<b>159</b>	<b>1</b>	<b>5</b>	<b>59</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	CITY FLYER EXPRESS	S	217	1	5	63	17	13	7	0	0	17	66	16	188
	FLYBE.BRITISH EUROPEAN	S	208	0	2	89	6	3	2	0	0	6	70	19	215
<b>TOTAL JERSEY</b>			<b>425</b>	<b>1</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>18</b>	<b>403</b>
LEEDS BRADFORD	CITY FLYER EXPRESS	S	170	0	14	61	20	14	5	0	0	17	73	11	104
<b>TOTAL LEEDS BRADFORD</b>			<b>170</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>20</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>11</b>	<b>104</b>
MANCHESTER	AIR 2000	C	12	0	1	92	8	0	0	0	0	1	0	27	2
	AIR MAURITIUS LTD	S	10	0	0	40	20	20	20	0	0	26	0	0	0
	BRITANNIA AIRWAYS	C	28	2	0	43	11	21	14	11	0	53	33	62	15
	BRITISH AIRWAYS (EURO OPS) LG	S	298	0	0	73	13	9	5	0	0	12	60	18	286
	LEISURE INTERNATIONAL	C	9	0	1	56	11	0	33	0	0	38	0	35	1

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MANCHESTER	MONARCH AIRLINES	C	10	0	0	10	20	0	70	0	0	84	15	74	13
	MY TRAVEL AIRWAYS UK	C	12	0	5	67	0	17	17	0	0	15	0	78	3
	TRANSAER	C	2	0	0	50	0	50	0	0	0	-2	0	0	0
<b>TOTAL MANCHESTER</b>			<b>382</b>	<b>3</b>	<b>7</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>24</b>	<b>331</b>
NEWCASTLE	CITY FLYER EXPRESS	S	303	0	9	66	19	11	4	0	0	12	75	10	236
<b>TOTAL NEWCASTLE</b>			<b>303</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>236</b>
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	84	0	2	69	15	8	7	0	0	14	0	0	0
<b>TOTAL NEWQUAY</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	141	0	3	79	9	7	4	0	0	9	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>141</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3110</b>	<b>7</b>	<b>80</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>2450</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	63	12	15	7	2	2	44	45	25	60
	DELTA AIRLINES	S	121	0	1	69	17	8	6	0	0	11	61	18	122
<b>TOTAL ATLANTA</b>			<b>181</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>56</b>	<b>20</b>	<b>182</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	59	0	1	78	10	8	3	0	0	9	64	24	56
<b>TOTAL BALTIMORE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>24</b>	<b>56</b>
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	83	10	2	5	0	0	2	60	46	58
<b>TOTAL BOSTON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>46</b>	<b>58</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	60	0	0	73	15	8	3	0	0	12	60	29	60
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>29</b>	<b>60</b>
CINCINNATI	DELTA AIRLINES	S	60	0	0	53	23	12	8	2	2	29	47	33	60
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>47</b>	<b>33</b>	<b>60</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	120	0	0	75	17	5	3	1	0	8	54	31	78
	BRITISH AIRWAYS PLC	S	60	0	0	57	15	20	8	0	0	19	62	21	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>27</b>	<b>138</b>
DENVER INTERNATIONAL	MONARCH AIRLINES	C	9	0	0	22	0	22	56	0	0	71	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
DETROIT	NORTHWEST AIRLINES	S	62	0	0	65	11	13	11	0	0	19	57	38	70
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>40</b>	<b>71</b>
FORT LAUDERDALE	LAKER AIRWAYS INC	S	17	0	0	53	24	12	12	0	0	12	37	45	19
<b>TOTAL FORT LAUDERDALE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>37</b>	<b>45</b>	<b>19</b>
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	50	18	22	10	0	0	25	33	40	60
	CONTINENTAL AIRLINES	S	122	0	2	76	15	7	2	1	0	8	66	15	101
<b>TOTAL HOUSTON</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>24</b>	<b>161</b>
LAS VEGAS	MONARCH AIRLINES	C	10	0	0	40	30	0	30	0	0	41	44	8	9
<b>TOTAL LAS VEGAS</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>41</b>	<b>44</b>	<b>8</b>	<b>9</b>
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	55	15	15	16	0	0	20	27	46	60
	LAKER AIRWAYS INC	S	17	0	3	41	6	24	24	6	0	43	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MIAMI INTERNATIONAL			79	0	3	52	13	16	18	1	0	25	33	40	101
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	1	0	61	16	5	16	2	0	27	50	28	60
TOTAL MINNEAPOLIS-ST PAUL			62	1	0	61	16	5	16	2	0	27	50	28	60
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	1	0	68	15	10	7	0	0	15	60	22	57
TOTAL NEW YORK (JF KENNEDY)			60	1	1	68	15	10	7	0	0	15	60	22	58
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	122	1	2	77	13	7	2	2	0	9	56	23	106
	VIRGIN ATLANTIC AIRWAYS LTD	S	57	0	0	70	16	2	11	2	0	15	0	0	0
TOTAL NEW YORK (NEWARK)			179	1	2	75	14	5	4	2	0	11	49	32	123
ORLANDO	BRITISH AIRWAYS PLC	S	43	0	0	63	9	5	19	5	0	29	32	69	44
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	77	11	10	2	0	0	4	66	15	62
TOTAL ORLANDO			106	0	0	71	10	8	9	2	0	15	50	45	112
RALEIGH	AMERICAN AIRLINES	S	60	0	2	87	0	10	0	3	0	5	50	21	60
TOTAL RALEIGH			60	0	2	87	0	10	0	3	0	5	50	21	60
SAN DIEGO	BRITISH AIRWAYS PLC	S	53	0	0	64	23	13	0	0	0	7	55	25	33
TOTAL SAN DIEGO			53	0	0	64	23	13	0	0	0	7	55	25	33
SANFORD	BRITANNIA AIRWAYS	C	14	1	0	43	7	14	29	7	0	56	65	16	17
	LEISURE INTERNATIONAL	C	15	1	4	27	20	33	13	7	0	52	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	64	33	81	9
	MY TRAVEL AIRWAYS UK	C	24	0	0	38	25	21	13	4	0	41	17	171	18
TOTAL SANFORD			56	2	4	36	18	23	18	5	0	48	37	79	60
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	0	0	60	19	16	5	0	0	16	22	46	60
TOTAL ST LOUIS (LAMBERT)			62	0	0	60	19	16	5	0	0	16	22	46	60
TAMPA	BRITISH AIRWAYS PLC	S	26	0	0	35	35	8	23	0	0	33	19	64	27
TOTAL TAMPA			26	0	0	35	35	8	23	0	0	33	19	64	27
TOTAL USA			1621	5	16	66	15	10	7	1	0	17	50	33	1568
VENEZUELA															
PORLAMAR	LEISURE INTERNATIONAL	C	2	0	2	0	0	0	100	0	0	151	0	0	0
TOTAL PORLAMAR			2	0	2	0	0	0	100	0	0	151	75	12	4
TOTAL VENEZUELA			2	0	2	0	0	0	100	0	0	151	75	12	4
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	19	4	0	63	26	11	0	0	0	11	71	9	17
TOTAL LUSAKA			19	4	0	63	26	11	0	0	0	11	71	9	17
TOTAL ZAMBIA			19	4	0	63	26	11	0	0	0	11	71	9	17
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	33	1	0	76	6	12	6	0	0	13	70	35	46
	BRITISH AIRWAYS PLC	S	13	0	4	31	31	23	8	0	8	95	78	17	9
TOTAL HARARE			46	1	4	63	13	15	7	0	2	36	71	32	55
TOTAL ZIMBABWE			46	1	4	63	13	15	7	0	2	36	71	32	55
TOTAL GATWICK			16939	91	412	65	16	11	7	1	0	20	60	23	15136

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>AUSTRIA</b>																
INNSBRUCK	TYROLEAN AIRWAYS	C	3	0	1	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>60</b>	<b>2</b>	
SALZBURG	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-6	25	25	4	
<b>TOTAL SALZBURG</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>25</b>	<b>25</b>	<b>4</b>	
VIENNA	AIR 2000	C	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>17</b>	<b>36</b>	<b>6</b>	
<b>BELGIUM</b>																
BRUSSELS	SABENA	S	159	0	0	86	9	4	1	0	0	6	85	4	108	
<b>TOTAL BRUSSELS</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>4</b>	<b>108</b>	
<b>TOTAL BELGIUM</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>4</b>	<b>108</b>	
<b>CANADA</b>																
TORONTO	AIR CANADA	S	44	0	2	18	16	41	23	2	0	44	54	33	28	
	AIR TRANSAT	C	8	0	0	38	13	13	38	0	0	39	83	-3	6	
	CANADA 3000 AIRLINES	C	8	0	0	38	25	38	0	0	0	25	38	59	8	
<b>TOTAL TORONTO</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>17</b>	<b>37</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>55</b>	<b>33</b>	<b>42</b>	
<b>TOTAL CANADA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>17</b>	<b>37</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>55</b>	<b>33</b>	<b>42</b>	
<b>CYPRUS</b>																
LARNACA	AIR 2000	C	2	0	0	100	0	0	0	0	0	-15	0	0	0	
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	10	50	29	2	
<b>TOTAL LARNACA</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>-3</b>	<b>50</b>	<b>29</b>	<b>2</b>	
PAPHOS	AIR 2000	C	10	0	0	60	20	20	0	0	0	20	67	11	6	
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>11</b>	<b>6</b>	
<b>TOTAL CYPRUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>16</b>	<b>8</b>	
<b>CZECH REPUBLIC</b>																
PRAGUE	AIR 2000	C	2	0	0	50	0	50	0	0	0	26	50	10	2	
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	100	0	0	0	0	19	100	4	2	
<b>TOTAL PRAGUE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>7</b>	<b>4</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>7</b>	<b>4</b>	
<b>DENMARK</b>																
COPENHAGEN	BMI BRITISH MIDLAND	S	86	0	0	91	7	1	1	0	0	2	83	4	90	
<b>TOTAL COPENHAGEN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>4</b>	<b>90</b>	
<b>TOTAL DENMARK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>4</b>	<b>90</b>	
<b>FINLAND</b>																
ROVANIEMI	AIR 2000	C	2	0	0	100	0	0	0	0	0	-17	50	8	2	
	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	-16	0	0	0	
	LEISURE INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	8	0	0	0	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ROVANIEMI			6	0	0	83	17	0	0	0	0	-8	50	8	2
TOTAL FINLAND			6	0	0	83	17	0	0	0	0	-8	50	8	2
FRANCE															
CHAMBERY	AERIS	C	3	0	0	67	0	0	0	33	0	72	0	0	0
TOTAL CHAMBERY			3	0	0	67	0	0	0	33	0	72	0	0	0
LYON	MY TRAVEL AIRWAYS UK	C	3	0	1	67	0	33	0	0	0	15	0	0	0
TOTAL LYON			5	0	2	60	20	20	0	0	0	10	0	86	3
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	20	0	0	75	20	5	0	0	0	11	83	7	59
	FLYBE.BRITISH EUROPEAN	S	110	0	2	78	9	7	5	0	0	15	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			130	0	2	78	11	7	5	0	0	14	83	7	60
TOULOUSE (BLAGNAC)	AIR 2000	C	3	0	1	67	0	33	0	0	0	7	67	29	3
TOTAL TOULOUSE (BLAGNAC)			3	0	1	67	0	33	0	0	0	7	67	29	3
TOTAL FRANCE			141	0	5	77	11	8	4	1	0	15	80	11	69
GERMANY															
BERLIN (TEGEL)	AIR 2000	C	2	0	0	0	0	100	0	0	0	50	100	8	2
TOTAL BERLIN (TEGEL)			2	0	0	0	0	100	0	0	0	50	75	17	4
HAMBURG	BRITISH AIRWAYS PLC	S	11	0	0	64	27	9	0	0	0	9	0	0	0
TOTAL HAMBURG			11	0	0	64	27	9	0	0	0	9	0	0	0
TOTAL GERMANY			13	0	0	54	23	23	0	0	0	16	79	11	76
ICELAND															
KEFLAVIK	ICELANDAIR	S	65	3	1	49	14	6	22	6	3	56	81	3	52
TOTAL KEFLAVIK			65	3	1	49	14	6	22	6	3	56	81	3	52
TOTAL ICELAND			65	3	1	49	14	6	22	6	3	56	81	3	52
IRISH REPUBLIC															
DONEGAL	BRIGHT AIR BV	S	71	0	5	68	14	7	11	0	0	12	0	0	0
TOTAL DONEGAL			71	0	5	68	14	7	11	0	0	12	77	9	26
DUBLIN	AER LINGUS	S	179	0	1	89	4	4	2	0	0	3	84	7	172
TOTAL DUBLIN			179	0	1	89	4	4	2	0	0	3	84	7	172
TOTAL IRISH REPUBLIC			250	0	6	83	7	5	5	0	0	5	83	7	198
ITALY															
ROME (CIAMPINO)	AIR 2000	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	39	50	28	2
TOTAL ROME (CIAMPINO)			4	0	0	50	25	0	25	0	0	27	67	17	3
TURIN	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	28	100	-4	1
TOTAL TURIN			2	0	0	50	0	0	50	0	0	28	75	19	4
TOTAL ITALY			6	0	0	50	17	0	33	0	0	27	71	18	7

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			Actual (7)	Plan (8)											
<b>MALTA</b>															
MALTA	AIR MALTA	S	5	0	0	40	60	0	0	0	0	13	100	3	8
	AIR MALTA	C	12	1	1	92	8	0	0	0	0	3	50	13	2
<b>TOTAL MALTA</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>11</b>
<b>TOTAL MALTA</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>11</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	240	0	0	68	18	12	3	0	0	13	68	12	172
<b>TOTAL AMSTERDAM</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>172</b>
<b>TOTAL NETHERLANDS</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>172</b>
<b>NORWAY</b>															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	40	0	4	85	13	3	0	0	0	2	0	0	0
<b>TOTAL STAVANGER</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	0	75	0	0	0	36	50	14	4
<b>TOTAL FARO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>48</b>	<b>8</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>48</b>	<b>8</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	10	0	0	90	0	0	10	0	0	11	80	35	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>35</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>35</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	AIR EUROPA	C	2	0	0	0	0	0	100	0	0	72	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	0	50	50	0	0	0	32	50	23	2
	BRITANNIA AIRWAYS	C	24	0	0	71	17	8	4	0	0	16	56	26	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	26	50	12	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	10	0	0	0
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>50</b>	<b>26</b>
MALAGA	AIR 2000	C	8	0	0	38	25	13	25	0	0	40	40	104	10
	BRITANNIA AIRWAYS	C	14	0	0	64	21	0	0	14	0	32	78	8	18
	MY TRAVEL AIRWAYS UK	C	6	0	0	17	0	50	33	0	0	49	50	19	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	12	0	0	0
	VIVA	C	4	0	0	50	0	50	0	0	0	24	100	13	2
<b>TOTAL MALAGA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>12</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>46</b>	<b>40</b>
PALMA DE MALLORCA	AIR 2000	C	2	0	0	100	0	0	0	0	0	-4	100	-3	4
	BRITANNIA AIRWAYS	C	18	0	0	67	11	17	6	0	0	13	50	22	18
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	4	75	11	4
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>17</b>	<b>26</b>

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				Actual (7)	Plan (8)										
<b>TOTAL SPAIN</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>39</b>	<b>92</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	6	0	0	67	17	17	0	0	0	10	100	-3	8
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	80	11	10
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	8	88	4	8
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL ARRECIFE</b>			<b>29</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>86</b>	<b>3</b>	<b>42</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	7	100	-4	10
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-4</b>	<b>10</b>
<b>LAS PALMAS</b>	AIR 2000	C	10	0	0	70	20	0	0	0	10	88	75	0	12
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	16	80	8	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	0	40	10	0	0	34	43	17	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	3	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>5</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>51</b>	<b>30</b>	<b>43</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	20	0	0	70	20	10	0	0	0	11	61	61	18
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	-4	0	116	10
	BRITANNIA AIRWAYS	C	18	0	0	67	11	17	0	0	6	42	57	22	14
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	26	50	56	8
	FUTURA AIRLINES	C	10	0	0	40	30	10	0	20	0	63	38	62	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	11	39	6	0	0	22	61	24	18
	SPANAIR	C	13	0	0	15	15	23	46	0	0	53	38	24	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	31	13	0	0	0	13	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>18</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>48</b>	<b>49</b>	<b>84</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>60</b>	<b>31</b>	<b>179</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	AIR 2000	C	3	0	1	100	0	0	0	0	0	-6	67	25	3
	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	20	50	41	4
<b>TOTAL GENEVA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>34</b>	<b>7</b>
<b>TOTAL SWITZERLAND</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>34</b>	<b>7</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	NOUVELAIR TUNISIE	C	14	0	0	50	14	7	7	21	0	80	0	0	0
<b>TOTAL MONASTIR</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH REGIONAL AIRLINES LTD	S	83	1	5	92	6	2	0	0	0	1	0	0	0
<b>TOTAL ABERDEEN</b>			<b>83</b>	<b>1</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>120</b>
<b>BARRA</b>	LOGANAIR	S	49	3	4	33	27	16	24	0	0	46	69	-9	42
<b>TOTAL BARRA</b>			<b>49</b>	<b>3</b>	<b>4</b>	<b>33</b>	<b>27</b>	<b>16</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>69</b>	<b>-9</b>	<b>42</b>
<b>BELFAST CITY</b>	BRITISH REGIONAL AIRLINES LTD	S	161	3	20	60	14	13	13	0	0	22	69	13	159
<b>TOTAL BELFAST CITY</b>			<b>161</b>	<b>3</b>	<b>20</b>	<b>60</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>13</b>	<b>159</b>

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				Actual (7)	Plan (8)										
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	183	2	3	79	10	5	5	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	1	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>186</b>	<b>2</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	178
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	50	0	0	72	14	6	8	0	0	16	73	11	48
<b>TOTAL BENBECULA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>11</b>	48
BIRMINGHAM	BRITISH AIRWAYS PLC	S	339	2	9	85	11	2	2	0	0	7	90	5	324
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>341</b>	<b>2</b>	<b>9</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	324
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	68	0	0	94	4	0	1	0	0	3	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	244	0	12	82	3	9	5	0	0	9	68	18	230
<b>TOTAL BRISTOL</b>			<b>244</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>3</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>18</b>	230
CAMPBELTOWN	LOGANAIR	S	83	0	4	82	6	2	10	0	0	3	80	9	41
<b>TOTAL CAMPBELTOWN</b>			<b>83</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>9</b>	41
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	114	0	6	89	4	4	1	2	0	9	73	22	100
<b>TOTAL CARDIFF WALES</b>			<b>114</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>22</b>	100
CITY OF DERRY ( EGLINTON )	BRITISH REGIONAL AIRLINES LTD	S	63	1	0	89	3	5	0	3	0	10	0	0	0
<b>TOTAL CITY OF DERRY ( EGLINTON )</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	60
EAST MIDLANDS	BMI BRITISH MIDLAND	S	158	0	0	92	3	2	1	1	0	7	88	10	153
<b>TOTAL EAST MIDLANDS</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>10</b>	153
EDINBURGH	BRIGHT AIR BV	S	38	0	12	68	11	11	11	0	0	13	0	0	0
<b>TOTAL EDINBURGH</b>			<b>39</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	251	0	15	65	18	14	4	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	0	14	29	0	0	39	10	154	10
<b>TOTAL GATWICK</b>			<b>261</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>19</b>	292
HEATHROW	BMI BRITISH MIDLAND	S	437	0	12	71	19	9	2	0	0	12	69	16	498
	BRITISH AIRWAYS PLC	S	549	0	19	74	14	7	4	0	0	13	71	14	568
<b>TOTAL HEATHROW</b>			<b>986</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	1066
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	46	0	2	76	11	11	2	0	0	9	0	0	0
<b>TOTAL INVERNESS</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	45
ISLAY	BRITISH REGIONAL AIRLINES LTD	S	89	1	2	83	8	3	4	1	0	10	0	0	0
<b>TOTAL ISLAY</b>			<b>89</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>11</b>	45
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	66	2	3	83	8	9	0	0	0	7	87	6	62
<b>TOTAL ISLE OF MAN</b>			<b>66</b>	<b>2</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	62
JERSEY	BMI BRITISH MIDLAND	S	18	0	0	89	6	6	0	0	0	5	64	22	11
	FLYBE.BRITISH EUROPEAN	S	54	0	3	69	17	6	9	0	0	17	0	0	0
<b>TOTAL JERSEY</b>			<b>72</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>22</b>	11
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	99	1	0	88	8	2	2	0	0	9	75	19	103
<b>TOTAL LEEDS BRADFORD</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>19</b>	103

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LUTON	EASYJET AIRLINE COMPANY LTD	S	213	1	1	79	8	6	6	1	0	10	0	0	0
<b>TOTAL LUTON</b>			<b>213</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>31</b>	<b>206</b>
MANCHESTER	AIR CANADA	S	38	0	4	76	16	3	5	0	0	-11	0	0	0
	BMI REGIONAL	S	115	1	18	68	5	8	19	0	0	24	71	13	112
	BRITISH AIRWAYS PLC	S	200	5	10	83	12	2	4	0	0	8	74	9	139
<b>TOTAL MANCHESTER</b>			<b>355</b>	<b>7</b>	<b>32</b>	<b>77</b>	<b>10</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>256</b>
NEWCASTLE	AIR 2000	C	2	0	0	100	0	0	0	0	0	-16	0	0	0
<b>TOTAL NEWCASTLE</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>-16</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	35	0	1	80	9	6	6	0	0	11	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	117	1	3	80	13	3	3	1	0	12	98	-4	125
<b>TOTAL SOUTHAMPTON</b>			<b>118</b>	<b>1</b>	<b>3</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>98</b>	<b>-4</b>	<b>125</b>
STANSTED	KLM UK LTD	S	240	0	19	77	10	5	8	0	0	12	68	17	207
<b>TOTAL STANSTED</b>			<b>240</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>17</b>	<b>207</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	105	0	0	73	7	10	8	3	0	22	71	16	97
<b>TOTAL STORNOWAY</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>17</b>	<b>99</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	100	0	2	76	10	9	5	0	0	11	63	9	8
<b>TOTAL SUMBURGH</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>48</b>
TIREE	LOGANAIR	S	50	0	2	52	20	10	18	0	0	28	53	72	36
<b>TOTAL TIREE</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>20</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>72</b>	<b>36</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4476</b>	<b>25</b>	<b>193</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>4056</b>
<b>USA</b>															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	30	2	0	63	23	10	3	0	0	15	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>30</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	BRITANNIA AIRWAYS	C	3	0	0	67	0	33	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	13	13	0	38	13	191	8
<b>TOTAL SANFORD</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>191</b>	<b>8</b>
<b>TOTAL USA</b>			<b>41</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>54</b>	<b>42</b>
<b>TOTAL GLASGOW</b>			<b>5953</b>	<b>31</b>	<b>215</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>5239</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>															
ALGIERS	AIR ALGERIE	S	26	0	0	23	4	31	38	4	0	65	36	62	28
TOTAL ALGIERS			<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>31</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>36</b>	<b>62</b>	<b>28</b>
TOTAL ALGERIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>31</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>36</b>	<b>62</b>	<b>28</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	61	22	11	0	6	0	18	0	0	0
TOTAL YEREVAN			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ARMENIA			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	44	0	0	73	11	9	5	2	0	18	54	20	26
TOTAL BRISBANE			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>20</b>	<b>26</b>
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	65	21	11	3	0	0	12	92	3	36
	QANTAS	S	50	0	0	68	16	8	6	2	0	20	65	15	54
TOTAL MELBOURNE			<b>112</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	<b>90</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	69	21	5	3	0	2	18	63	13	62
TOTAL PERTH (AUSTRALIA)			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>63</b>	<b>13</b>	<b>62</b>
SYDNEY	QANTAS	S	74	0	0	57	22	7	11	4	0	28	53	20	70
TOTAL SYDNEY			<b>74</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>20</b>	<b>70</b>
TOTAL AUSTRALIA			<b>292</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>15</b>	<b>248</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	217	0	2	74	12	12	3	0	0	8	78	9	214
	BRITISH AIRWAYS PLC	S	176	0	4	79	9	7	5	0	1	12	71	16	180
TOTAL VIENNA			<b>393</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>394</b>
TOTAL AUSTRIA			<b>393</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>394</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	35	0	2	69	11	11	9	0	0	14	70	16	33
TOTAL BAHRAIN			<b>35</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>33</b>
TOTAL BAHRAIN			<b>35</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>33</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	44	0	0	25	7	20	20	9	18	176	35	35	46
	BRITISH AIRWAYS PLC	S	44	0	0	80	11	2	2	0	5	45	57	74	35
TOTAL DACCA			<b>88</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>110</b>	<b>44</b>	<b>52</b>	<b>81</b>
TOTAL BANGLADESH			<b>88</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>110</b>	<b>44</b>	<b>52</b>	<b>81</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	26	0	0	65	19	12	4	0	0	14	54	26	26
TOTAL BRIDGETOWN			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>26</b>	<b>26</b>
TOTAL BARBADOS			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>26</b>	<b>26</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>															
BRUSSELS	BMI BRITISH MIDLAND	S	298	2	17	65	16	15	4	0	0	15	70	15	319
	BRITISH AIRWAYS PLC	S	253	0	7	72	12	13	4	0	0	11	66	17	278
	SABENA	S	510	0	16	71	14	12	3	0	0	11	69	17	497
<b>TOTAL BRUSSELS</b>			<b>1061</b>	<b>2</b>	<b>40</b>	<b>69</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>16</b>	1094
<b>TOTAL BELGIUM</b>			<b>1061</b>	<b>2</b>	<b>40</b>	<b>69</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>16</b>	1176
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	83	17	0	0	0	0	4	56	15	18
<b>TOTAL GABORONE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>15</b>	18
<b>TOTAL BOTSWANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>15</b>	18
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	30	1	0	53	20	23	3	0	0	19	56	30	25
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>30</b>	25
SAO PAULO (GUARULHOS)	VARIG	S	10	0	0	50	30	0	20	0	0	29	47	20	17
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>11</b>	26
<b>TOTAL BRAZIL</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>20</b>	51
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	66	13	11	8	2	0	21	68	18	62
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>18</b>	62
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>18</b>	62
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	42	0	0	45	17	14	14	10	0	57	55	28	44
<b>TOTAL SOFIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>57</b>	<b>55</b>	<b>28</b>	44
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>57</b>	<b>55</b>	<b>28</b>	44
<b>CANADA</b>															
CALGARY	AIR CANADA	S	35	0	0	69	20	11	0	0	0	12	71	50	14
	CANADIAN AIRLINES INT/L	S	62	0	0	58	26	11	5	0	0	16	38	38	64
<b>TOTAL CALGARY</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>40</b>	78
EDMONTON	AIR CANADA	S	27	0	0	41	37	19	4	0	0	18	39	49	44
<b>TOTAL EDMONTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>37</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>39</b>	<b>49</b>	44
HALIFAX INT	AIR CANADA	S	43	0	0	63	14	12	12	0	0	18	67	19	39
<b>TOTAL HALIFAX INT</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>19</b>	39
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	32	23	24	18	0	3	57	45	40	62
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>23</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>45</b>	<b>40</b>	62
TORONTO	AIR CANADA	S	140	0	0	43	33	16	6	2	0	26	49	26	126
	BRITISH AIRWAYS PLC	S	62	0	0	61	15	15	10	0	0	16	48	56	62
	CANADIAN AIRLINES INT/L	S	122	0	2	58	21	17	3	0	0	16	70	14	118
<b>TOTAL TORONTO</b>			<b>324</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>25</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>31</b>	333

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	AIR CANADA	S	61	1	1	30	28	18	16	3	5	66	21	65	58
	BRITISH AIRWAYS PLC	S	60	0	0	70	17	13	0	0	0	9	47	67	59
<b>TOTAL VANCOUVER</b>			<b>121</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>22</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>34</b>	<b>66</b>	<b>117</b>
<b>TOTAL CANADA</b>			<b>674</b>	<b>1</b>	<b>3</b>	<b>51</b>	<b>24</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>48</b>	<b>40</b>	<b>673</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	35	1	1	83	0	9	3	6	0	9	44	71	18
	BRITISH AIRWAYS PLC	S	25	0	0	88	0	4	8	0	0	2	76	9	25
<b>TOTAL BEIJING</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>35</b>	<b>43</b>
<b>TOTAL CHINA</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>35</b>	<b>43</b>
<b>COLOMBIA</b>															
BOGOTA	AVIANCA COLOMBIA	S	18	0	0	39	17	28	17	0	0	36	0	0	0
<b>TOTAL BOGOTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>44</b>	<b>23</b>	<b>18</b>
<b>TOTAL COLOMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>44</b>	<b>23</b>	<b>18</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	38	38	13	13	0	0	24	0	0	0
<b>TOTAL SPLIT</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>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAGREB	CROATIA AIRLINES	S	58	0	0	60	16	22	2	0	0	15	45	34	60
<b>TOTAL ZAGREB</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>34</b>	<b>60</b>
<b>TOTAL CROATIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>34</b>	<b>60</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	55	0	0	73	13	7	7	0	0	12	72	12	53
	CYPRUS AIRWAYS	S	92	1	0	50	32	14	1	2	1	26	41	27	88
<b>TOTAL LARNACA</b>			<b>147</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>52</b>	<b>21</b>	<b>141</b>
<b>TOTAL CYPRUS</b>			<b>147</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>51</b>	<b>22</b>	<b>146</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	74	0	2	73	11	14	3	0	0	11	76	13	76
	BRITISH AIRWAYS PLC	S	115	0	2	78	12	6	3	0	1	10	67	20	117
	CSA	S	121	0	3	81	12	4	3	0	0	5	69	18	121
<b>TOTAL PRAGUE</b>			<b>310</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>18</b>	<b>314</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>310</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>18</b>	<b>314</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	54	0	0	74	11	9	6	0	0	17	59	24	54
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>24</b>	<b>54</b>
COPENHAGEN	BMI BRITISH MIDLAND	S	47	0	0	64	19	6	11	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	225	0	7	80	11	6	3	0	0	7	72	12	214
	SAS	S	289	1	1	65	21	9	5	0	0	13	63	17	289
	VARIG	S	25	0	0	40	32	12	12	0	4	74	33	30	24
<b>TOTAL COPENHAGEN</b>			<b>586</b>	<b>1</b>	<b>8</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>15</b>	<b>527</b>



## 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)										
TOTAL DENMARK			640	1	8	70	17	8	5	0	0	14	65	16	581
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	66	19	11	3	0	0	14	58	14	62
	EGYPT AIR	S	63	0	5	19	25	40	16	0	0	40	8	60	63
TOTAL CAIRO			125	0	5	42	22	26	10	0	0	27	33	37	125
LUXOR	EGYPT AIR	S	4	0	0	0	0	100	0	0	0	47	9	70	11
TOTAL LUXOR			4	0	0	0	0	100	0	0	0	47	9	70	11
TOTAL EGYPT			129	1	5	41	22	28	9	0	0	28	31	40	136
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	44	0	0	27	14	23	32	0	5	79	13	87	46
TOTAL ADDIS ABABA			44	0	0	27	14	23	32	0	5	79	13	87	46
TOTAL ETHIOPIA			44	0	0	27	14	23	32	0	5	79	13	87	46
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	S	39	3	2	36	31	18	10	5	0	33	64	57	44
TOTAL BELGRADE			39	3	2	36	31	18	10	5	0	33	64	57	44
TOTAL FED REP YUGO SERBIA M'ENEGRO			39	3	2	36	31	18	10	5	0	33	64	57	44
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	115	0	3	70	23	5	3	0	0	7	70	15	105
	FINNAIR	S	170	1	0	71	15	8	5	1	0	14	61	18	172
	FINNAIR	C	3	0	0	67	33	0	0	0	0	3	71	8	7
TOTAL HELSINKI			288	1	3	70	18	7	4	1	0	11	65	17	284
IVALO	FINNAIR	C	3	0	1	100	0	0	0	0	0	-10	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	42	0	0	0
TOTAL IVALO			6	0	1	50	17	0	33	0	0	25	0	0	0
ROVANIEMI	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-5	50	74	2
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	0	50	0	0	46	25	276	4
	FINNAIR	C	5	0	0	80	0	20	0	0	0	5	25	13	4
TOTAL ROVANIEMI			9	0	0	78	0	11	11	0	0	12	30	131	10
TOTAL FINLAND			303	1	4	70	18	7	5	1	0	11	64	21	294
FRANCE															
LYON	BRITISH AIRWAYS PLC	S	157	0	6	75	16	6	3	1	0	8	70	14	113
	FLYBE.BRITISH EUROPEAN	S	160	0	4	74	14	6	6	0	0	11	0	0	0
TOTAL LYON			317	0	10	74	15	6	4	0	0	10	71	15	268
NICE	BMI BRITISH MIDLAND	S	115	0	1	74	14	9	3	0	0	12	75	12	102
	BRITISH AIRWAYS PLC	S	220	0	9	83	8	7	2	0	0	7	72	13	176
TOTAL NICE			335	0	10	80	10	7	3	0	0	9	73	12	278
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	718	1	0	63	17	14	5	1	0	18	62	18	634
	AIR FRANCE	C	3	1	55	33	0	0	67	0	0	71	0	0	0
	BMI BRITISH MIDLAND	S	468	0	20	74	14	7	4	1	0	12	58	24	480
	BRITISH AIRWAYS PLC	S	386	0	0	74	10	9	7	1	0	13	70	15	459

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1575</b>	<b>3</b>	<b>82</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>19</b>	1576
PARIS (ORLY)	AIR LIB	S	169	0	17	65	17	11	7	1	0	18	0	0	0
	BRITISH AIRWAYS PLC	C	2	0	5	0	50	50	0	0	0	35	0	0	0
	BRITISH AIRWAYS PLC	S	161	0	0	80	12	3	5	0	0	7	67	14	97
<b>TOTAL PARIS (ORLY)</b>			<b>332</b>	<b>3</b>	<b>22</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>17</b>	271
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	159	0	5	78	8	8	7	0	0	11	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>159</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	162
<b>TOTAL FRANCE</b>			<b>2719</b>	<b>7</b>	<b>130</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>17</b>	2656
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	265	0	11	81	9	4	6	1	0	10	79	10	231
<b>TOTAL BERLIN (TEGEL)</b>			<b>265</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	347
BREMEN	LUFTHANSA	S	56	0	2	89	9	2	0	0	0	-2	45	28	51
<b>TOTAL BREMEN</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>45</b>	<b>28</b>	51
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	75	0	1	83	13	1	3	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	102	0	4	74	11	9	7	0	0	13	69	17	109
<b>TOTAL COLOGNE (BONN)</b>			<b>177</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	183
DRESDEN	BMI BRITISH MIDLAND	S	42	0	2	74	14	7	5	0	0	10	0	0	0
	LUFTHANSA	S	22	0	1	64	18	18	0	0	0	12	64	22	75
<b>TOTAL DRESDEN</b>			<b>64</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>22</b>	75
DUSSELDORF	BRITISH AIRWAYS PLC	S	253	0	7	78	12	6	4	0	0	7	79	13	224
	LUFTHANSA	S	172	0	2	82	13	5	1	0	0	5	73	13	187
<b>TOTAL DUSSELDORF</b>			<b>425</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>13</b>	411
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	223	0	5	75	11	7	6	0	0	11	64	20	227
	BRITISH AIRWAYS PLC	S	257	0	9	75	12	8	5	0	0	10	67	18	289
	LUFTHANSA	S	399	0	8	77	14	6	3	0	0	9	69	13	295
<b>TOTAL FRANKFURT MAIN</b>			<b>879</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>17</b>	811
HAMBURG	BRITISH AIRWAYS PLC	S	169	0	4	78	12	5	5	0	1	11	79	10	175
	LUFTHANSA	S	222	0	2	85	8	5	2	0	0	3	86	4	206
<b>TOTAL HAMBURG</b>			<b>391</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>7</b>	381
HANOVER	BRITISH AIRWAYS PLC	S	114	0	3	86	5	5	2	1	1	7	82	8	65
	LUFTHANSA	S	112	0	2	88	4	4	4	0	0	4	72	13	110
<b>TOTAL HANOVER</b>			<b>226</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>11</b>	175
LEIPZIG	LUFTHANSA	S	64	0	2	69	13	14	5	0	0	15	67	15	63
<b>TOTAL LEIPZIG</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	123
MUNICH	BRITISH AIRWAYS PLC	S	278	0	8	76	13	8	2	1	0	12	75	19	266
	LUFTHANSA	S	296	0	7	76	12	7	4	1	0	11	76	10	285
<b>TOTAL MUNICH</b>			<b>574</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	551
NUREMBERG	LUFTHANSA	S	56	0	2	77	13	7	4	0	0	5	82	10	56
<b>TOTAL NUREMBERG</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	56
STUTT GART	BRITISH AIRWAYS PLC	S	163	0	7	81	11	6	1	0	1	9	70	23	57

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STUTTGART	LUFTHANSA	S	122	0	0	80	11	6	2	1	0	7	80	11	88
<b>TOTAL STUTTGART</b>			<b>285</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>16</b>	<b>145</b>
<b>TOTAL GERMANY</b>			<b>3462</b>	<b>0</b>	<b>89</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>14</b>	<b>3309</b>
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	36	0	0	6	8	44	28	14	0	81	9	111	34
<b>TOTAL ACCRA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>44</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>111</b>	<b>34</b>
<b>TOTAL GHANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>44</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>111</b>	<b>34</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	-1	75	32	8
<b>TOTAL GIBRALTAR</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>-1</b>	<b>75</b>	<b>32</b>	<b>8</b>
<b>TOTAL GIBRALTAR</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>-1</b>	<b>75</b>	<b>32</b>	<b>8</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	44	0	0	84	14	2	0	0	0	-2	0	0	0
	BRITISH AIRWAYS PLC	S	122	0	0	83	8	3	5	1	0	4	75	20	118
	OLYMPIC AIRWAYS	S	140	0	2	61	26	8	5	0	0	13	56	30	133
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	1	76	15	7	2	0	0	4	78	12	60
<b>TOTAL ATHENS</b>			<b>365</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>22</b>	<b>311</b>
SALONIKA	AEGEAN AIRLINES	S	8	0	0	75	0	0	25	0	0	16	0	0	0
<b>TOTAL SALONIKA</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>16</b>	<b>82</b>	<b>17</b>	<b>60</b>
<b>TOTAL GREECE</b>			<b>373</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>22</b>	<b>371</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	57	1	0	91	5	2	2	0	0	-4	73	11	60
	CATHAY PACIFIC AIRWAYS	S	84	0	0	86	11	2	1	0	0	1	84	15	85
	UNITED AIRLINES	S	61	1	2	57	13	13	7	2	8	63	63	20	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	18	5	5	0	0	9	74	11	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>264</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>74</b>	<b>14</b>	<b>269</b>
<b>TOTAL HONG KONG</b>			<b>264</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>74</b>	<b>14</b>	<b>269</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	113	0	4	79	12	7	1	0	1	8	72	14	115
	MALEV (HUNGARIAN AIRLINES)	S	119	0	0	70	14	9	7	0	0	14	45	26	119
<b>TOTAL BUDAPEST</b>			<b>232</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>20</b>	<b>234</b>
<b>TOTAL HUNGARY</b>			<b>232</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>20</b>	<b>234</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	74	0	2	65	18	12	3	0	3	17	76	4	76
<b>TOTAL KEFLAVIK</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>76</b>	<b>4</b>	<b>76</b>
<b>TOTAL ICELAND</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>76</b>	<b>4</b>	<b>76</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	17	0	1	94	0	0	0	0	6	55	61	25	18

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				Actual (7)	Plan (8)										
TOTAL CALCUTTA			17	0	1	94	0	0	0	0	6	55	61	25	18
DELHI	AIR CANADA	S	34	1	0	18	26	24	18	6	9	98	23	125	35
TOTAL DELHI			34	1	0	18	26	24	18	6	9	98	27	89	66
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	0	0	67	22	11	0	0	0	5	0	0	0
TOTAL MADRAS/CHENNAI			18	0	0	67	22	11	0	0	0	5	0	0	0
MUMBAI	AIR INDIA	S	89	0	0	25	27	33	8	1	7	62	51	44	92
	BRITISH AIRWAYS PLC	S	62	0	0	58	26	6	10	0	0	17	35	32	62
TOTAL MUMBAI			151	0	0	38	26	22	9	1	4	44	45	39	154
TOTAL INDIA			220	1	1	42	24	20	9	1	5	50	41	52	238
INDONESIA															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	45	0	0	69	13	7	9	2	0	18	66	15	44
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			45	0	0	69	13	7	9	2	0	18	66	15	44
TOTAL INDONESIA			45	0	0	69	13	7	9	2	0	18	66	15	44
IRAN															
TEHRAN	BRITISH AIRWAYS PLC	S	25	0	0	52	24	12	8	4	0	28	65	57	23
	IRAN AIR	S	26	0	0	62	12	15	12	0	0	21	50	26	28
TOTAL TEHRAN			51	0	0	57	18	14	10	2	0	24	57	40	51
TOTAL IRAN			51	0	0	57	18	14	10	2	0	24	57	40	51
IRISH REPUBLIC															
CORK	AER LINGUS	S	178	0	7	61	17	10	11	2	0	25	69	21	183
TOTAL CORK			178	0	7	61	17	10	11	2	0	25	69	21	183
DUBLIN	AER LINGUS	S	669	2	35	78	12	8	3	0	0	10	72	18	694
	BMI BRITISH MIDLAND	S	555	2	41	68	15	14	3	0	0	12	70	19	530
TOTAL DUBLIN			1224	4	76	73	13	11	3	0	0	11	71	18	1224
SHANNON	AER LINGUS	S	181	0	10	69	15	5	7	4	0	24	63	26	192
TOTAL SHANNON			181	0	10	69	15	5	7	4	0	24	63	26	192
TOTAL IRISH REPUBLIC			1583	4	93	71	14	10	4	1	0	14	70	20	1599
ISRAEL															
OVDA	EL AL	S	20	0	0	60	25	10	5	0	0	2	78	1	18
TOTAL OVDA			20	0	0	60	25	10	5	0	0	2	78	1	18
TEL AVIV	BRITISH AIRWAYS PLC	S	63	1	6	73	14	6	2	3	2	22	72	18	71
	EL AL	S	83	3	9	70	14	8	4	2	1	22	61	24	87
TOTAL TEL AVIV			146	4	15	71	14	8	3	3	1	22	66	22	158
TOTAL ISRAEL			166	4	15	70	16	8	3	2	1	19	67	19	176
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	111	0	9	84	8	4	4	1	0	5	72	14	60
TOTAL BOLOGNA			111	0	9	84	8	4	4	1	0	5	72	14	60
MILAN (LINATE)	ALITALIA	S	379	0	0	59	23	12	6	1	0	18	51	24	363

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				Actual (7)	Plan (8)										
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	278	0	10	73	16	4	6	1	0	15	53	28	234
<b>TOTAL MILAN (LINATE)</b>			<b>657</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>26</b>	597
ROME (FIUMICINO)	ALITALIA	S	296	0	0	57	23	14	6	0	0	18	47	34	296
	BRITISH AIRWAYS PLC	S	288	0	10	81	9	8	3	0	0	7	64	18	296
<b>TOTAL ROME (FIUMICINO)</b>			<b>584</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>26</b>	592
VENICE	BRITISH AIRWAYS PLC	S	110	0	6	78	10	7	5	0	0	8	72	16	68
<b>TOTAL VENICE</b>			<b>110</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>16</b>	68
<b>TOTAL ITALY</b>			<b>1462</b>	<b>0</b>	<b>35</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>23</b>	1550
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	34	0	0	38	6	21	29	6	0	59	7	56	30
<b>TOTAL KINGSTON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>21</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>7</b>	<b>56</b>	30
<b>TOTAL JAMAICA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>21</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>7</b>	<b>56</b>	30
<b>JAPAN</b>															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	17	0	0	71	12	18	0	0	0	6	75	4	16
<b>TOTAL NAGOYA (AFB)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>4</b>	16
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	36	0	0	86	8	0	3	3	0	7	83	0	18
	BRITISH AIRWAYS PLC	S	42	0	1	90	2	5	2	0	0	2	80	1	46
	JAPAN AIRLINES	S	44	0	0	61	18	18	0	2	0	15	76	10	46
<b>TOTAL OSAKA (KANSAI)</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>5</b>	110
TOKYO (NARITA)	AEROFLOT	S	17	0	0	47	41	12	0	0	0	14	41	47	17
	ALL NIPPON AIRWAYS	S	62	0	0	81	11	6	2	0	0	6	87	6	62
	BRITISH AIRWAYS PLC	S	110	1	5	84	7	8	1	0	0	2	79	5	114
	JAPAN AIRLINES	S	77	1	3	70	23	6	0	0	0	5	69	6	78
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	1	1	75	10	6	6	4	0	18	61	20	54
<b>TOTAL TOKYO (NARITA)</b>			<b>318</b>	<b>3</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>10</b>	325
<b>TOTAL JAPAN</b>			<b>457</b>	<b>3</b>	<b>10</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	451
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	52	0	0	63	17	8	6	4	2	29	44	50	27
	ROYAL JORDANIAN	S	62	0	0	60	21	10	8	2	0	22	68	16	62
<b>TOTAL AMMAN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>58</b>	<b>27</b>	122
<b>TOTAL JORDAN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>58</b>	<b>27</b>	122
<b>KAZAKHSTAN</b>															
ALMA ATA	BRITISH AIRWAYS PLC	S	18	0	0	78	0	6	6	11	0	35	0	0	0
<b>TOTAL ALMA ATA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL KAZAKHSTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	0
<b>KENYA</b>															
NAIROBI	KENYA AIRWAYS	S	70	0	0	66	10	14	3	0	7	64	45	58	67
<b>TOTAL NAIROBI</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>45</b>	<b>58</b>	67
<b>TOTAL KENYA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>45</b>	<b>56</b>	71

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	59	0	0	90	8	2	0	0	0	0	65	14	51
KUWAIT	KUWAIT AIRWAYS	S	62	0	0	55	15	18	11	2	0	26	56	31	64
<b>TOTAL KUWAIT</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>24</b>	<b>115</b>
<b>TOTAL KUWAIT</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>24</b>	<b>115</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	7	1	0	43	29	14	14	0	0	24	75	10	4
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>10</b>	<b>4</b>
<b>TOTAL KYRGYZSTAN</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>10</b>	<b>4</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	24	0	0	63	13	21	4	0	0	11	69	11	26
<b>TOTAL RIGA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>11</b>	<b>26</b>
<b>TOTAL LATVIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>11</b>	<b>26</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	62	1	0	63	15	8	15	0	0	22	0	0	0
	MEA	S	44	0	2	66	16	9	9	0	0	20	67	17	36
<b>TOTAL BEIRUT</b>			<b>106</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>15</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>17</b>	<b>36</b>
<b>TOTAL LEBANON</b>			<b>106</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>15</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>17</b>	<b>36</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	38	0	0	95	5	0	0	0	0	-1	63	54	38
<b>TOTAL VILNIUS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>63</b>	<b>54</b>	<b>38</b>
<b>TOTAL LITHUANIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>63</b>	<b>54</b>	<b>38</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	40	0	0	68	18	8	8	0	0	14	79	10	42
	LUXAIR	S	120	0	4	68	18	10	4	0	0	13	66	12	112
<b>TOTAL LUXEMBOURG</b>			<b>160</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>11</b>	<b>154</b>
<b>TOTAL LUXEMBOURG</b>			<b>160</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>11</b>	<b>154</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	124	0	0	60	21	15	3	1	0	15	68	33	124
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>33</b>	<b>124</b>
<b>TOTAL MALAYSIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>33</b>	<b>124</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	98	0	2	72	13	8	6	0	0	6	60	18	106
<b>TOTAL MALTA</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>18</b>	<b>106</b>
<b>TOTAL MALTA</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>18</b>	<b>106</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	16	0	0	19	50	19	6	6	0	38	17	59	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 MAURITIUS			16	0	0	19	50	19	6	6	0	38	17	59	18
TOTAL MAURITIUS			16	0	0	19	50	19	6	6	0	38	17	59	18
MOROCCO															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	59	1	1	66	12	8	10	3	0	23	45	49	58
	ROYAL AIR MAROC	S	62	0	0	74	16	6	3	0	0	10	57	23	54
TOTAL CASABLANCA MOHAMED V			121	1	1	70	14	7	7	2	0	16	51	36	112
MARRAKESH	ROYAL AIR MAROC	C	2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL MARRAKESH			2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL MOROCCO			123	1	1	70	14	8	7	2	0	16	51	37	114
NAMIBIA															
WINDHOEK	AIR NAMIBIA	S	26	0	0	69	23	8	0	0	0	11	64	19	22
TOTAL WINDHOEK			26	0	0	69	23	8	0	0	0	11	64	19	22
TOTAL NAMIBIA			26	0	0	69	23	8	0	0	0	11	64	19	22
NATIONALIST CHINA (TAIWAN)															
TAIPEI	BRITISH AIRWAYS PLC	S	27	0	0	81	11	7	0	0	0	6	77	11	26
	EVA AIR	S	26	0	2	58	15	19	8	0	0	16	85	4	26
TOTAL TAIPEI			53	0	2	70	13	13	4	0	0	11	81	7	52
TOTAL NATIONALIST CHINA (TAIWAN)			53	0	2	70	13	13	4	0	0	11	81	7	52
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	449	0	10	61	20	13	6	0	0	17	71	17	461
	BRITISH AIRWAYS PLC	S	367	0	2	70	13	11	5	0	0	13	63	21	371
	KLM	S	484	0	12	69	15	9	7	0	0	13	71	17	481
	UNITED AIRLINES	S	8	0	0	50	50	0	0	0	0	14	88	2	8
TOTAL AMSTERDAM			1308	0	24	66	16	11	6	0	0	14	69	18	1321
EINDHOVEN	KLM	S	80	0	12	74	19	6	1	0	0	9	81	7	78
TOTAL EINDHOVEN			80	0	12	74	19	6	1	0	0	9	81	7	78
ROTTERDAM	KLM	S	230	0	4	72	11	13	2	2	0	13	72	11	225
TOTAL ROTTERDAM			230	0	4	72	11	13	2	2	0	13	72	11	225
TOTAL NETHERLANDS			1618	0	40	68	16	11	5	0	0	14	70	17	1624
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	42	0	0	67	21	2	10	0	0	14	43	30	44
TOTAL AUCKLAND INTERNATIONAL			42	0	0	67	21	2	10	0	0	14	43	30	44
TOTAL NEW ZEALAND			42	0	0	67	21	2	10	0	0	14	43	30	44
NORWAY															
BERGEN	BMI BRITISH MIDLAND	S	56	0	0	64	20	5	11	0	0	19	74	12	54
TOTAL BERGEN			56	0	0	64	20	5	11	0	0	19	74	12	54
OSLO (FORNEBU)	BMI BRITISH MIDLAND	S	52	0	0	63	21	4	12	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	171	0	5	74	11	11	5	0	1	14	65	19	175

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				Actual (7)	Plan (8)										
OSLO (FORNEBU)	SAS	S	279	0	0	70	15	11	4	0	0	11	67	14	221
<b>TOTAL OSLO (FORNEBU)</b>			<b>502</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>16</b>	<b>396</b>
STAVANGER	SAS	S	112	0	0	84	12	3	2	0	0	5	75	14	108
<b>TOTAL STAVANGER</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>14</b>	<b>108</b>
<b>TOTAL NORWAY</b>			<b>670</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>558</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	63	18	11	6	2	0	20	53	32	59
	GULF AIR	S	74	0	0	77	9	8	4	1	0	13	77	9	74
<b>TOTAL MUSCAT</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	<b>133</b>
<b>TOTAL OMAN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	<b>133</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	0	22	22	17	11	17	11	154	33	52	18
<b>TOTAL ISLAMABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>154</b>	<b>33</b>	<b>52</b>	<b>18</b>
KARACHI	PAKISTAN INTL AIRLINES	S	17	2	0	18	29	12	24	6	12	102	45	20	20
<b>TOTAL KARACHI</b>			<b>17</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>12</b>	<b>102</b>	<b>45</b>	<b>20</b>	<b>20</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	6	6	17	44	17	11	182	31	31	16
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>44</b>	<b>17</b>	<b>11</b>	<b>182</b>	<b>31</b>	<b>31</b>	<b>16</b>
<b>TOTAL PAKISTAN</b>			<b>53</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>26</b>	<b>13</b>	<b>11</b>	<b>147</b>	<b>37</b>	<b>34</b>	<b>54</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	35	0	0	77	17	3	3	0	0	6	67	18	36
	PHILIPPINE AIRLINES	S	42	3	2	43	19	17	12	2	7	91	12	116	26
<b>TOTAL MANILA</b>			<b>77</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>44</b>	<b>59</b>	<b>62</b>
<b>TOTAL PHILIPPINES</b>			<b>77</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>44</b>	<b>59</b>	<b>62</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	115	0	2	71	9	16	3	0	1	15	58	22	116
	LOT-POLISH AIRLINES	S	112	3	0	80	9	7	4	0	0	6	64	23	118
<b>TOTAL WARSAW</b>			<b>227</b>	<b>3</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>22</b>	<b>234</b>
<b>TOTAL POLAND</b>			<b>227</b>	<b>3</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>22</b>	<b>234</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	30	0	0	67	13	13	3	3	0	17	74	22	34
<b>TOTAL FARO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>22</b>	<b>34</b>
LISBON	AIR PORTUGAL	S	149	0	0	54	16	11	13	3	2	39	69	18	153
	BRITISH AIRWAYS PLC	S	174	0	4	79	10	6	4	0	1	10	74	16	178
<b>TOTAL LISBON</b>			<b>323</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>72</b>	<b>17</b>	<b>331</b>
OPORTO ( PORTUGAL )	AIR PORTUGAL	S	60	0	0	58	20	8	10	2	2	32	70	22	60
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>70</b>	<b>22</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>413</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>72</b>	<b>18</b>	<b>425</b>



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			MATCHED	Actual (7)											Plan (8)
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	14	0	0	36	14	29	21	0	0	43	44	35	18
TOTAL FUNCHAL			14	0	0	36	14	29	21	0	0	43	44	35	18
TOTAL PORTUGAL(MADEIRA)			14	0	0	36	14	29	21	0	0	43	44	35	18
<b>QATAR</b>															
DOHA	GULF AIR	S	17	0	0	76	24	0	0	0	0	4	62	24	13
	QATAR AIRWAYS	S	60	0	0	60	18	12	10	0	0	18	0	0	0
TOTAL DOHA			77	0	0	64	19	9	8	0	0	15	62	24	13
TOTAL QATAR			77	0	0	64	19	9	8	0	0	15	62	24	13
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	27	0	0	67	11	11	11	0	0	15	46	28	24
	KOREAN AIR	S	44	0	0	95	5	0	0	0	0	-8	62	15	34
TOTAL SEOUL (KIMPO)			71	0	0	85	7	4	4	0	0	1	55	20	58
TOTAL REPUBLIC OF KOREA			71	0	0	85	7	4	4	0	0	1	55	20	58
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	44	0	0	73	11	14	2	0	0	8	72	24	36
	SOUTH AFRICAN AIRWAYS	S	29	0	0	83	7	10	0	0	0	8	70	13	27
TOTAL CAPE TOWN			73	0	0	77	10	12	1	0	0	8	71	19	63
DURBAN	BRITISH AIRWAYS PLC	S	35	0	0	89	0	9	3	0	0	8	81	6	26
	SOUTH AFRICAN AIRWAYS	S	27	0	0	44	33	19	4	0	0	23	27	34	26
TOTAL DURBAN			62	0	0	69	15	13	3	0	0	14	54	20	52
JOHANNESBURG	BRITISH AIRWAYS PLC	S	62	0	0	76	11	8	5	0	0	10	70	18	67
	SOUTH AFRICAN AIRWAYS	S	65	0	9	52	18	17	11	0	2	33	37	53	63
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	2	2	67	19	9	5	0	0	13	63	21	27
TOTAL JOHANNESBURG			185	2	11	65	16	11	7	0	1	19	55	33	157
TOTAL REPUBLIC OF SOUTH AFRICA			320	2	11	68	14	12	5	0	0	16	59	27	272
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	56	0	8	45	20	20	13	4	0	34	60	17	58
TOTAL BUCHAREST (OTOPENI)			56	0	8	45	20	20	13	4	0	34	60	17	58
TOTAL RUMANIA			56	0	8	45	20	20	13	4	0	34	60	17	58
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	87	0	0	67	13	14	7	0	0	17	59	24	97
	BRITISH AIRWAYS PLC	S	59	0	1	69	12	14	5	0	0	14	72	10	60
TOTAL MOSCOW (SHEREMETYEVO)			146	0	1	68	12	14	6	0	0	16	64	18	157
ST PETERSBURG	AEROFLOT	S	8	0	0	50	38	13	0	0	0	13	60	10	10
TOTAL ST PETERSBURG			8	0	0	50	38	13	0	0	0	13	70	9	53
TOTAL RUSSIA			154	0	1	67	14	14	6	0	0	15	65	16	210

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>SAUDI ARABIA</b>																
DHAHRAN	BRITISH AIRWAYS PLC	S	52	0	0	81	10	6	4	0	0	4	84	4	51	
	SAUDI ARABIAN AIRLINES	S	16	0	2	13	31	44	13	0	0	37	33	24	18	
<b>TOTAL DHAHRAN</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>9</b>	69	
JEDDAH	BRITISH AIRWAYS PLC	S	36	0	0	64	28	0	3	6	0	21	72	12	32	
	SAUDI ARABIAN AIRLINES	S	45	2	3	44	29	16	11	0	0	29	52	18	44	
<b>TOTAL JEDDAH</b>			<b>81</b>	<b>2</b>	<b>3</b>	<b>53</b>	<b>28</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>15</b>	76	
RIYADH	BRITISH AIRWAYS PLC	S	27	0	0	89	4	0	7	0	0	2	84	-8	25	
	SAUDI ARABIAN AIRLINES	S	8	0	0	13	13	38	38	0	0	58	38	20	8	
<b>TOTAL RIYADH</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>-1</b>	33	
<b>TOTAL SAUDI ARABIA</b>			<b>184</b>	<b>2</b>	<b>5</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>10</b>	178	
<b>SINGAPORE</b>																
SINGAPORE	SINGAPORE AIRLINES	S	124	0	0	75	15	9	2	0	0	9	69	8	124	
<b>TOTAL SINGAPORE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>7</b>	158	
<b>TOTAL SINGAPORE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>7</b>	158	
<b>SLOVENIA</b>																
LJUBLJANA	ADRIA AIRWAYS	S	42	0	0	62	14	10	10	5	0	29	62	24	42	
<b>TOTAL LJUBLJANA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>24</b>	42	
<b>TOTAL SLOVENIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>24</b>	42	
<b>SPAIN</b>																
ALICANTE	IBERIA	S	60	0	0	58	13	18	10	0	0	23	77	16	60	
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>16</b>	60	
BARCELONA	BRITISH AIRWAYS PLC	S	170	0	8	83	10	5	2	1	0	7	74	14	175	
	IBERIA	S	180	0	1	77	12	7	2	0	1	11	84	7	182	
<b>TOTAL BARCELONA</b>			<b>350</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>79</b>	<b>10</b>	357	
BILBAO	BRITISH AIRWAYS PLC	S	114	0	2	77	11	4	7	0	0	9	73	7	60	
	IBERIA	S	60	0	0	65	18	3	12	2	0	20	73	13	60	
<b>TOTAL BILBAO</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>10</b>	120	
MADRID	BRITISH AIRWAYS PLC	S	230	0	8	59	15	16	9	1	0	23	48	29	231	
	IBERIA	S	288	1	1	54	16	16	13	1	0	27	56	30	272	
<b>TOTAL MADRID</b>			<b>518</b>	<b>1</b>	<b>9</b>	<b>56</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>53</b>	<b>30</b>	503	
MALAGA	IBERIA	S	60	0	0	33	23	27	17	0	0	31	55	29	60	
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>23</b>	<b>27</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>55</b>	<b>29</b>	60	
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	66	0	2	91	8	2	0	0	0	1	73	14	60	
<b>TOTAL PALMA DE MALLORCA</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	117	
SANTIAGO DE COMPOSTELA ( SPAIN )	BMI BRITISH MIDLAND	C	2	0	0	0	100	0	0	0	0	27	0	0	0	
	IBERIA	S	59	0	1	61	7	19	14	0	0	22	0	0	0	
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>10</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0	
SEVILLE	IBERIA	S	59	0	1	53	19	17	12	0	0	20	68	30	60	

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			Actual (7)	Plan (8)											
TOTAL SEVILLE			59	0	1	53	19	17	12	0	0	20	68	30	60
VALENCIA	IBERIA	S	60	0	0	82	12	5	2	0	0	5	81	7	58
TOTAL VALENCIA			60	0	0	82	12	5	2	0	0	5	81	7	58
TOTAL SPAIN			1408	1	24	66	14	12	8	1	0	17	67	19	1335
SRI LANKA															
COLOMBO	BRITISH AIRWAYS PLC	S	18	0	0	44	33	17	0	6	0	28	0	0	0
	SRILANKAN AIRLINES	S	38	2	2	58	8	13	21	0	0	28	63	10	38
TOTAL COLOMBO			56	2	2	54	16	14	14	2	0	28	63	10	38
TOTAL SRI LANKA			56	2	2	54	16	14	14	2	0	28	63	10	38
SWEDEN															
GOTEBORG	BRITISH AIRWAYS PLC	S	116	0	4	80	12	4	3	0	0	4	65	18	114
	SAS	S	122	0	0	72	13	8	7	0	0	11	72	11	124
TOTAL GOTEBORG			238	0	4	76	13	6	5	0	0	8	68	15	238
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	286	0	10	79	13	5	2	0	0	9	71	14	233
	SAS	S	271	0	4	72	14	10	3	0	0	11	68	15	277
TOTAL STOCKHOLM (ARLANDA)			557	0	14	76	13	8	3	0	0	10	69	15	510
TOTAL SWEDEN			795	0	18	76	13	7	3	0	0	9	69	15	748
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	102	0	4	69	15	14	3	0	0	14	54	24	106
	SWISS AIRLINES	S	179	1	0	68	22	6	4	0	0	10	70	15	178
TOTAL BASLE MULHOUSE			281	1	4	68	19	9	4	0	0	11	64	18	284
GENEVA	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	299	0	9	71	16	8	3	1	0	13	70	17	296
	SWISSAIR	S	232	0	0	71	17	11	1	0	0	10	70	14	231
TOTAL GENEVA			535	0	9	71	16	9	2	0	0	12	70	16	527
ZURICH	BMI BRITISH MIDLAND	S	223	0	7	72	13	12	3	0	0	10	61	20	231
	BRITISH AIRWAYS PLC	S	217	0	5	70	17	7	6	0	0	15	66	17	220
	SWISSAIR	S	352	0	0	68	18	11	3	0	0	12	63	20	347
TOTAL ZURICH			792	0	12	70	16	10	4	0	0	12	63	19	798
TOTAL SWITZERLAND			1609	1	25	70	17	10	3	0	0	12	65	18	1609
SYRIA															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	25	0	0	48	20	8	8	4	12	175	39	71	18
	SYRIANAIR	S	26	1	1	38	15	27	12	8	0	52	31	54	29
TOTAL DAMASCUS			51	1	1	43	18	18	10	6	6	112	34	61	47
TOTAL SYRIA			51	1	1	43	18	18	10	6	6	112	34	61	47
TANZANIA															
DAR-ES-SALAAM	ALLIANCE	S	14	1	2	14	36	21	29	0	0	51	28	51	18
TOTAL DAR-ES-SALAAM			14	1	2	14	36	21	29	0	0	51	28	51	18
KILIMANJARO	ALLIANCE	S	7	0	2	0	14	57	29	0	0	55	0	0	0

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				Actual (7)	Plan (8)										
TOTAL KILIMANJARO			7	0	2	0	14	57	29	0	0	55	0	0	0
TOTAL TANZANIA			21	1	4	10	29	33	29	0	0	53	28	51	18
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	62	0	0	60	24	11	5	0	0	18	66	12	62
TOTAL BANGKOK			62	0	0	60	24	11	5	0	0	18	66	12	62
TOTAL THAILAND			62	0	0	60	24	11	5	0	0	18	66	12	62
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	60	2	2	53	23	15	8	0	0	17	23	56	62
TOTAL PORT OF SPAIN			60	2	2	53	23	15	8	0	0	17	23	56	62
TOTAL TRINIDAD AND TOBAGO			60	2	2	53	23	15	8	0	0	17	23	56	62
TUNISIA															
TUNIS	TUNISAIR	S	34	0	0	18	29	38	12	3	0	39	32	38	28
TOTAL TUNIS			34	0	0	18	29	38	12	3	0	39	32	38	28
TOTAL TUNISIA			34	0	0	18	29	38	12	3	0	39	32	38	28
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	120	0	2	79	10	7	4	0	0	6	69	13	118
	ISTANBUL HAVA YOLLARI	C	22	0	0	27	36	32	5	0	0	24	33	32	18
	THY TURK HAVA YOLLARI TURKIS	S	139	0	1	51	20	17	9	3	0	29	50	24	123
TOTAL ISTANBUL			281	0	3	61	17	14	6	1	0	19	58	20	259
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	67	11	11	11	0	0	17	39	33	18
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	67	11	11	11	0	0	17	39	33	18
TOTAL TURKEY			299	0	3	62	17	14	7	1	0	19	57	21	277
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	13	0	13	25	0	50	436	25	158	8
TOTAL ASHKHABAD			8	0	0	13	0	13	25	0	50	436	25	158	8
TOTAL TURKMENISTAN			8	0	0	13	0	13	25	0	50	436	25	158	8
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	89	8	0	3	0	0	-4	80	0	59
	GULF AIR	S	76	0	0	59	22	12	4	1	1	24	79	5	52
TOTAL ABU DHABI INTERNATIONAL			138	0	0	72	16	7	4	1	1	11	72	6	133
DUBAI	BRITISH AIRWAYS PLC	S	15	0	1	60	27	7	7	0	0	17	0	0	0
	EMIRATES	S	124	0	0	38	19	25	18	1	0	34	37	33	102
TOTAL DUBAI			139	0	1	40	19	23	17	1	0	32	37	33	102
TOTAL UNITED ARAB EMIRATES			277	0	1	56	18	15	10	1	0	22	57	18	235
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	331	0	15	77	15	6	2	0	0	8	82	9	340
TOTAL ABERDEEN			331	0	15	77	15	6	2	0	0	8	82	9	340

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				Actual (7)	Plan (8)										
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	564	0	63	80	12	6	2	0	0	7	81	14	504
	BRITISH AIRWAYS PLC	S	376	0	6	80	11	5	5	0	0	9	74	17	368
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>940</b>	<b>0</b>	<b>69</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>15</b>	<b>872</b>	
EDINBURGH	BMI BRITISH MIDLAND	S	460	1	17	65	15	17	3	0	0	13	70	14	520
	BRITISH AIRWAYS PLC	S	546	0	20	74	15	8	2	0	0	11	75	13	561
<b>TOTAL EDINBURGH</b>			<b>1006</b>	<b>1</b>	<b>37</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>1081</b>	
GLASGOW	BMI BRITISH MIDLAND	S	433	2	13	68	18	12	2	0	0	12	69	15	497
	BRITISH AIRWAYS PLC	S	550	0	18	72	15	9	3	0	0	13	74	13	571
<b>TOTAL GLASGOW</b>			<b>983</b>	<b>2</b>	<b>31</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>1068</b>	
GUERNSEY	KLM UK LTD	S	206	0	12	82	8	7	3	0	0	8	77	17	203
<b>TOTAL GUERNSEY</b>			<b>206</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>17</b>	<b>203</b>	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	156	0	0	79	12	7	2	0	0	10	76	16	154
<b>TOTAL ISLE OF MAN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>16</b>	<b>154</b>	
JERSEY	BRITISH AIRWAYS PLC	S	201	0	9	84	9	4	3	0	0	4	69	29	195
<b>TOTAL JERSEY</b>			<b>201</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>29</b>	<b>195</b>	
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	231	0	11	64	19	11	6	0	0	16	59	19	232
<b>TOTAL LEEDS BRADFORD</b>			<b>231</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>19</b>	<b>232</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	537	0	11	79	11	6	3	0	0	10	75	13	562
<b>TOTAL MANCHESTER</b>			<b>538</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>563</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	287	0	11	79	12	6	3	0	0	9	81	10	292
<b>TOTAL NEWCASTLE</b>			<b>287</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>292</b>	
TEESSIDE	BMI BRITISH MIDLAND	S	238	0	9	74	15	8	3	0	0	9	82	9	235
<b>TOTAL TEESSIDE</b>			<b>238</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>235</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>5118</b>	<b>3</b>	<b>229</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>5607</b>	
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	122	1	2	84	6	7	2	1	0	4	76	10	122
	BRITISH AIRWAYS PLC	S	162	0	0	84	9	3	4	0	0	3	73	13	119
<b>TOTAL BOSTON</b>			<b>284</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>241</b>	
CHICAGO (O'HARE)	AIR INDIA	S	27	0	0	59	15	26	0	0	0	12	0	0	0
	AMERICAN AIRLINES	S	135	2	3	67	18	8	5	1	1	18	63	18	131
	BRITISH AIRWAYS PLC	S	120	0	0	78	13	8	2	0	0	4	55	24	60
	UNITED AIRLINES	S	124	0	0	59	19	13	8	2	0	21	74	18	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>406</b>	<b>2</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>64</b>	<b>20</b>	<b>253</b>	
DETROIT	BRITISH AIRWAYS PLC	S	60	0	0	77	15	5	3	0	0	9	35	26	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>35</b>	<b>26</b>	<b>60</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	2	68	20	8	2	0	2	14	65	11	60
	BRITISH AIRWAYS PLC	S	118	0	3	54	25	14	5	2	0	23	59	23	119
	UNITED AIRLINES	S	60	0	1	42	23	18	12	3	2	53	68	15	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	54	15	21	9	1	0	20	43	28	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>354</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>26</b>	<b>59</b>	<b>20</b>	<b>301</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	AMERICAN AIRLINES	S	61	1	1	59	16	11	10	3	0	21	32	27	62
	BRITISH AIRWAYS PLC	S	62	0	0	77	16	5	2	0	0	1	71	11	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	35	23	26	16	0	0	31	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>19</b>	124
NEW YORK (JF KENNEDY)	AIR FRANCE	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	AIR INDIA	S	62	0	0	27	21	29	11	2	10	75	39	38	64
	AMERICAN AIRLINES	S	363	0	9	78	13	6	2	1	0	7	60	18	353
	BRITISH AIRWAYS PLC	C	3	0	0	33	0	33	0	0	33	214	0	21	2
	BRITISH AIRWAYS PLC	S	392	0	0	74	13	8	4	1	0	10	64	16	328
	KUWAIT AIRWAYS	S	26	0	0	50	19	12	19	0	0	25	54	51	26
	UNITED AIRLINES	S	122	0	2	73	15	6	5	2	0	13	58	19	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	117	0	0	55	24	15	4	2	0	21	36	34	104
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1087</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>57</b>	<b>21</b>	1001	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	60	0	0	83	5	7	5	0	0	8	45	34	60
	UNITED AIRLINES	S	62	0	0	34	31	21	13	2	0	33	63	28	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	75	18	3	3	0	0	6	62	17	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>26</b>	182
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	65	15	10	10	0	0	17	63	14	120
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>14</b>	120
PITTSBURGH	BRITISH AIRWAYS PLC	S	60	1	0	30	30	25	13	0	2	49	0	0	0
<b>TOTAL PITTSBURGH</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>0</b>	<b>0</b>	0
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	85	0	2	66	16	12	6	0	0	14	68	12	62
	UNITED AIRLINES	S	124	0	0	51	25	12	10	2	0	27	67	18	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	50	20	22	8	0	0	21	28	47	50
<b>TOTAL SAN FRANCISCO</b>			<b>269</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>22</b>	236
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	63	12	15	5	3	2	43	65	15	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>65</b>	<b>15</b>	60
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	103	0	0	77	15	8	1	0	0	4	68	28	60
	UNITED AIRLINES	S	124	0	0	55	25	10	6	2	2	28	37	32	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	74	16	7	3	0	0	10	57	31	56
<b>TOTAL WASHINGTON (DULLES)</b>			<b>285</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>50</b>	<b>31</b>	240
<b>TOTAL USA</b>			<b>3292</b>	<b>5</b>	<b>25</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>21</b>	2818
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	0	47	12	18	6	12	6	63	86	59	36
<b>TOTAL TASHKENT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>63</b>	<b>86</b>	<b>59</b>	36
<b>TOTAL UZBEKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>63</b>	<b>86</b>	<b>59</b>	36
<b>TOTAL HEATHROW</b>			<b>34219</b>	<b>64</b>	<b>885</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>19</b>	33827

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	216	0	4	77	19	4	1	0	0	10	0	0	0
TOTAL ANTWERP			<b>216</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRUSSELS	SABENA	S	237	3	11	64	16	15	5	0	0	16	0	0	0
TOTAL BRUSSELS			<b>237</b>	<b>3</b>	<b>11</b>	<b>64</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL BELGIUM			<b>453</b>	<b>3</b>	<b>15</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	151	3	11	70	19	8	3	1	0	16	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			<b>151</b>	<b>3</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
STRASBOURG	AIR FRANCE	S	132	3	8	67	18	14	2	0	0	12	0	0	0
TOTAL STRASBOURG			<b>132</b>	<b>3</b>	<b>8</b>	<b>67</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL FRANCE			<b>283</b>	<b>6</b>	<b>19</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA CITY LINE	S	94	0	0	57	28	6	9	0	0	20	0	0	0
TOTAL FRANKFURT MAIN			<b>94</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	194	0	2	59	30	11	0	0	0	14	0	0	0
TOTAL MOENCHENGLADBACH			<b>194</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL GERMANY			<b>288</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>29</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	320	1	16	73	17	7	2	1	0	12	0	0	0
TOTAL DUBLIN			<b>320</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL IRISH REPUBLIC			<b>320</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	54	0	4	56	31	13	0	0	0	13	0	0	0
TOTAL MILAN (LINATE)			<b>54</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	ALITALIA	S	60	0	0	62	20	12	3	3	0	19	0	0	0
TOTAL TURIN			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ITALY			<b>114</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>25</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	208	0	8	55	18	18	9	0	0	20	0	0	0
TOTAL AMSTERDAM			<b>208</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROTTERDAM	VLM (BELGIUM)	S	216	0	4	88	10	1	0	0	0	5	0	0	0
TOTAL ROTTERDAM			<b>216</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL NETHERLANDS			<b>424</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
MALMO	MALMO AVIATION	S	82	0	0	80	18	1	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MALMO			82	0	0	80	18	1	0	0	0	7	0	0	0
TOTAL SWEDEN			82	0	0	80	18	1	0	0	0	7	0	0	0
SWITZERLAND															
BERNE	AIR ENGIADINA	S	102	0	6	54	27	15	4	0	0	18	0	0	0
TOTAL BERNE			102	0	6	54	27	15	4	0	0	18	0	0	0
GENEVA	SWISS AIRLINES	S	154	0	2	62	24	8	5	0	0	16	0	0	0
TOTAL GENEVA			154	0	2	62	24	8	5	0	0	16	0	0	0
ZURICH	SWISS AIRLINES	S	148	0	2	57	26	13	4	0	0	18	0	0	0
TOTAL ZURICH			148	0	2	57	26	13	4	0	0	18	0	0	0
TOTAL SWITZERLAND			404	0	10	58	26	12	4	0	0	17	0	0	0
UNITED KINGDOM															
EDINBURGH	KLM UK LTD	S	171	0	1	58	15	20	6	0	0	18	0	0	0
TOTAL EDINBURGH			171	0	1	58	15	20	6	0	0	18	0	0	0
MANCHESTER	KLM UK LTD	S	162	0	2	91	5	4	1	0	0	-1	0	0	0
TOTAL MANCHESTER			162	0	2	91	5	4	1	0	0	-1	0	0	0
TOTAL UNITED KINGDOM			333	0	3	74	10	12	4	0	0	8	0	0	0
TOTAL LONDON CITY			2701	10	81	68	19	10	3	0	0	13	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	BRITANNIA AIRWAYS	C	3	0	1	100	0	0	0	0	0	4	50	23	4	
TOTAL SALZBURG			3	0	1	100	0	0	0	0	0	4	50	23	4	
TOTAL AUSTRIA			3	0	1	100	0	0	0	0	0	4	50	23	4	
<b>CYPRUS</b>																
LARNACA	EUROCYPRIA AIRLINES LTD	C	3	0	0	33	33	33	0	0	0	20	0	0	0	
TOTAL LARNACA			3	0	0	33	33	33	0	0	0	20	50	18	8	
PAPHOS	AIR 2000	C	10	0	0	80	20	0	0	0	0	9	50	14	6	
	BRITANNIA AIRWAYS	C	11	0	1	82	0	0	18	0	0	11	86	7	7	
	EUROCYPRIA AIRLINES LTD	C	7	2	2	57	29	14	0	0	0	8	0	0	0	
	MONARCH AIRLINES	C	3	1	1	33	67	0	0	0	0	15	0	0	0	
TOTAL PAPHOS			31	3	4	71	19	3	6	0	0	10	69	10	13	
TOTAL CYPRUS			34	3	4	68	21	6	6	0	0	11	62	13	21	
<b>DENMARK</b>																
COPENHAGEN	DEBONAIR AIRWAYS LTD	S	124	0	15	66	12	8	10	3	0	26	0	0	0	
TOTAL COPENHAGEN			124	0	15	66	12	8	10	3	0	26	66	18	92	
TOTAL DENMARK			124	0	15	66	12	8	10	3	0	26	66	18	92	
<b>FINLAND</b>																
IVALO	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-2	0	0	0	
TOTAL IVALO			2	0	0	100	0	0	0	0	0	-2	0	0	0	
TOTAL FINLAND			2	3	0	100	0	0	0	0	0	-2	100	-1	2	
<b>FRANCE</b>																
LYON	AIR 2000	C	3	0	1	0	67	33	0	0	0	28	50	9	2	
TOTAL LYON			3	1	1	0	67	33	0	0	0	28	29	46	7	
NICE	DEBONAIR AIRWAYS LTD	S	32	0	2	69	13	9	6	3	0	23	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	161	0	10	89	3	1	7	1	0	5	0	0	0	
TOTAL NICE			193	0	12	85	5	2	7	1	0	8	34	31	62	
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	121	0	25	70	21	5	3	1	0	13	56	18	117	
TOTAL PARIS (CHARLES DE GAULLE)			121	0	25	70	21	5	3	1	0	13	56	18	117	
TOTAL FRANCE			317	1	38	79	11	3	5	1	0	10	47	23	186	
<b>GERMANY</b>																
MUNICH	DEBONAIR AIRWAYS LTD	S	92	0	9	60	21	10	9	1	0	22	0	0	0	
TOTAL MUNICH			92	0	9	60	21	10	9	1	0	22	62	26	86	
TOTAL GERMANY			92	0	9	60	21	10	9	1	0	22	62	26	86	
<b>GIBRALTAR</b>																
GIBRALTAR	MONARCH AIRLINES	S	29	0	2	93	0	7	0	0	0	1	0	0	0	
TOTAL GIBRALTAR			29	0	2	93	0	7	0	0	0	1	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GIBRALTAR			29	0	2	93	0	7	0	0	0	1	0	0	0
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	243	5	29	88	5	3	2	1	0	7	80	12	200
TOTAL DUBLIN			243	7	30	88	5	3	2	1	0	7	80	12	200
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	35	1	2	83	14	3	0	0	0	4	87	6	30
TOTAL KERRY COUNTY			35	1	2	83	14	3	0	0	0	4	87	6	30
WATERFORD	SCOT AIRWAYS	S	22	0	6	64	27	5	5	0	0	13	48	31	42
TOTAL WATERFORD			22	0	6	64	27	5	5	0	0	13	48	31	42
TOTAL IRISH REPUBLIC			300	8	39	86	8	3	2	1	0	7	76	14	273
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	9	0	1	67	11	11	0	0	11	45	50	86	10
	MONARCH AIRLINES	C	7	1	1	43	29	29	0	0	0	21	50	14	10
TOTAL OVDA			16	1	2	56	19	19	0	0	6	34	50	50	20
TOTAL ISRAEL			16	1	2	56	19	19	0	0	6	34	50	50	20
ITALY															
NAPLES	BMI BRITISH MIDLAND	C	8	0	0	38	38	25	0	0	0	22	40	33	10
TOTAL NAPLES			8	0	0	38	38	25	0	0	0	22	40	33	10
PALERMO	BMI BRITISH MIDLAND	C	8	0	0	13	13	50	25	0	0	40	27	58	11
TOTAL PALERMO			8	0	0	13	13	50	25	0	0	40	27	58	11
ROME (CIAMPINO)	AZZURRA AIR	S	52	2	3	85	12	0	2	2	0	11	0	0	0
	DEBONAIR AIRWAYS LTD	S	93	2	26	57	20	8	11	4	0	26	0	0	0
TOTAL ROME (CIAMPINO)			145	4	29	67	17	5	8	3	0	20	61	34	56
TURIN	MY TRAVEL AIRWAYS UK	C	2	1	2	0	0	100	0	0	0	41	33	99	3
TOTAL TURIN			2	1	2	0	0	100	0	0	0	41	33	99	3
TOTAL ITALY			163	9	31	62	18	9	8	3	0	22	53	40	80
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	162	1	3	71	14	9	5	1	0	13	0	0	0
TOTAL AMSTERDAM			162	1	3	71	14	9	5	1	0	13	52	34	163
TOTAL NETHERLANDS			162	1	3	71	14	9	5	1	0	13	52	34	163
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	80	10	0	10	0	0	7	80	9	10
TOTAL FUNCHAL			10	0	0	80	10	0	10	0	0	7	80	9	10
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	10	0	10	0	0	7	80	9	10
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	10	1	0	70	10	20	0	0	0	13	67	17	9
	MONARCH AIRLINES	S	29	1	0	69	21	3	7	0	0	15	54	22	26
TOTAL ALICANTE			39	2	0	69	18	8	5	0	0	14	57	21	35

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Reporting Airport: LUTON (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)										
BARCELONA	DEBONAIR AIRWAYS LTD	S	155	1	20	61	11	14	14	1	0	25	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	72	1	0	82	6	4	4	3	1	20	0	0	0
<b>TOTAL BARCELONA</b>			<b>227</b>	<b>2</b>	<b>20</b>	<b>67</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>31</b>	123
MADRID	DEBONAIR AIRWAYS LTD	S	65	0	6	62	23	3	6	6	0	25	0	0	0
<b>TOTAL MADRID</b>			<b>65</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>23</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>55</b>	104
MAHON	MONARCH AIRLINES	S	18	0	0	78	11	6	6	0	0	7	67	14	18
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>14</b>	18
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	12	70	12	10
	MONARCH AIRLINES	S	34	0	0	71	15	0	9	0	0	12	69	0	26
	MONARCH AIRLINES	C	4	0	0	0	0	50	0	50	0	136	50	13	4
<b>TOTAL MALAGA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>5</b>	40
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	1	0	38	25	13	13	0	13	130	75	15	8
	EASYJET AIRLINE COMPANY LTD	S	41	1	1	83	12	0	2	2	0	12	0	0	0
	MONARCH AIRLINES	S	8	0	0	75	13	13	0	0	0	11	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>57</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>75</b>	<b>15</b>	8
<b>TOTAL SPAIN</b>			<b>452</b>	<b>10</b>	<b>27</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>33</b>	328
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	6	0	0	83	17	0	0	0	0	1	78	-10	9
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	40	45	10
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	-6	100	-1	8
<b>TOTAL ARRECIFE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>70</b>	<b>13</b>	27
FUERTEVENTURA	MONARCH AIRLINES	C	10	0	1	90	0	10	0	0	0	2	100	-7	6
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>-7</b>	6
LAS PALMAS	BRITANNIA AIRWAYS	C	6	0	0	67	17	17	0	0	0	10	71	21	7
	MONARCH AIRLINES	C	10	0	0	50	20	20	10	0	0	20	78	7	9
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	16
TENERIFE (SURREINA SOFIA)	AIR 2000	C	7	1	0	57	14	29	0	0	0	17	70	12	10
	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	23	63	-5	8
	MONARCH AIRLINES	S	18	0	0	50	33	17	0	0	0	18	56	24	18
	MONARCH AIRLINES	C	18	1	7	78	22	0	0	0	0	5	17	37	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>51</b>	<b>2</b>	<b>7</b>	<b>61</b>	<b>22</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>43</b>	54
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>97</b>	<b>2</b>	<b>8</b>	<b>70</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>27</b>	103
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	58	0	0	83	10	2	3	2	0	9	0	0	0
<b>TOTAL GENEVA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
ZURICH	EDELWEISS AIR	C	35	5	3	74	17	9	0	0	0	10	70	9	46
<b>TOTAL ZURICH</b>			<b>35</b>	<b>5</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>9</b>	46
<b>TOTAL SWITZERLAND</b>			<b>93</b>	<b>5</b>	<b>3</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>9</b>	46
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	18	75	22	8

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				Actual (7)	Plan (8)										
TOTAL MONASTIR			8	0	0	50	25	25	0	0	0	18	75	22	8
TOTAL TUNISIA			8	0	0	50	25	25	0	0	0	18	75	22	8
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	55	1	2	80	9	0	4	7	0	27	0	0	0
TOTAL ABERDEEN			55	1	2	80	9	0	4	7	0	27	69	21	142
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	57	0	3	77	4	9	11	0	10	87	2	60	
TOTAL BELFAST CITY			57	0	3	77	4	9	11	0	10	87	2	60	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	256	3	16	79	10	7	4	1	0	12	0	0	0
TOTAL EDINBURGH			256	3	16	79	10	7	4	1	0	12	54	37	205
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	211	2	7	78	7	7	8	1	0	13	0	0	0
TOTAL GLASGOW			211	2	7	78	7	7	8	1	0	13	57	29	203
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	63	2	1	68	13	6	13	0	0	18	0	0	0
TOTAL INVERNESS			63	2	1	68	13	6	13	0	0	18	67	15	60
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	40	0	2	90	10	0	0	0	0	3	82	8	34
TOTAL ISLE OF MAN			40	0	2	90	10	0	0	0	0	3	82	8	34
MANCHESTER	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL MANCHESTER			2	1	0	100	0	0	0	0	0	-9	0	0	0
NORWICH	SCOT AIRWAYS	S	35	0	11	86	9	0	6	0	0	7	61	18	56
TOTAL NORWICH			35	0	11	86	9	0	6	0	0	7	61	18	56
TOTAL UNITED KINGDOM			719	10	42	78	9	6	6	1	0	13	63	24	809
USA															
SANFORD	MONARCH AIRLINES	C	8	0	0	0	25	38	38	0	0	60	50	16	4
TOTAL SANFORD			8	0	0	0	25	38	38	0	0	60	50	16	4
TOTAL USA			8	0	0	0	25	38	38	0	0	60	50	16	4
TOTAL LUTON			2629	55	224	74	12	7	6	1	0	15	61	25	2240

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				Actual (7)	Plan (8)										
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITANNIA AIRWAYS	C	10	0	0	20	30	0	10	20	20	349	0	0	0
TOTAL ANTIGUA			10	0	0	20	30	0	10	20	20	349	0	0	0
TOTAL ANTIGUA AND BARBUDA			10	0	0	20	30	0	10	20	20	349	0	0	0
<b>AUSTRALIA</b>															
MELBOURNE	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	33	0	0	39	33	250	3
TOTAL MELBOURNE			3	0	0	33	0	33	33	0	0	39	33	250	3
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	8	33	37	3
TOTAL PERTH (AUSTRALIA)			2	0	0	50	50	0	0	0	0	8	33	37	3
SYDNEY	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	33	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	44	0	0	0	0	4	44	198	9
TOTAL SYDNEY			11	0	0	55	36	9	0	0	0	9	44	198	9
TOTAL AUSTRALIA			16	0	0	50	31	13	6	0	0	15	40	176	15
<b>AUSTRIA</b>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	3	0	1	0	33	0	33	33	0	94	0	0	0
	LEISURE INTERNATIONAL	C	7	0	1	14	29	14	43	0	0	53	0	156	6
	TYROLEAN AIRWAYS	C	4	0	0	25	50	25	0	0	0	24	0	0	0
TOTAL INNSBRUCK			14	0	2	14	36	14	29	7	0	54	14	135	7
SALZBURG	AIR 2000	C	6	0	2	100	0	0	0	0	0	3	67	22	3
	BRITANNIA AIRWAYS	C	7	0	1	43	43	14	0	0	0	20	57	14	7
TOTAL SALZBURG			13	0	3	69	23	8	0	0	0	12	60	17	10
VIENNA	LAUDA-AIR	S	94	0	0	83	15	0	2	0	0	7	96	-1	50
TOTAL VIENNA			94	0	0	83	15	0	2	0	0	7	77	7	66
TOTAL AUSTRIA			121	0	5	74	18	2	5	1	0	13	70	19	83
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	12	0	0	33	33	8	8	17	0	53	56	21	9
	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	78	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	7	45	138	11
TOTAL BRIDGETOWN			23	0	0	48	26	9	9	9	0	37	50	86	20
TOTAL BARBADOS			23	0	0	48	26	9	9	9	0	37	50	86	20
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	98	1	3	77	11	8	4	0	0	11	71	12	104
	SABENA	S	207	0	0	81	13	5	1	0	0	6	74	8	76
TOTAL BRUSSELS			305	1	3	79	12	6	2	0	0	8	72	10	180
TOTAL BELGIUM			305	1	3	79	12	6	2	0	0	8	73	10	182
<b>BULGARIA</b>															
PLOVDIV	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	50	0	0	50	0	0	35	50	26	4
TOTAL PLOVDIV			4	0	0	50	0	0	50	0	0	35	33	38	6

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				Actual (7)	Plan (8)										
SOFIA	AIR 2000	C	3	0	1	0	0	0	100	0	0	152	0	69	1
	BRITANNIA AIRWAYS	C	3	0	0	33	33	0	0	33	0	108	75	14	4
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL SOFIA</b>			<b>9</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>139</b>	<b>43</b>	<b>49</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>13</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>8</b>	<b>107</b>	<b>38</b>	<b>44</b>	<b>13</b>
<b>CANADA</b>															
CALGARY	MY TRAVEL AIRWAYS UK	C	7	0	2	43	14	29	14	0	0	39	0	108	8
<b>TOTAL CALGARY</b>			<b>7</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>108</b>	<b>8</b>
TORONTO	AIR CANADA	S	44	0	0	55	27	9	5	0	5	29	35	24	26
	AIR TRANSAT	C	8	0	0	25	0	25	50	0	0	74	63	28	8
	CANADA 3000 AIRLINES	C	8	0	0	50	38	13	0	0	0	8	63	32	8
<b>TOTAL TORONTO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>45</b>	<b>26</b>	<b>42</b>
VANCOUVER	BRITANNIA AIRWAYS	C	3	0	0	33	0	67	0	0	0	34	0	0	0
<b>TOTAL VANCOUVER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>23</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>38</b>	<b>39</b>	<b>50</b>
<b>CUBA</b>															
HAVANA	CUBANA	S	4	0	0	25	25	0	50	0	0	74	0	0	0
<b>TOTAL HAVANA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	9	0	0	89	11	0	0	0	0	0	75	14	8
	CYPRUS AIRWAYS	S	18	0	0	61	11	17	6	6	0	27	72	14	18
	CYPRUS AIRWAYS	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	13	13	0	0	25	144	0	0	0
	MY TRAVEL AIRWAYS UK	C	30	0	0	73	20	0	7	0	0	12	56	27	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-4	0	0	0
<b>TOTAL LARNACA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>66</b>	<b>19</b>	<b>44</b>
PAPHOS	AIR 2000	S	10	0	0	70	20	10	0	0	0	11	100	7	6
	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	15	73	17	15
	EUROCYPRIA AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	19	0	329	2
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>42</b>	<b>23</b>
<b>TOTAL CYPRUS</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>23</b>	<b>69</b>	<b>27</b>	<b>67</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	CSA	S	45	0	0	78	9	11	2	0	0	8	70	19	30
<b>TOTAL PRAGUE</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>16</b>	<b>36</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>16</b>	<b>36</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	62	0	6	82	18	0	0	0	0	3	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 BILLUND			62	0	6	82	18	0	0	0	0	3	73	8	81
COPENHAGEN	SAS	S	153	0	0	80	10	9	1	0	0	4	65	10	127
TOTAL COPENHAGEN			153	0	0	80	10	9	1	0	0	4	65	10	127
TOTAL DENMARK			215	2	6	81	12	7	0	0	0	4	68	9	208
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	10	0	0	40	10	0	50	0	0	53	60	20	15
	LEISURE INTERNATIONAL	C	6	0	0	67	0	0	33	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	11	11	0	0	22	33	238	9
TOTAL PUERTO PLATA			28	1	1	50	14	7	29	0	0	37	41	92	34
SANTO DOMINGO	BRITANNIA AIRWAYS	C	16	0	0	38	19	19	25	0	0	44	36	76	11
	LEISURE INTERNATIONAL	C	4	0	0	25	75	0	0	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	30	10	40	0	0	42	0	0	0
TOTAL SANTO DOMINGO			30	0	0	30	30	13	27	0	0	40	38	61	16
TOTAL DOMINICAN REPUBLIC			58	1	1	40	22	10	28	0	0	39	40	82	50
EGYPT															
CAIRO	EGYPT AIR	C	6	0	2	17	17	67	0	0	0	34	0	0	0
TOTAL CAIRO			6	0	2	17	17	67	0	0	0	34	0	0	0
TOTAL EGYPT			6	0	2	17	17	67	0	0	0	34	44	62	16
FINLAND															
HELSINKI	FINNAIR	S	54	0	0	65	13	17	6	0	0	15	84	4	56
TOTAL HELSINKI			54	0	0	65	13	17	6	0	0	15	85	4	103
IVALO	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	10	0	27	2
TOTAL IVALO			2	0	0	100	0	0	0	0	0	10	25	22	4
JOENSUU	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL JOENSUU			2	0	0	100	0	0	0	0	0	6	0	0	0
KITTLA	AIR 2000	C	2	0	0	100	0	0	0	0	0	-2	0	37	2
	BRITANNIA AIRWAYS	C	4	0	0	25	75	0	0	0	0	20	0	58	2
	MONARCH AIRLINES	C	7	0	0	86	14	0	0	0	0	-4	33	47	12
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	25	0	0	0	1	0	0	0
TOTAL KITTLA			18	1	0	72	22	6	0	0	0	3	25	47	16
ROVANIEMI	AIR 2000	C	4	0	0	100	0	0	0	0	0	-6	100	-11	2
	BRITANNIA AIRWAYS	C	15	0	0	20	27	27	27	0	0	39	40	29	15
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	17	17	17	0	0	25	100	3	4
TOTAL ROVANIEMI			27	0	0	37	19	26	19	0	0	29	59	20	22
TOTAL FINLAND			103	1	0	60	16	17	8	0	0	16	73	12	145
FRANCE															
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	-5	67	11	18
TOTAL BEAUVAIS			18	0	0	100	0	0	0	0	0	-5	67	11	18

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				Actual (7)	Plan (8)										
CHAMBERY	AER LINGUS	C	5	0	0	0	20	60	20	0	0	42	40	18	5
<b>TOTAL CHAMBERY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>40</b>	<b>18</b>	<b>5</b>
DEAUVILLE	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	12	0	0	0	
<b>TOTAL DEAUVILLE</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	AIR 2000	C	6	0	2	33	0	67	0	0	33	0	0	0	
<b>TOTAL GRENOBLE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>295</b>	
LYON	AIR 2000	C	5	0	1	40	60	0	0	0	16	100	3	3	
	BRITANNIA AIRWAYS	C	4	1	0	25	75	0	0	0	21	0	39	4	
	BRITISH AIRWAYS PLC	C	9	0	1	44	11	22	22	0	37	40	42	5	
	MONARCH AIRLINES	C	4	0	0	25	0	75	0	0	40	0	68	4	
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	0	25	50	0	71	50	43	4	
<b>TOTAL LYON</b>			<b>26</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>27</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>36</b>	<b>35</b>	<b>41</b>	<b>20</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	242	0	0	70	17	6	5	1	16	67	13	236	
	BRITISH AIRWAYS PLC	S	231	0	5	75	11	9	5	0	12	70	15	216	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>473</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>68</b>	<b>14</b>	<b>454</b>	
TARBES-LOURDES INTERNATIONAL	AIR 2000	C	2	0	0	100	0	0	0	0	3	100	-6	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>-6</b>	<b>2</b>	
TOULOUSE (BLAGNAC)	AIR 2000	C	3	0	1	67	33	0	0	0	12	100	9	3	
	CALEDONIAN AIRWAYS	C	3	0	1	100	0	0	0	0	6	0	0	0	
	MONARCH AIRLINES	C	4	0	0	0	50	50	0	0	24	67	11	3	
	MY TRAVEL AIRWAYS UK	C	3	0	1	67	0	33	0	0	12	25	29	4	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>14</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>17</b>	<b>13</b>	
<b>TOTAL FRANCE</b>			<b>546</b>	<b>1</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>66</b>	<b>17</b>	<b>515</b>	
<b>GAMBIA</b>															
BANJUL	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	23	13	42	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	25	0	0	22	25	30	8	
<b>TOTAL BANJUL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>19</b>	<b>36</b>	<b>16</b>	
<b>TOTAL GAMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>19</b>	<b>36</b>	<b>16</b>	
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	80	2	2	80	13	4	4	0	12	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>80</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>16</b>	<b>2</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	144	2	2	85	6	5	5	0	8	81	8	154	
	LUFTHANSA	S	50	0	0	98	2	0	0	0	-4	77	10	93	
	LUFTHANSA CITY LINE	S	36	0	2	61	33	0	6	0	17	0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>230</b>	<b>2</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>247</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	153	0	4	83	12	2	3	0	5	68	15	162	
	LUFTHANSA	S	159	1	0	90	4	1	4	0	4	83	9	167	
<b>TOTAL FRANKFURT MAIN</b>			<b>312</b>	<b>1</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>329</b>	
HAHN	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	8	0	0	0	
<b>TOTAL HAHN</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	



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				Actual (7)	Plan (8)										
HAMBURG	LUFTHANSA CITY LINE	S	46	0	2	74	20	4	2	0	0	7	64	10	44
<b>TOTAL HAMBURG</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>10</b>	<b>44</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	56	0	0	71	7	7	13	2	0	20	0	0	0
<b>TOTAL HANOVER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>7</b>	<b>52</b>
MUNICH	LUFTHANSA CITY LINE	S	150	0	1	82	8	7	1	2	0	10	87	4	145
<b>TOTAL MUNICH</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>8</b>	<b>193</b>
<b>TOTAL GERMANY</b>			<b>877</b>	<b>5</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>881</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	75	0	25	0	0	0	6	33	68	9
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>68</b>	<b>9</b>
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>68</b>	<b>9</b>
<b>GREECE</b>															
ATHENS	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	7	25	26	4
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	100	0	0	106	0	69	2
<b>TOTAL ATHENS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>40</b>	<b>6</b>
CORFU	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	15	0	38	1
<b>TOTAL CORFU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>38</b>	<b>1</b>
SALONIKA	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	-8	100	0	2
<b>TOTAL SALONIKA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>67</b>	<b>18</b>	<b>3</b>
<b>TOTAL GREECE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>33</b>	<b>10</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	60	0	2	80	7	10	3	0	0	8	73	5	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>5</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>5</b>	<b>62</b>
<b>INDIA</b>															
GOA	BRITANNIA AIRWAYS	C	8	0	0	25	13	0	50	13	0	75	50	42	4
	CALEDONIAN AIRWAYS	C	8	1	0	38	13	0	25	25	0	75	22	48	9
	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	0	23	88	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL GOA</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>9</b>	<b>3</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>52</b>	<b>30</b>	<b>21</b>
MUMBAI	AIR INDIA	S	17	1	0	41	18	6	18	0	18	143	33	70	18
<b>TOTAL MUMBAI</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>143</b>	<b>33</b>	<b>70</b>	<b>18</b>
<b>TOTAL INDIA</b>			<b>49</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>12</b>	<b>4</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>79</b>	<b>44</b>	<b>49</b>	<b>39</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	41	0	1	83	7	2	2	5	0	10	80	11	30
<b>TOTAL CONNAUGHT</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>30</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	124	0	4	80	10	6	2	3	0	12	76	13	120
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>120</b>

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	AER LINGUS	S	249	3	0	91	6	3	0	0	0	6	82	9	279
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	RYANAIR	S	276	2	6	88	6	3	3	0	0	4	80	9	278
<b>TOTAL DUBLIN</b>			<b>527</b>	<b>5</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>557</b>	
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	96	0	6	86	6	3	1	3	0	10	88	4	104
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	50	50	0	0	74	0	0	0
<b>TOTAL SHANNON</b>			<b>98</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>104</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>790</b>	<b>5</b>	<b>17</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>811</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	4	80	8	10
<b>TOTAL OVDA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>8</b>	<b>10</b>
TEL AVIV	EL AL	S	16	0	2	94	6	0	0	0	0	-3	71	20	17
<b>TOTAL TEL AVIV</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>71</b>	<b>20</b>	<b>17</b>
<b>TOTAL ISRAEL</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>27</b>
<b>ITALY</b>															
BERGAMO	AIR 2000	C	3	0	1	100	0	0	0	0	0	-6	100	-2	2
	BRITANNIA AIRWAYS	C	2	0	0	0	50	50	0	0	0	36	0	42	2
	MY TRAVEL AIRWAYS UK	C	3	0	1	0	0	100	0	0	0	49	0	41	3
<b>TOTAL BERGAMO</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>29</b>	<b>29</b>	<b>7</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	89	0	3	79	10	3	6	1	1	18	61	15	90
<b>TOTAL MILAN (LINATE)</b>			<b>89</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>61</b>	<b>15</b>	<b>90</b>
MILAN (MALPENSA)	AIR 2000	C	2	0	1	50	0	0	50	0	0	61	0	0	0
	TRANSAER	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	AIR 2000	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	32	35	31	20
<b>TOTAL ROME (CIAMPINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>35</b>	<b>31</b>	<b>20</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	24	0	0	75	17	0	8	0	0	10	77	12	26
<b>TOTAL ROME (FIUMICINO)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>154</b>
<b>TURIN</b>															
TURIN	AIR 2000	C	5	0	1	20	40	0	40	0	0	63	38	31	8
	BRITISH AIRWAYS PLC	C	3	0	1	67	0	33	0	0	0	19	0	82	3
	CALEDONIAN AIRWAYS	C	5	0	2	60	40	0	0	0	0	10	100	7	1
	LEISURE INTERNATIONAL	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	MONARCH AIRLINES	C	11	0	0	9	9	9	73	0	0	77	25	23	4
	MY TRAVEL AIRWAYS UK	C	5	0	1	20	20	0	60	0	0	73	33	65	3
<b>TOTAL TURIN</b>			<b>32</b>	<b>0</b>	<b>5</b>	<b>28</b>	<b>22</b>	<b>9</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>30</b>	<b>45</b>	<b>20</b>
VENICE	AIR 2000	C	2	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL VENICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	LEISURE INTERNATIONAL	C	3	0	0	33	33	0	33	0	0	39	50	28	4
<b>TOTAL VERONA</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>35</b>	<b>7</b>

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				Actual (7)	Plan (8)										
TOTAL ITALY			168	0	12	64	15	7	13	1	1	24	64	16	302
JAMAICA															
MONTEGO BAY	LEISURE INTERNATIONAL	C	9	0	0	56	11	0	33	0	0	34	0	0	0
TOTAL MONTEGO BAY			9	0	0	56	11	0	33	0	0	34	19	69	26
TOTAL JAMAICA			9	0	0	56	11	0	33	0	0	34	19	69	26
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	9	0	0	56	11	0	22	11	0	52	30	54	10
	MONARCH AIRLINES	C	9	0	0	11	11	0	78	0	0	90	30	47	10
TOTAL MOMBASA			18	0	0	33	11	0	50	6	0	71	30	50	20
TOTAL KENYA			18	0	0	33	11	0	50	6	0	71	30	50	20
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	42	0	2	76	14	7	2	0	0	6	89	12	18
TOTAL LUXEMBOURG			42	0	2	76	14	7	2	0	0	6	89	12	18
TOTAL LUXEMBOURG			42	0	2	76	14	7	2	0	0	6	89	12	18
MALDIVE ISLANDS															
MALE INTERNATIONAL	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	-13	0	0	0
TOTAL MALE INTERNATIONAL			4	0	0	100	0	0	0	0	0	-13	0	0	0
TOTAL MALDIVE ISLANDS			4	0	0	100	0	0	0	0	0	-13	0	0	0
MALTA															
MALTA	AIR 2000	C	10	0	0	50	10	40	0	0	0	19	64	17	14
	AIR MALTA	C	12	0	0	100	0	0	0	0	0	-14	70	0	20
	AIR MALTA	S	9	0	0	56	11	11	0	22	0	45	80	-1	10
	BRITANNIA AIRWAYS	C	18	0	0	61	33	0	6	0	0	17	61	16	18
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	22	50	110	4
	MY TRAVEL AIRWAYS UK	C	12	0	0	67	25	8	0	0	0	8	71	18	14
TOTAL MALTA			65	0	0	65	18	12	2	3	0	14	64	23	84
TOTAL MALTA			65	0	0	65	18	12	2	3	0	14	64	23	84
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	60	10	10	20	0	0	23	63	13	8
TOTAL MAURITIUS			10	0	0	60	10	10	20	0	0	23	63	13	8
TOTAL MAURITIUS			10	0	0	60	10	10	20	0	0	23	63	13	8
MEXICO															
CANCUN	LEISURE INTERNATIONAL	C	7	1	1	86	0	0	14	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	20	0	0	6	25	84	8
TOTAL CANCUN			17	1	1	82	0	0	18	0	0	5	33	76	9
TOTAL MEXICO			17	1	1	82	0	0	18	0	0	5	21	81	14
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	170	0	4	79	13	5	2	0	0	8	70	13	171

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				Actual (7)	Plan (8)										
AMSTERDAM	KLM UK LTD	S	376	0	6	71	11	10	8	0	0	13	73	14	329
<b>TOTAL AMSTERDAM</b>			<b>546</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>500</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	64	0	8	80	13	5	3	0	5	82	5	50	
<b>TOTAL EINDHOVEN</b>			<b>64</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>5</b>	<b>50</b>	
<b>TOTAL NETHERLANDS</b>			<b>610</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>550</b>	
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	2	0	0	0	0	100	0	0	40	0	85	2	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>85</b>	<b>2</b>	
<b>TOTAL NEW ZEALAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>85</b>	<b>2</b>	
<b>NORWAY</b>															
GEILO (DAGALI)	BA CITIEXPRESS (IOM) LTD	C	3	0	1	67	33	0	0	0	12	0	0	0	
<b>TOTAL GEILO (DAGALI)</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>62</b>	<b>3</b>	
OSLO (FORNEBU)	SAS	S	49	0	0	86	6	2	6	0	9	63	11	24	
<b>TOTAL OSLO (FORNEBU)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>11</b>	<b>24</b>	
<b>TOTAL NORWAY</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>17</b>	<b>27</b>	
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	52	19	19	7	0	64	48	43	27	
	PAKISTAN INTL AIRLINES	S	16	0	0	6	13	6	38	25	13	234	39	80	18
<b>TOTAL ISLAMABAD</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>16</b>	<b>14</b>	<b>19</b>	<b>9</b>	<b>127</b>	<b>44</b>	<b>58</b>	<b>45</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	0	0	0	0	100	0	129	13	48	8	
<b>TOTAL LAHORE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>129</b>	<b>13</b>	<b>48</b>	<b>8</b>	
<b>TOTAL PAKISTAN</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>8</b>	<b>127</b>	<b>40</b>	<b>56</b>	<b>53</b>	
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	23	0	1	78	4	0	17	0	24	0	0	0	
	LOT-POLISH AIRLINES	S	24	0	0	75	17	8	0	0	3	0	0	0	
<b>TOTAL WARSAW</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	8	0	0	75	0	0	25	0	22	78	99	9	
	BRITANNIA AIRWAYS	C	8	0	1	63	0	13	0	25	61	100	0	10	
	CALEDONIAN AIRWAYS	C	3	0	0	67	33	0	0	0	2	50	12	4	
	EXCEL AIRWAYS LTD	C	4	0	0	25	25	0	25	25	90	0	0	0	
	LEISURE INTERNATIONAL	C	4	0	0	25	25	0	50	0	53	70	9	10	
	MONARCH AIRLINES	C	23	0	0	61	30	9	0	0	11	62	24	26	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	6	50	31	14	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	-14	0	0	0	
	TRANSAER	C	4	0	0	50	25	0	25	0	13	0	0	0	
<b>TOTAL FARO</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>17</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>21</b>	<b>67</b>	<b>29</b>	<b>73</b>	
LISBON	PORTUGALIA	S	43	0	2	53	21	14	12	0	27	0	0	0	

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				Actual (7)	Plan (8)										
<b>TOTAL LISBON</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>21</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
OPORTO ( PORTUGAL )	PORTUGALIA	S	7	0	0	71	0	29	0	0	0	9	0	0	0
TOTAL OPORTO ( PORTUGAL )			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>120</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>29</b>	<b>73</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	10	1	0	50	0	30	20	0	0	31	63	43	16
	CALEDONIAN AIRWAYS	C	10	0	0	0	30	40	20	10	0	73	40	21	10
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	0	60	22	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	10	20	0	0	40	0	0	0
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>13</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>31</b>	<b>36</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>13</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>31</b>	<b>36</b>
<b>SEYCHELLES</b>															
SEYCHELLES	MONARCH AIRLINES	C	20	0	0	65	15	10	10	0	0	15	0	0	0
<b>TOTAL SEYCHELLES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>TOTAL SEYCHELLES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	36	0	0	42	25	25	8	0	0	22	43	31	28
<b>TOTAL SINGAPORE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>31</b>	<b>28</b>
<b>TOTAL SINGAPORE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>31</b>	<b>28</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	29	0	0	52	24	10	7	0	7	49	55	43	22
	BRITANNIA AIRWAYS	C	58	0	0	66	10	17	7	0	0	18	75	13	61
	CALEDONIAN AIRWAYS	C	7	0	0	14	29	29	29	0	0	40	75	2	4
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	10	0	235	1
	MONARCH AIRLINES	C	32	0	2	38	22	16	19	6	0	43	46	35	26
	MY TRAVEL AIRWAYS UK	C	30	2	0	47	10	30	10	3	0	35	42	28	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	13	25	0	0	40	0	0	0
	TRANSAER	C	4	0	0	25	0	50	25	0	0	45	0	0	0
<b>TOTAL ALICANTE</b>			<b>170</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>16</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>58</b>	<b>29</b>	<b>148</b>
ALMERIA	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	9	0	42	2
<b>TOTAL ALMERIA</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>9</b>	<b>60</b>	<b>12</b>	<b>10</b>
BARCELONA	IBERIA	S	56	0	0	45	30	18	5	0	2	27	81	10	31
<b>TOTAL BARCELONA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>81</b>	<b>10</b>	<b>31</b>
GERONA	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	6	33	25	6
<b>TOTAL GERONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>25</b>	<b>6</b>
MADRID	BRITISH AIRWAYS PLC	S	74	0	0	58	9	20	12	0	0	25	54	32	72
	IBERIA	S	60	0	0	30	22	35	13	0	0	33	48	28	29
<b>TOTAL MADRID</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>31</b>	<b>101</b>
MALAGA	AIR 2000	C	18	0	0	67	22	11	0	0	0	12	60	33	20
	BRITANNIA AIRWAYS	C	28	0	0	57	25	0	11	7	0	35	81	5	36

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	12	0	6	33	25	25	8	0	8	66	42	38	12
	LEISURE INTERNATIONAL	C	8	0	0	50	25	0	25	0	0	38	40	85	10
	MONARCH AIRLINES	C	28	0	0	29	21	14	21	14	0	73	50	24	34
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	6	22	22	11	0	64	36	34	22
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	50	25	0	0	52	0	0	0
	TRANSAER	C	6	0	0	67	0	17	17	0	0	26	0	0	0
<b>TOTAL MALAGA</b>			<b>126</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>18</b>	<b>14</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>48</b>	<b>52</b>	<b>38</b>	<b>152</b>
PALMA DE MALLORCA	AIR 2000	C	10	0	0	10	40	30	20	0	0	40	58	21	12
	BRITANNIA AIRWAYS	C	44	0	0	48	18	14	14	7	0	38	81	7	21
	MONARCH AIRLINES	C	2	0	0	0	0	0	0	100	0	208	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	25	19	13	6	0	38	50	22	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>22</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>42</b>	<b>62</b>	<b>19</b>	<b>53</b>
<b>TOTAL SPAIN</b>			<b>567</b>	<b>2</b>	<b>8</b>	<b>47</b>	<b>18</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>57</b>	<b>29</b>	<b>501</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	24	0	0	88	0	4	0	0	8	50	81	10	26
	BRITANNIA AIRWAYS	C	26	0	0	85	0	8	4	4	0	19	69	28	16
	CALEDONIAN AIRWAYS	C	4	0	0	75	0	25	0	0	0	8	44	30	9
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	-6	0	0	0
	LEISURE INTERNATIONAL	C	6	0	0	83	17	0	0	0	0	12	50	213	8
	MONARCH AIRLINES	C	18	0	0	44	17	22	17	0	0	27	64	8	14
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	19	31	19	0	0	31	25	91	16
	SPANAIR	C	2	0	0	100	0	0	0	0	0	5	13	62	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	-8	0	0	0
<b>TOTAL ARRECIFE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>26</b>	<b>55</b>	<b>47</b>	<b>101</b>
FUERTEVENTURA	AIR 2000	C	10	0	0	80	10	10	0	0	0	6	100	0	6
	BRITANNIA AIRWAYS	C	18	0	0	56	22	0	22	0	0	31	50	28	12
	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	0	-10	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	8	0	168	2
	MY TRAVEL AIRWAYS UK	C	17	0	0	35	18	24	24	0	0	35	36	44	14
<b>TOTAL FUERTEVENTURA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>38</b>	<b>34</b>
LAS PALMAS	AIR 2000	C	20	0	0	65	0	15	20	0	0	31	71	8	17
	AIR EUROPA	C	2	0	0	0	50	50	0	0	0	28	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	44	38	19	0	0	0	19	73	11	22
	LEISURE INTERNATIONAL	C	10	0	0	70	20	10	0	0	0	8	30	19	10
	MONARCH AIRLINES	C	10	0	0	50	20	20	10	0	0	21	31	25	13
	MY TRAVEL AIRWAYS UK	C	29	0	0	59	7	17	14	3	0	31	58	20	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	22	0	11	0	0	16	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>20</b>	<b>103</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	35	0	0	46	26	9	20	0	0	28	33	46	40
	AIR EUROPA	C	5	0	0	60	20	20	0	0	0	8	0	79	8
	BRITANNIA AIRWAYS	C	54	0	0	67	7	13	13	0	0	20	51	28	57
	CALEDONIAN AIRWAYS	C	38	0	2	37	24	26	8	3	3	63	39	37	28
	EXCEL AIRWAYS LTD	C	5	0	2	20	20	20	40	0	0	68	0	123	1
	LEISURE INTERNATIONAL	C	26	0	0	54	23	12	12	0	0	23	27	44	26
	MONARCH AIRLINES	C	42	0	0	29	29	26	14	2	0	33	24	49	37
	MY TRAVEL AIRWAYS UK	C	37	0	2	41	19	30	11	0	0	31	18	63	39

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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)	SPANAIR	C	4	0	0	0	50	50	0	0	0	28	0	34	2
	THOMAS COOK AIRLINES LTD	C	18	0	2	72	22	6	0	0	3	0	0	0	
	TRANSAER	C	6	0	0	50	17	33	0	0	13	0	0	0	
	VIVA	C	6	0	0	0	33	67	0	0	38	62	23	13	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>276</b>	<b>0</b>	<b>8</b>	<b>46</b>	<b>21</b>	<b>20</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>47</b>	<b>275</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>547</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>17</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>42</b>	<b>41</b>	<b>513</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	8	0	0	38	38	13	13	0	0	29	0	0	0
TOTAL ST LUCIA (HEWANORRA)			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ST LUCIA			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	36	0	4	75	11	14	0	0	9	81	10	42	
TOTAL STOCKHOLM (ARLANDA)			<b>36</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>42</b>	
TOTAL SWEDEN			<b>36</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>42</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	49	0	0	57	33	8	2	0	15	58	19	45	
TOTAL BASLE MULHOUSE			<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>33</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>19</b>	<b>45</b>	
<b>GENEVA</b>															
	AIR ENGIADINA	S	46	0	0	76	20	4	0	0	8	0	0	0	
	BRITANNIA AIRWAYS	C	4	0	0	25	0	25	50	0	57	0	47	3	
	BRITISH AIRWAYS PLC	S	44	0	0	73	18	9	0	0	9	73	18	44	
	BRITISH AIRWAYS PLC	C	4	0	5	50	25	25	0	0	23	100	3	4	
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	50	25	0	0	22	0	75	3	
TOTAL GENEVA			<b>102</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>23</b>	<b>59</b>	
<b>ZURICH</b>															
	SWISS AIRLINES	S	49	0	0	53	37	10	0	0	15	61	17	46	
	SWISSAIR	S	115	0	5	80	15	3	2	0	8	75	10	60	
TOTAL ZURICH			<b>164</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>154</b>	
TOTAL SWITZERLAND			<b>315</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>16</b>	<b>258</b>	
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	9	0	0	44	22	11	22	0	38	0	0	0	
TOTAL PHUKET			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOTAL THAILAND			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>38</b>	<b>78</b>	<b>-5</b>	<b>9</b>	
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	50	50	0	0	0	14	60	16	10	
	BRITANNIA AIRWAYS	C	17	2	0	76	6	6	12	0	22	86	5	14	
	MY TRAVEL AIRWAYS UK	C	20	0	0	60	30	10	0	0	13	62	29	21	
	NOUVELAIR TUNISIE	C	4	0	0	0	0	0	0	100	418	63	26	8	
TOTAL MONASTIR			<b>49</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>68</b>	<b>20</b>	<b>53</b>	
TOTAL TUNISIA			<b>49</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>68</b>	<b>20</b>	<b>53</b>	
<b>TURKEY</b>															

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				Actual (7)	Plan (8)										
ISTANBUL	ISTANBUL HAVA YOLLARI	C	18	0	0	17	22	39	11	11	0	57	13	48	8
	THY TURK HAVA YOLLARI TURKIS	S	26	0	0	77	19	4	0	0	0	9	0	0	0
<b>TOTAL ISTANBUL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>31</b>	<b>44</b>
<b>TOTAL TURKEY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>48</b>	<b>31</b>	<b>54</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	53	18	13	16	0	0	22	55	18	44
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>18</b>	<b>44</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>18</b>	<b>44</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	174	0	5	74	17	7	3	0	0	10	65	14	123
	BRITISH AIRWAYS PLC	S	171	0	3	81	12	5	2	0	0	7	92	2	171
<b>TOTAL ABERDEEN</b>			<b>345</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>294</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	243	0	3	79	9	7	5	1	0	10	82	11	237
<b>TOTAL BELFAST CITY</b>			<b>243</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>237</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	207	2	3	77	12	6	5	1	0	11	88	4	210
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>207</b>	<b>2</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>210</b>
CITY OF DERRY ( EGLINTON )	BRITISH REGIONAL AIRLINES LTD	S	73	0	5	88	3	1	7	1	0	8	86	7	71
<b>TOTAL CITY OF DERRY ( EGLINTON )</b>			<b>73</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>71</b>
DUNDEE	BMI REGIONAL	S	43	0	0	49	33	7	12	0	0	21	55	16	77
<b>TOTAL DUNDEE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>33</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>16</b>	<b>77</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	185	1	3	86	11	1	2	0	0	4	88	4	184
<b>TOTAL EDINBURGH</b>			<b>185</b>	<b>1</b>	<b>3</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>184</b>
<b>GATWICK</b>															
GATWICK	BRITANNIA AIRWAYS	C	16	1	0	13	31	50	6	0	0	32	45	27	33
	BRITISH AIRWAYS (EURO OPS) LG	S	297	0	4	74	13	8	4	0	0	10	65	15	285
	BRITISH AIRWAYS PLC	S	27	0	0	63	26	0	4	4	4	62	63	28	27
	LEISURE INTERNATIONAL	C	3	2	1	0	0	0	100	0	0	156	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	0	25	25	0	87	40	40	15
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	0	14	29	0	0	44	46	49	24
<b>TOTAL GATWICK</b>			<b>354</b>	<b>3</b>	<b>5</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>20</b>	<b>386</b>
<b>GLASGOW</b>															
GLASGOW	BMI REGIONAL	S	114	0	16	72	11	12	5	0	0	13	79	10	113
	BRITISH AIRWAYS PLC	S	233	2	3	82	10	4	3	0	0	7	78	8	199
	MY TRAVEL AIRWAYS UK	C	5	1	0	60	40	0	0	0	0	2	0	0	0
<b>TOTAL GLASGOW</b>			<b>352</b>	<b>3</b>	<b>19</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>8</b>	<b>312</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	59	1	0	81	5	8	5	0	0	9	71	22	55
<b>TOTAL GUERNSEY</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>22</b>	<b>55</b>
HEATHROW	BRITISH AIRWAYS PLC	S	539	0	23	78	12	5	4	0	0	13	78	12	554
<b>TOTAL HEATHROW</b>			<b>540</b>	<b>0</b>	<b>47</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>555</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	170	0	0	90	7	2	0	1	0	4	85	5	168
<b>TOTAL ISLE OF MAN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>170</b>
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	73	0	0	78	10	7	4	1	0	10	68	22	109



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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
JERSEY	MY TRAVEL AIRWAYS UK	C	2	0	0	0	100	0	0	0	0	25	50	12	2
<b>TOTAL JERSEY</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>22</b>	<b>111</b>
LONDON CITY	KLM UK LTD	S	164	0	2	93	4	2	1	1	0	-5	0	0	0
<b>TOTAL LONDON CITY</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	SCOT AIRWAYS	S	58	0	2	91	3	2	3	0	0	3	87	6	54
<b>TOTAL NORWICH</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>54</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	116	2	0	80	9	9	2	0	0	9	88	7	107
<b>TOTAL SOUTHAMPTON</b>			<b>117</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>136</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	117	0	3	79	10	5	3	3	0	12	73	23	108
<b>TOTAL STANSTED</b>			<b>117</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>23</b>	<b>108</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3103</b>	<b>12</b>	<b>100</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>3105</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	73	13	11	3	0	0	13	72	14	60
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	83	7	3	7	0	0	6	53	28	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>28</b>	<b>60</b>
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	10	0	0	10	30	20	40	0	0	51	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	1	0	78	13	3	5	0	0	5	83	3	60
	DELTA AIRLINES	S	57	0	1	91	4	4	2	0	0	-2	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>118</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>3</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	1	0	79	13	8	0	0	0	2	55	28	62
	MONARCH AIRLINES	C	20	0	0	70	15	10	5	0	0	10	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>82</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>55</b>	<b>28</b>	<b>62</b>
ORLANDO	LAKER AIRWAYS INC	S	8	0	0	13	13	13	50	0	13	112	50	48	8
<b>TOTAL ORLANDO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>112</b>	<b>72</b>	<b>36</b>	<b>71</b>
SANFORD	BRITANNIA AIRWAYS	C	18	0	0	67	22	0	11	0	0	17	24	75	17
	LEISURE INTERNATIONAL	C	14	0	1	50	14	7	21	0	7	91	0	0	0
	MY TRAVEL AIRWAYS UK	C	25	0	0	64	12	8	8	8	0	33	22	87	9
<b>TOTAL SANFORD</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>5</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>42</b>	<b>34</b>	<b>58</b>	<b>53</b>
<b>TOTAL USA</b>			<b>398</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>62</b>	<b>28</b>	<b>366</b>
<b>VENEZUELA</b>															
PORLAMAR	LEISURE INTERNATIONAL	C	4	0	0	0	0	0	50	0	50	933	0	0	0
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>933</b>	<b>25</b>	<b>17</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>933</b>	<b>25</b>	<b>17</b>	<b>4</b>
<b>TOTAL MANCHESTER</b>			<b>9944</b>	<b>41</b>	<b>238</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>18</b>	<b>9473</b>

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	3	0	1	100	0	0	0	0	0	9	100	-9	2
TOTAL INNSBRUCK			3	0	1	100	0	0	0	0	0	9	100	-9	2
SALZBURG	AIR 2000	C	3	0	0	100	0	0	0	0	0	5	100	-2	3
TOTAL SALZBURG			3	0	0	100	0	0	0	0	0	5	100	-2	3
TOTAL AUSTRIA			6	0	1	100	0	0	0	0	0	7	88	-2	8
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	183	0	0	83	13	3	2	0	0	7	88	4	196
TOTAL BRUSSELS			183	0	0	83	13	3	2	0	0	7	88	4	196
TOTAL BELGIUM			183	0	0	83	13	3	2	0	0	7	88	4	196
<b>CYPRUS</b>															
LARNACA	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	0	25	0	0	22	75	1	4
TOTAL LARNACA			5	1	0	60	20	0	20	0	0	15	75	1	4
TOTAL CYPRUS			5	1	0	60	20	0	20	0	0	15	75	1	4
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	108	2	0	94	5	1	1	0	0	-4	0	0	0
TOTAL COPENHAGEN			108	2	0	94	5	1	1	0	0	-4	86	2	100
TOTAL DENMARK			108	2	0	94	5	1	1	0	0	-4	86	2	100
<b>FINLAND</b>															
ROVANIEMI	AIR 2000	C	2	0	0	100	0	0	0	0	0	-15	0	0	0
TOTAL ROVANIEMI			2	0	0	100	0	0	0	0	0	-15	0	0	0
TOTAL FINLAND			2	0	0	100	0	0	0	0	0	-15	0	0	0
<b>FRANCE</b>															
TOTAL LYON			2	0	1	50	50	0	0	0	0	13	75	10	4
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	115	1	2	63	22	10	5	0	0	15	75	11	105
	GILL AIRWAYS	S	102	0	2	73	21	2	5	0	0	13	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			217	1	4	68	21	6	5	0	0	14	75	11	105
TOTAL FRANCE			221	2	6	68	21	6	5	0	0	14	76	11	139
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	52	0	0	75	12	8	4	2	0	13	79	17	34
TOTAL DUSSELDORF			52	0	0	75	12	8	4	2	0	13	79	17	34
HAHN	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	0	50	0	101	0	0	0
TOTAL HAHN			2	0	0	50	0	0	0	50	0	101	0	0	0
TOTAL GERMANY			54	0	0	74	11	7	4	4	0	17	62	30	69
<b>HUNGARY</b>															
BUDAPEST	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-10	100	-2	2

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BUDAPEST			2	0	0	100	0	0	0	0	0	-10	100	-2	2
TOTAL HUNGARY			2	0	0	100	0	0	0	0	0	-10	100	-2	2
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	144	0	0	92	3	2	2	0	0	1	94	3	114
TOTAL DUBLIN			144	0	0	92	3	2	2	0	0	1	94	3	114
TOTAL IRISH REPUBLIC			144	0	0	92	3	2	2	0	0	1	94	3	114
MALTA															
MALTA	AIR MALTA	C	10	0	0	70	10	20	0	0	0	11	0	0	0
TOTAL MALTA			10	0	0	70	10	20	0	0	0	11	100	3	3
TOTAL MALTA			10	0	0	70	10	20	0	0	0	11	100	3	3
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	216	0	2	59	14	12	14	1	0	23	68	20	168
TOTAL AMSTERDAM			216	0	2	59	14	12	14	1	0	23	68	20	168
TOTAL NETHERLANDS			216	0	2	59	14	12	14	1	0	23	68	20	168
NORWAY															
BERGEN	BRAATHENS ASA	S	50	0	0	86	6	6	2	0	0	6	84	7	49
TOTAL BERGEN			50	0	0	86	6	6	2	0	0	6	84	7	49
OSLO (FORNEBU)	BRAATHENS ASA	S	50	0	0	86	6	8	0	0	0	4	90	5	49
TOTAL OSLO (FORNEBU)			50	0	0	86	6	8	0	0	0	4	90	5	49
TOTAL NORWAY			100	0	0	86	6	7	1	0	0	5	85	7	104
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	4	100	-1	4
TOTAL FARO			4	0	0	75	25	0	0	0	0	4	100	-1	4
TOTAL PORTUGAL(EXCLUDING MADEIRA)			4	0	0	75	25	0	0	0	0	4	100	-1	4
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	14	0	0	64	29	7	0	0	0	8	78	6	18
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	25	0	0	0	15	100	-6	4
TOTAL ALICANTE			18	0	0	67	22	11	0	0	0	9	82	4	22
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	0	13	0	29	83	12	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	50	50	0	0	87	50	34	2
TOTAL MALAGA			10	0	0	60	0	20	10	10	0	41	77	39	30
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	13	13	0	36	89	9	9
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	3	50	8	4
TOTAL PALMA DE MALLORCA			12	0	0	83	0	0	8	8	0	25	77	9	13
TOTAL SPAIN			40	0	0	70	10	10	5	5	0	22	78	21	65
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	6	0	0	83	0	17	0	0	0	5	75	31	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	10	0	0	70	30	0	0	0	0	4	0	0	0
	FUTURA AIRLINES	C	6	0	0	83	17	0	0	0	0	13	0	0	0
<b>TOTAL ARRECIFE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>23</b>	<b>15</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	0	30	0	0	41	100	-4	6
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>-4</b>	<b>6</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	60	40	0	0	0	0	11	70	10	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	20	10	0	0	19	90	2	10
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>6</b>	<b>20</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	18	0	0	72	17	11	0	0	0	8	38	19	16
	BRITANNIA AIRWAYS	C	18	0	0	67	0	11	17	6	0	36	50	26	14
	FUTURA AIRLINES	C	8	0	0	38	13	25	25	0	0	38	25	56	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	63	13	0	0	47	33	35	9
	VIVA	C	10	0	0	30	50	10	10	0	0	26	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>36</b>	<b>34</b>	<b>53</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>24</b>	<b>94</b>
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	10	0	0	50	30	20	0	0	0	17	0	0	0
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
UKRAINE															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINE	C	4	0	0	0	0	25	75	0	0	67	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	140	0	1	51	24	16	7	2	0	24	81	12	98
	EUROPEAN AIRWAYS LTD	S	32	0	2	81	9	3	6	0	0	10	0	0	0
	GILL AIRWAYS	S	38	0	6	84	3	5	8	0	0	8	82	13	44
<b>TOTAL ABERDEEN</b>			<b>210</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>12</b>	<b>142</b>
BELFAST CITY	GILL AIRWAYS	S	248	2	7	85	10	3	1	0	0	5	62	24	197
<b>TOTAL BELFAST CITY</b>			<b>248</b>	<b>2</b>	<b>7</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>24</b>	<b>197</b>
BIRMINGHAM	DUO AIRWAYS LTD	S	133	0	3	92	7	2	0	0	0	3	87	8	136
<b>TOTAL BIRMINGHAM</b>			<b>133</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>136</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	147	0	0	69	11	10	8	2	0	19	79	14	98
<b>TOTAL BRISTOL</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>14</b>	<b>98</b>
CARDIFF WALES	EUROPEAN AIRWAYS LTD	S	63	0	5	70	16	5	8	2	0	17	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>63</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>16</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>14</b>	<b>68</b>
GATWICK	CITY FLYER EXPRESS	S	303	0	11	71	17	10	3	0	0	9	73	9	237
<b>TOTAL GATWICK</b>			<b>303</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>9</b>	<b>237</b>
GLASGOW	AIR 2000	C	11	0	0	82	9	0	9	0	0	6	0	0	0

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL GLASGOW</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
HEATHROW	BRITISH AIRWAYS PLC	S	287	0	11	84	8	6	2	0	0	8	80	12	291
<b>TOTAL HEATHROW</b>			<b>287</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	291
MANCHESTER	MY TRAVEL AIRWAYS UK	C	6	0	2	67	0	17	0	17	0	32	0	0	0
<b>TOTAL MANCHESTER</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>47</b>	8
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	67	0	1	84	6	3	7	0	0	11	77	20	57
<b>TOTAL SOUTHAMPTON</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>20</b>	57
STANSTED	KLM UK LTD	S	120	0	2	88	8	3	1	1	0	5	85	6	124
<b>TOTAL STANSTED</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	124
WICK	GILL AIRWAYS	S	42	0	2	86	5	5	5	0	0	10	78	15	40
<b>TOTAL WICK</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>15</b>	40
<b>TOTAL UNITED KINGDOM</b>			<b>1638</b>	<b>2</b>	<b>53</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	1524
<b>USA</b>															
SANFORD	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	50	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	14	0	14	29	0	74	0	0	0
<b>TOTAL SANFORD</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>62</b>	<b>38</b>	<b>43</b>	8
<b>TOTAL USA</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>62</b>	<b>38</b>	<b>43</b>	8
<b>TOTAL NEWCASTLE</b>			<b>2874</b>	<b>7</b>	<b>63</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>13</b>	2632

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			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
HASSI MESSAOUD	BRITISH WORLD AIRLINES LTD	C	9	0	1	56	11	0	22	11	0	57	60	16	5
TOTAL HASSI MESSAOUD			9	0	1	56	11	0	22	11	0	57	60	16	5
TOTAL ALGERIA			9	0	1	56	11	0	22	11	0	57	60	16	5
<b>AUSTRIA</b>															
INNSBRUCK	KLM UK LTD	C	3	0	1	100	0	0	0	0	0	-3	0	106	3
	LEISURE INTERNATIONAL	C	3	0	1	33	33	0	33	0	0	45	67	43	3
TOTAL INNSBRUCK			6	0	2	67	17	0	17	0	0	21	33	75	6
SALZBURG	KLM UK LTD	C	3	0	1	67	0	0	33	0	0	29	0	37	2
	TYROLEAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL SALZBURG			7	0	1	86	0	0	14	0	0	13	0	37	2
TOTAL AUSTRIA			13	0	3	77	8	0	15	0	0	17	25	65	8
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	151	1	21	74	11	9	6	0	1	17	68	14	169
TOTAL BRUSSELS			151	1	21	74	11	9	6	0	1	17	68	14	169
TOTAL BELGIUM			151	1	21	74	11	9	6	0	1	17	68	14	169
<b>CROATIA</b>															
SPLIT	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	98	0	0	0
TOTAL SPLIT			2	0	0	0	0	50	50	0	0	98	0	0	0
TOTAL CROATIA			2	0	0	0	0	50	50	0	0	98	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	70	20	10	0	0	0	3	0	0	0
TOTAL LARNACA			10	0	0	70	20	10	0	0	0	3	0	0	0
TOTAL CYPRUS			10	0	0	70	20	10	0	0	0	3	0	0	0
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	32	0	2	91	6	3	0	0	0	0	76	15	34
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL PRAGUE			34	0	2	91	6	3	0	0	0	0	76	15	34
TOTAL CZECH REPUBLIC			34	0	2	91	6	3	0	0	0	0	76	15	34
<b>DENMARK</b>															
BILLUND	MYTRAVEL AIRWAYS (DENMARK)	C	11	0	1	64	18	0	18	0	0	23	56	20	16
TOTAL BILLUND			11	0	1	64	18	0	18	0	0	23	56	20	16
COPENHAGEN	KLM UK LTD	S	151	0	6	66	13	9	13	0	0	19	55	24	142
	MYTRAVEL AIRWAYS (DENMARK)	C	16	1	0	19	19	19	31	13	0	85	20	56	20
TOTAL COPENHAGEN			167	1	6	61	13	10	14	1	0	25	51	28	162
TOTAL DENMARK			178	1	7	61	13	10	15	1	0	25	51	27	178

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				Actual (7)	Plan (8)										
<b>FINLAND</b>															
ENONTEKIO	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	10	0	0	0
TOTAL ENONTEKIO			2	0	0	50	0	50	0	0	0	10	0	0	0
HELSINKI	FINNAIR	C	8	0	0	63	25	13	0	0	0	11	61	9	18
TOTAL HELSINKI			8	0	0	63	25	13	0	0	0	11	61	9	18
KITTLA	AIR 2000	C	2	0	0	0	0	100	0	0	0	55	0	0	0
TOTAL KITTLA			2	0	0	0	0	100	0	0	0	55	0	0	0
ROVANIEMI	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	74	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	7	100	4	2
TOTAL ROVANIEMI			4	0	0	25	25	0	50	0	0	41	100	4	2
TOTAL FINLAND			16	0	0	44	19	25	13	0	0	24	64	9	22
<b>FRANCE</b>															
CHAMBERY	KLM UK LTD	C	3	0	1	33	33	33	0	0	0	21	0	184	4
TOTAL CHAMBERY			3	0	1	33	33	33	0	0	0	21	0	184	4
LYON	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	28	67	22	3
	RYANAIR	C	3	0	1	0	0	100	0	0	0	46	0	0	0
TOTAL LYON			5	0	1	0	20	80	0	0	0	39	50	41	4
MARSEILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL MARSEILLE			2	0	0	50	0	50	0	0	0	21	0	0	0
NICE	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	26	0	0	0
TOTAL NICE			2	0	0	0	50	50	0	0	0	26	0	0	0
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	205	0	5	72	13	8	5	1	0	16	62	28	205
TOTAL PARIS (CHARLES DE GAULLE)			205	0	5	72	13	8	5	1	0	16	62	28	205
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	35	0	89	2
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	0	50	50	0	0	0	35	0	89	2
TOULOUSE (BLAGNAC)	BRITISH WORLD AIRLINES LTD	C	3	0	1	33	33	33	0	0	0	20	0	0	0
TOTAL TOULOUSE (BLAGNAC)			3	0	1	33	33	33	0	0	0	20	0	0	0
TOTAL FRANCE			222	0	8	68	14	12	5	1	0	17	61	28	257
<b>GERMANY</b>															
DUSSELDORF	KLM UK LTD	S	150	0	7	74	11	7	7	0	0	9	64	18	179
TOTAL DUSSELDORF			150	0	7	74	11	7	7	0	0	9	64	18	179
FRANKFURT MAIN	KLM UK LTD	S	154	0	4	75	8	9	7	0	0	12	62	22	152
TOTAL FRANKFURT MAIN			154	0	4	75	8	9	7	0	0	12	62	22	152
HAMBURG	GILL AIRWAYS	S	84	0	2	88	6	5	1	0	0	3	0	0	0
TOTAL HAMBURG			84	0	2	88	6	5	1	0	0	3	74	15	104
TOTAL GERMANY			388	0	13	78	9	7	6	0	0	9	63	22	546
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	C	3	0	1	0	0	0	67	0	33	306	0	0	0

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				Actual (7)	Plan (8)										
BUDAPEST	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	50	50	0	0	59	100	-1	2
<b>TOTAL BUDAPEST</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>207</b>	<b>50</b>	<b>48</b>	<b>4</b>
<b>TOTAL HUNGARY</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>207</b>	<b>50</b>	<b>48</b>	<b>4</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	97	3	8	59	11	9	18	3	0	33	62	31	84
<b>TOTAL CONNAUGHT</b>			<b>97</b>	<b>3</b>	<b>8</b>	<b>59</b>	<b>11</b>	<b>9</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>62</b>	<b>31</b>	<b>84</b>
CORK	RYANAIR	S	173	0	7	49	19	18	13	1	0	28	67	16	182
<b>TOTAL CORK</b>			<b>173</b>	<b>0</b>	<b>7</b>	<b>49</b>	<b>19</b>	<b>18</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>16</b>	<b>182</b>
DUBLIN	AER LINGUS	S	279	1	0	89	7	2	2	0	0	4	79	22	219
	AER LINGUS	C	2	0	4	100	0	0	0	0	0	-5	0	0	0
	RYANAIR	S	549	8	16	67	16	11	5	1	0	17	74	17	609
<b>TOTAL DUBLIN</b>			<b>830</b>	<b>9</b>	<b>20</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>18</b>	<b>18</b>	<b>828</b>
KERRY COUNTY	RYANAIR	S	63	1	1	62	11	14	11	2	0	28	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>63</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	77	13	6	2	2	0	13	69	23	48
<b>TOTAL WATERFORD</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>23</b>	<b>48</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1215</b>	<b>13</b>	<b>36</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>19</b>	<b>1142</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	15	0	17	80	13	7	0	0	0	3	67	23	30
<b>TOTAL TEL AVIV</b>			<b>16</b>	<b>1</b>	<b>18</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>23</b>	<b>30</b>
<b>TOTAL ISRAEL</b>			<b>16</b>	<b>1</b>	<b>18</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>23</b>	<b>30</b>
<b>ITALY</b>															
MILAN (LINATE)	AIR ONE	S	179	0	7	69	16	10	4	1	0	16	0	0	0
	KLM UK LTD	S	154	0	12	48	21	16	14	1	0	28	36	39	135
<b>TOTAL MILAN (LINATE)</b>			<b>333</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>39</b>	<b>135</b>
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	14	50	21	2
<b>TOTAL ROME (CIAMPINO)</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>50</b>	<b>21</b>	<b>2</b>
TURIN	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	RYANAIR	C	3	0	1	33	67	0	0	0	0	17	0	0	0
<b>TOTAL TURIN</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>10</b>	<b>1</b>
VERONA	LEISURE INTERNATIONAL	C	3	0	0	33	33	0	33	0	0	54	0	23	3
<b>TOTAL VERONA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>23</b>	<b>3</b>
<b>TOTAL ITALY</b>			<b>344</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>37</b>	<b>219</b>
<b>KAZAKHSTAN</b>															
URALSK	MALEV (HUNGARIAN AIRLINES)	C	4	0	0	0	25	0	50	0	25	227	0	0	0
<b>TOTAL URALSK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>227</b>	<b>100</b>	<b>4</b>	<b>2</b>
<b>TOTAL KAZAKHSTAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>227</b>	<b>100</b>	<b>4</b>	<b>2</b>



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	86	0	0	86	10	2	0	1	0	6	78	12	46
<b>TOTAL LUXEMBOURG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>46</b>
<b>TOTAL LUXEMBOURG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>46</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	0	50	0	50	0	0	0	24	0	96	2
	MY TRAVEL AIRWAYS UK	C	5	0	0	40	0	40	20	0	0	42	100	-33	5
<b>TOTAL MALTA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>71</b>	<b>4</b>	<b>7</b>
<b>TOTAL MALTA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>71</b>	<b>4</b>	<b>7</b>
<b>NETHERLANDS</b>															
AMSTERDAM	AIR HOLLAND	C	2	0	0	0	50	50	0	0	0	27	0	0	0
	KLM UK LTD	S	414	7	8	64	16	12	7	1	0	19	60	23	306
<b>TOTAL AMSTERDAM</b>			<b>417</b>	<b>7</b>	<b>8</b>	<b>64</b>	<b>16</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>23</b>	<b>306</b>
MAASTRICHT	KLM EXEL	S	136	0	4	82	13	2	2	1	0	8	75	16	132
<b>TOTAL MAASTRICHT</b>			<b>136</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>16</b>	<b>132</b>
<b>TOTAL NETHERLANDS</b>			<b>554</b>	<b>7</b>	<b>12</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>21</b>	<b>534</b>
<b>NORWAY</b>															
BERGEN	BRITISH WORLD AIRLINES LTD	C	3	0	1	33	0	0	0	67	0	172	0	0	0
<b>TOTAL BERGEN</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>0</b>	<b>0</b>
GEILO (DAGALI)	KLM UK LTD	C	4	0	0	75	0	25	0	0	0	9	0	0	0
<b>TOTAL GEILO (DAGALI)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	BRITANNIA AB	C	16	0	0	44	25	19	0	0	13	72	56	19	18
	MYTRAVEL AIRWAYS (DENMARK)	C	14	0	0	36	36	14	14	0	0	28	60	13	10
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>57</b>	<b>17</b>	<b>28</b>
SANDEFJORD(TORP)	RYANAIR	S	100	1	3	52	18	15	13	2	0	32	0	0	0
<b>TOTAL SANDEFJORD(TORP)</b>			<b>100</b>	<b>1</b>	<b>3</b>	<b>52</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>137</b>	<b>1</b>	<b>4</b>	<b>50</b>	<b>20</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>60</b>	<b>16</b>	<b>30</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	LEISURE INTERNATIONAL	C	3	0	1	33	0	33	0	0	33	202	80	8	10
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	7	75	6	4
<b>TOTAL FARO</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>79</b>	<b>7</b>	<b>14</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>79</b>	<b>7</b>	<b>14</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	6	0	0	50	17	33	0	0	0	23	90	3	10
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	0	0	100	0	250	0	62	2
	KLM UK LTD	C	2	0	0	0	50	50	0	0	0	39	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	25	50	0	0	0	25	100	6	4

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			Actual (7)	Plan (8)											
TOTAL ALICANTE			16	0	0	38	19	31	0	13	0	52	81	11	16
BARCELONA	AVIACO	C	4	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL BARCELONA			4	0	0	100	0	0	0	0	0	9	0	0	0
MADRID	AVIACO	C	4	0	0	0	50	50	0	0	0	31	0	0	0
TOTAL MADRID			4	0	0	0	50	50	0	0	0	31	0	0	0
MALAGA	AIR CHARTER	C	2	0	0	50	0	0	50	0	0	40	0	0	0
	BRITANNIA AIRWAYS	C	6	0	0	33	33	33	0	0	0	22	100	6	8
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	6	50	113	4
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL MALAGA			12	0	0	42	25	25	8	0	0	24	83	41	12
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	10	0	0	50	30	0	20	0	0	20	90	8	10
TOTAL PALMA DE MALLORCA			10	0	0	50	30	0	20	0	0	20	90	8	10
TOTAL SPAIN			46	0	0	43	24	22	7	4	0	32	84	20	38
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	28	0	0	0
	LEISURE INTERNATIONAL	C	6	0	0	0	33	33	33	0	0	58	86	9	7
	MY TRAVEL AIRWAYS UK	C	3	0	0	33	33	33	0	0	0	27	86	2	7
TOTAL ARRECIFE			19	0	0	42	21	16	21	0	0	37	86	6	14
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	0	0	70	6
TOTAL FUERTEVENTURA			10	0	0	90	0	10	0	0	0	0	0	70	6
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	25	0	0	0	24	38	37	8
TOTAL LAS PALMAS			8	0	0	25	50	25	0	0	0	24	38	37	8
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	40	0	20	40	0	0	57	67	12	6
	LEISURE INTERNATIONAL	C	16	0	0	13	6	25	44	6	6	124	25	79	8
	MY TRAVEL AIRWAYS UK	C	8	0	2	38	25	13	25	0	0	39	25	83	8
TOTAL TENERIFE (SURREINA SOFIA)			34	0	2	26	9	21	38	3	3	84	36	62	22
TOTAL SPAIN(CANARY ISLANDS)			71	0	2	39	15	18	24	1	1	53	46	43	50
SWEDEN															
GOTEBORG	MYTRAVEL AIRWAYS (DENMARK)	C	14	0	0	36	21	36	7	0	0	26	75	5	12
TOTAL GOTEBORG			14	0	0	36	21	36	7	0	0	26	60	12	30
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	20	0	4	40	35	15	10	0	0	23	29	33	28
	MYTRAVEL AIRWAYS (DENMARK)	C	20	0	0	5	25	25	35	0	10	88	9	37	32
TOTAL STOCKHOLM (ARLANDA)			40	0	4	23	30	20	23	0	5	55	18	35	60
STOCKHOLM (SKAVSTA)	RYANAIR	S	175	1	3	51	25	12	10	2	1	30	0	0	0
TOTAL STOCKHOLM (SKAVSTA)			175	1	3	51	25	12	10	2	1	30	0	0	0
TOTAL SWEDEN			229	1	7	45	26	15	12	1	1	34	36	26	96
SWITZERLAND															
BASLE MULHOUSE	FLIGHTLINE LTD	C	40	0	5	55	5	10	18	13	0	55	0	0	0
TOTAL BASLE MULHOUSE			40	0	5	55	5	10	18	13	0	55	0	0	0

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				Actual (7)	Plan (8)										
GENEVA	BRITISH WORLD AIRLINES LTD	C	3	0	1	0	0	0	0	0	100	465	100	11	2
<b>TOTAL GENEVA</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>465</b>	<b>48</b>	<b>29</b>	<b>33</b>
ZURICH	FLIGHTLINE LTD	C	64	0	2	61	14	11	13	2	0	26	46	26	67
	KLM UK LTD	S	150	0	2	77	12	5	5	1	0	8	53	22	141
<b>TOTAL ZURICH</b>			<b>214</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>23</b>	<b>208</b>
<b>TOTAL SWITZERLAND</b>			<b>257</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>51</b>	<b>24</b>	<b>241</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	-3	75	6	4
<b>TOTAL MONASTIR</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>-3</b>	<b>75</b>	<b>6</b>	<b>4</b>
<b>TOTAL TUNISIA</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>-3</b>	<b>75</b>	<b>6</b>	<b>4</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	KIBRIS TURKISH AIRLINES - KTHY	C	12	0	0	50	25	17	8	0	0	14	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	25	1	1	60	12	8	12	0	8	54	50	72	24
<b>TOTAL ANTALYA</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>50</b>	<b>72</b>	<b>24</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	18	0	2	28	11	33	17	11	0	56	10	49	10
<b>TOTAL ISTANBUL</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>11</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>10</b>	<b>49</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>55</b>	<b>1</b>	<b>3</b>	<b>47</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>46</b>	<b>38</b>	<b>65</b>	<b>34</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	157	0	3	64	10	11	13	1	0	22	66	21	163
<b>TOTAL ABERDEEN</b>			<b>157</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>10</b>	<b>11</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>21</b>	<b>163</b>
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	314	1	7	87	8	3	2	0	0	4	78	12	58
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>314</b>	<b>1</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>58</b>
EDINBURGH	KLM UK LTD	S	292	3	21	81	9	5	5	0	0	9	68	20	258
<b>TOTAL EDINBURGH</b>			<b>292</b>	<b>3</b>	<b>21</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>20</b>	<b>258</b>
GLASGOW	KLM UK LTD	S	240	0	17	76	9	6	8	0	0	12	67	15	205
<b>TOTAL GLASGOW</b>			<b>240</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>15</b>	<b>205</b>
GUERNSEY	KLM UK LTD	S	8	0	0	75	25	0	0	0	0	5	88	9	8
<b>TOTAL GUERNSEY</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>88</b>	<b>9</b>	<b>8</b>
INVERNESS	KLM UK LTD	S	51	0	1	63	12	10	16	0	0	18	74	9	47
<b>TOTAL INVERNESS</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>12</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>9</b>	<b>47</b>
JERSEY	KLM UK LTD	S	108	0	8	69	13	8	7	1	2	37	51	25	43
<b>TOTAL JERSEY</b>			<b>108</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>51</b>	<b>25</b>	<b>43</b>
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	117	0	3	74	15	7	3	3	0	14	72	24	109
<b>TOTAL MANCHESTER</b>			<b>118</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>23</b>	<b>112</b>
NEWCASTLE	KLM UK LTD	S	120	0	2	82	11	6	1	1	0	5	88	2	120
<b>TOTAL NEWCASTLE</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>1</b>	<b>121</b>
PRESTWICK	RYANAIR	S	215	0	6	67	18	7	8	0	0	17	64	22	209

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1997

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL PRESTWICK			215	0	6	67	18	7	8	0	0	17	64	22	209
TOTAL UNITED KINGDOM			1623	4	68	76	11	6	6	0	0	13	70	17	1431
USA															
BALTIMORE	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	33	0	0	0
TOTAL BALTIMORE			2	0	0	0	50	50	0	0	0	33	0	0	0
NEW YORK (NEWARK)	EL AL	S	11	0	7	82	0	18	0	0	0	3	86	-3	7
TOTAL NEW YORK (NEWARK)			11	0	7	82	0	18	0	0	0	3	86	-3	7
TOTAL USA			13	0	7	69	8	23	0	0	0	7	86	-3	7
TOTAL STANSTED			5696	31	244	69	13	9	7	1	0	18	65	21	5150

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
AARHUS (TIRSTRUP)	HEATHROW	SAS	S	A	27	0	0	78	11	7	4	0	0	16	56	29	27
	HEATHROW	SAS	S	D	27	0	0	70	11	11	7	0	0	17	63	20	27
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>54</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>24</b>	<b>24</b>
ABERDEEN	EDINBURGH	BMI REGIONAL	S	A	48	0	0	79	15	2	4	0	0	7	65	18	34
	EDINBURGH	BMI REGIONAL	S	D	27	0	1	59	26	7	7	0	0	21	40	20	5
	MANCHESTER	BMI REGIONAL	S	A	87	0	3	61	25	9	5	0	0	18	57	18	61
	MANCHESTER	BMI REGIONAL	S	D	87	0	2	86	8	5	1	0	0	3	73	10	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	104	0	1	74	13	9	3	1	0	9	70	12	79
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	105	0	0	74	9	13	4	0	0	13	85	7	79
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	1	33	37	17	10	3	0	32	82	10	49
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	0	70	10	14	4	1	0	15	80	13	49
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	43	0	3	91	5	5	0	0	0	2	88	-2	42
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	46	0	0	85	9	4	2	0	0	7	93	5	45
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	8	70	19	8	3	0	0	12	76	12	169
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	7	84	11	4	1	0	0	3	88	6	171
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	85	0	2	73	19	7	1	0	0	10	92	3	86
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	86	0	1	88	6	2	3	0	0	4	92	1	85
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	41	1	4	95	2	2	0	0	0	-5	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	42	0	1	88	10	2	0	0	0	6	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	1	1	79	7	0	4	11	0	35	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	1	81	11	0	4	4	0	19	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	16	0	1	69	19	6	6	0	0	17	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	16	0	1	94	0	0	6	0	0	4	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	20	0	2	80	5	5	10	0	0	15	77	24	22
	NEWCASTLE	GILL AIRWAYS	S	D	18	0	4	89	0	6	6	0	0	0	86	2	22
	STANSTED	KLM UK LTD	S	A	78	0	2	63	8	15	14	0	0	20	72	16	82

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
ABERDEEN																		
	STANSTED	KLM UK LTD	S	D	79	0	1	66	13	8	13	1	0	23	60	26	81	
<b>TOTAL ABERDEEN</b>					<b>1554</b>	<b>2</b>	<b>47</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>12</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-19	93	-15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	0	6	0	0	11	66	16	29	
	HEATHROW	GULF AIR	S	A	36	0	0	53	14	22	8	0	3	30	69	9	26	
	HEATHROW	GULF AIR	S	D	40	0	0	65	30	3	0	3	0	19	88	1	26	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>70</b>	<b>7</b>	<b>7</b>	
ACCRA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	0	23	8	0	0	10	14	84	7	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	31	8	31	0	0	44	29	81	7	
	HEATHROW	GHANA AIRWAYS	S	A	18	0	0	11	6	50	17	17	0	77	12	105	17	
	HEATHROW	GHANA AIRWAYS	S	D	18	0	0	0	11	39	39	11	0	85	6	116	17	
<b>TOTAL ACCRA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>11</b>	<b>32</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>101</b>	<b>101</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	22	0	0	32	5	27	32	0	5	74	13	87	23	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	22	0	0	23	23	18	32	0	5	84	13	87	23	
<b>TOTAL ADDIS ABABA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>14</b>	<b>23</b>	<b>32</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>87</b>	<b>87</b>	
AGADIR																		
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	0	0	25	50	0	25	314	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL AGADIR</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>110</b>	<b>75</b>	<b>7</b>	<b>7</b>	
AGEN																		
AGRA (KHERIA)																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	75	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	26	0	0	0	
<b>TOTAL AGRA (KHERIA)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALGIERS	HEATHROW	AIR ALGERIE	S	A	13	0	0	31	8	23	38	0	0	53	50	49	14
	HEATHROW	AIR ALGERIE	S	D	13	0	0	15	0	38	38	8	0	76	21	74	14
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>31</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>36</b>	<b>62</b>	<b>62</b>
ALICANTE																	
	BIRMINGHAM	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-3	0	0	0
	GATWICK	AIR 2000	C	A	9	0	0	22	67	0	11	0	0	30	45	43	11
	GATWICK	AIR 2000	C	D	10	0	0	80	10	0	10	0	0	16	27	38	11
	MANCHESTER	AIR 2000	C	A	14	0	0	29	36	21	7	0	7	58	45	45	11
	MANCHESTER	AIR 2000	C	D	15	0	0	73	13	0	7	0	7	40	64	41	11
	GATWICK	AIR EUROPA	C	A	2	0	2	0	50	50	0	0	0	41	0	0	0
	GATWICK	AIR EUROPA	C	D	2	0	2	0	0	50	50	0	0	61	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	11	0	1	64	36	0	0	0	0	12	69	7	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	12	0	0	83	0	8	8	0	0	11	85	6	13
	EDINBURGH	BRITANNIA AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	18	100	1	5
	EDINBURGH	BRITANNIA AIRWAYS	C	D	3	0	0	0	33	67	0	0	0	28	80	77	5
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	25	25	13	0	0	33	80	17	5
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	17	80	18	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	12	0	0	58	17	17	8	0	0	25	50	27	10
	GLASGOW	BRITANNIA AIRWAYS	C	D	12	0	0	83	17	0	0	0	0	7	63	25	8
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	9	40	25	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	1	0	60	20	20	0	0	0	17	100	8	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	29	0	0	55	14	21	10	0	0	24	68	16	31
	MANCHESTER	BRITANNIA AIRWAYS	C	D	29	0	0	76	7	14	3	0	0	11	83	11	30
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	7	0	0	29	57	14	0	0	0	12	78	4	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	3	78	8	9
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	24	100	-6	5
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	22	80	12	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	50	17	17	17	0	0	37	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	50	0	17	17	17	0	64	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	42	100	-3	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	39	50	7	2
	HEATHROW	IBERIA	S	A	30	0	0	27	27	33	13	0	0	36	63	29	30
	HEATHROW	IBERIA	S	D	30	0	0	90	0	3	7	0	0	10	90	3	30
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	0	19	0	205	1
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	11	0	185	1
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	33	67	0	0	0	0	14	100	4	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	100	4	3
	GATWICK	MONARCH AIRLINES	C	A	14	0	1	21	36	21	14	7	0	52	38	36	13
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	64	7	21	0	7	0	36	31	29	13
	LUTON	MONARCH AIRLINES	S	A	15	0	0	60	27	7	7	0	0	21	38	27	13
	LUTON	MONARCH AIRLINES	S	D	14	1	0	79	14	0	7	0	0	8	69	17	13
	MANCHESTER	MONARCH AIRLINES	C	A	16	0	1	25	25	19	25	6	0	50	46	36	13
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	1	50	19	13	13	6	0	36	46	35	13
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	67	0	0	0	27	100	2	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	30	50	11	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	2	67	17	17	0	0	0	12	33	44	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	13	13	0	0	22	100	0	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	45	100	0	1
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	0	23	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	1	0	33	13	33	13	7	0	43	38	29	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	1	0	60	7	27	7	0	0	27	46	27	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	27	100	-1	2
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	100	-12	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	100	0	0	0	37	100	4	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	14	100	9	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	GLASGOW	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	25	50	0	25	0	0	37	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	42	0	0	0



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ALICANTE																		
	GATWICK	TRANSAER	C	A	2	0	0	0	0	50	50	0	0	64	20	71	5	
	GATWICK	TRANSAER	C	D	2	0	0	50	50	0	0	0	0	15	20	164	5	
	MANCHESTER	TRANSAER	C	A	2	0	0	50	0	50	0	0	0	38	0	0	0	
	MANCHESTER	TRANSAER	C	D	2	0	0	0	0	50	50	0	0	53	0	0	0	
<b>TOTAL ALICANTE</b>					<b>499</b>	<b>4</b>	<b>11</b>	<b>55</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>28</b>	<b>28</b>	
ALMA ATA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	0	11	11	22	0	67	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL ALMA ATA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALMERIA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-20	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	19	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL ALMERIA</b>					<b>18</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>12</b>	<b>12</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	26	0	0	58	19	12	8	4	0	26	14	85	14	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	26	0	0	69	15	4	4	4	4	31	77	12	13	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	58	16	19	3	3	0	20	77	16	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	61	26	0	13	0	0	24	58	15	31	
<b>TOTAL AMMAN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>58</b>	<b>27</b>	<b>27</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	225	0	4	58	20	14	7	0	0	18	69	19	230	
	HEATHROW	BMI BRITISH MIDLAND	S	D	224	0	6	64	19	13	4	0	0	16	74	15	231	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	40	0	0	74	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	52	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	184	0	1	65	14	14	7	1	0	15	58	24	186	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	183	0	1	75	12	9	4	0	0	10	69	19	185	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
AMSTERDAM																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	85	0	2	81	12	5	2	0	0	8	66	15	85	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	85	0	2	78	14	6	2	0	0	9	73	10	86	
	GATWICK	CITY FLYER EXPRESS	S	A	116	1	2	47	25	16	12	0	0	24	65	14	115	
	GATWICK	CITY FLYER EXPRESS	S	D	118	0	0	58	19	16	7	0	0	19	73	11	116	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	94	0	3	88	6	4	1	0	0	2	86	6	92	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	94	0	3	78	13	9	1	0	0	9	90	6	92	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	81	1	2	78	7	6	7	1	0	9	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	1	64	20	12	2	1	0	17	0	0	0	
	HEATHROW	KLM	S	A	242	0	6	71	14	8	6	0	0	11	69	18	240	
	HEATHROW	KLM	S	D	242	0	6	67	16	10	7	0	0	14	74	17	241	
	BIRMINGHAM	KLM UK LTD	S	A	164	0	11	84	8	6	2	0	0	3	0	0	0	
	BIRMINGHAM	KLM UK LTD	S	D	164	0	11	73	15	9	3	0	0	11	0	0	0	
	EDINBURGH	KLM UK LTD	S	A	145	0	2	81	12	3	4	0	0	6	72	14	88	
	EDINBURGH	KLM UK LTD	S	D	145	0	2	63	22	9	6	0	0	17	61	18	88	
	GLASGOW	KLM UK LTD	S	A	120	0	0	73	15	8	4	0	0	10	74	6	86	
	GLASGOW	KLM UK LTD	S	D	120	0	0	62	20	16	3	0	0	16	62	18	86	
	LONDON CITY	KLM UK LTD	S	A	104	0	4	69	11	15	5	0	0	12	0	0	0	
	LONDON CITY	KLM UK LTD	S	D	104	0	4	40	26	20	13	0	0	29	0	0	0	
	MANCHESTER	KLM UK LTD	S	A	189	0	2	71	13	9	7	0	0	12	73	13	166	
	MANCHESTER	KLM UK LTD	S	D	187	0	4	71	9	12	9	0	0	14	73	15	163	
	NEWCASTLE	KLM UK LTD	S	A	108	0	1	57	14	15	14	0	0	21	70	19	84	
	NEWCASTLE	KLM UK LTD	S	D	108	0	1	61	14	9	14	2	0	25	65	21	84	
	STANSTED	KLM UK LTD	S	A	205	3	6	68	11	12	8	1	0	16	65	20	155	
	STANSTED	KLM UK LTD	S	D	209	4	2	60	20	12	7	0	0	21	56	27	151	
	GATWICK	TRANSAVIA	S	A	113	1	3	58	29	11	3	0	0	16	53	22	114	
	GATWICK	TRANSAVIA	S	D	116	1	1	66	19	14	2	0	0	13	67	21	114	
	GATWICK	TRANSBRASIL	S	A	8	0	1	75	0	25	0	0	0	14	0	0	0	
	GATWICK	TRANSBRASIL	S	D	8	0	1	100	0	0	0	0	0	-4	75	6	4	
	HEATHROW	UNITED AIRLINES	S	A	4	0	0	0	100	0	0	0	0	27	75	5	4	
	HEATHROW	UNITED AIRLINES	S	D	4	0	0	100	0	0	0	0	0	100	0	0	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
AMSTERDAM																		
<b>TOTAL AMSTERDAM</b>					<b>4392</b>	<b>11</b>	<b>95</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>17</b>	
ANKARA (ESENBOGA)																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	6	0	0	67	17	0	17	0	0	8	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	6	0	0	33	33	33	0	0	0	19	0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ANTALYA																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	12	1	1	67	17	0	8	0	8	49	67	61	12	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	13	0	0	54	8	15	15	0	8	58	33	82	12	
<b>TOTAL ANTALYA</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>43</b>	<b>62</b>	<b>62</b>	
ANTIGUA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	0	20	0	88	25	24	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	85	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	0	20	20	20	393	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	0	20	20	305	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	-12	80	13	5	
<b>TOTAL ANTIGUA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>17</b>	<b>7</b>	<b>150</b>	<b>56</b>	<b>18</b>	<b>18</b>	
ANTWERP																		
	GATWICK	CITY FLYER EXPRESS	S	A	72	0	0	82	8	6	4	0	0	7	86	3	78	
	GATWICK	CITY FLYER EXPRESS	S	D	71	0	0	65	17	17	1	0	0	13	85	8	78	
	LONDON CITY	VLM (BELGIUM)	S	A	108	0	2	90	7	2	1	0	0	4	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	108	0	2	64	30	6	1	0	0	15	0	0	0	
<b>TOTAL ANTWERP</b>					<b>359</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>	
ARRECIFE																		
	BIRMINGHAM	AIR 2000	C	A	3	0	0	33	0	67	0	0	0	27	75	-14	4	
	BIRMINGHAM	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	14	50	24	4	
	GATWICK	AIR 2000	C	A	13	0	0	38	23	38	0	0	0	24	46	33	13	
	GATWICK	AIR 2000	C	D	13	0	0	100	0	0	0	0	0	4	92	15	13	
	GLASGOW	AIR 2000	C	A	3	0	0	33	33	33	0	0	0	17	100	-10	4	
	GLASGOW	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	2	100	5	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						DEC 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)											
ARRECIFE	LUTON	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	-12	80	-28	5
	LUTON	AIR 2000	C	D	3	0	0	67	33	0	0	0	0	13	75	12	4
	MANCHESTER	AIR 2000	C	A	12	0	0	83	0	8	0	0	8	52	85	7	13
	MANCHESTER	AIR 2000	C	D	12	0	0	92	0	0	0	0	8	49	77	13	13
	NEWCASTLE	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	11	75	21	4
	NEWCASTLE	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	0	75	41	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	100	-4	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	1	0	100	0	0	0	0	0	3	80	4	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	21	50	40	8
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	70	20	10	0	0	0	10	63	25	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-2	80	9	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	80	14	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	20	54	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	60	36	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	85	0	8	0	8	0	18	63	28	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	85	0	8	8	0	0	20	75	29	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	0	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	8	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	32	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	24	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	1	40	20	20	20	0	0	12	50	26	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	50	33	17	0	0	0	15	75	17	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	9	25	39	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	60	24	5
	NEWCASTLE	FUTURA AIRLINES	C	A	3	0	0	67	33	0	0	0	0	13	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	0	12	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	0	0	67	33	0	0	52	25	21	4
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	33	33	33	0	0	0	20	75	15	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	67	33	0	0	0	0	16	50	261	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	100	0	0	0	0	0	8	50	165	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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)												
ARRECIFE																		
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	0	0	33	33	33	0	0	61	67	15	3	
	STANSTED	LEISURE INTERNATIONAL	C	D	3	0	0	0	33	33	33	0	0	55	100	5	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	1	75	25	0	0	0	0	10	100	-11	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	75	50	4	
	GATWICK	MONARCH AIRLINES	C	A	15	0	1	60	7	27	7	0	0	19	46	33	13	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	63	19	19	0	0	0	16	36	34	14	
	LUTON	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-17	100	-7	4	
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	4	100	6	4	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	22	33	11	33	0	0	38	86	2	7	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	0	33	0	0	0	16	43	14	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	43	14	29	14	0	0	25	50	25	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	14	0	0	0	12	75	12	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	11	75	4	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	4	100	4	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	13	38	25	0	0	36	13	159	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	25	13	0	0	27	38	23	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	50	0	0	0	36	75	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-19	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	-13	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	-4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-9	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-8	0	0	0	
	GATWICK	TRANSAER	C	A	2	0	0	0	0	50	50	0	0	53	0	115	4	
	GATWICK	TRANSAER	C	D	2	0	0	0	0	0	100	0	0	94	25	89	4	
	BIRMINGHAM	VIVA	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0	
<b>TOTAL ARRECIFE</b>					<b>345</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>11</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>62</b>	<b>28</b>	<b>28</b>	
ARUBA																		
<b>TOTAL ARUBA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>157</b>	<b>0</b>	<b>17</b>	<b>17</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	4	0	0	25	0	0	25	0	50	436	0	253	4	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	4	0	0	0	25	0	25	0	50	498	0	253	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	4	0	0	25	0	0	25	0	50	453	50	120	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	4	0	0	0	0	25	25	0	50	419	0	195	4	
<b>TOTAL ASHKHABAD</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>451</b>	<b>13</b>	<b>205</b>	<b>205</b>	
ASTURIAS																		
	GATWICK	IBERIA	S	A	13	0	0	69	8	8	15	0	0	20	0	0	0	
	GATWICK	IBERIA	S	D	13	0	0	77	0	8	15	0	0	20	0	0	0	
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>24</b>	<b>24</b>	
ASWAN																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	31	0	43	8	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	24	80	11	5	
<b>TOTAL ASWAN</b>					<b>9</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>31</b>	<b>31</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	22	0	0	82	14	5	0	0	0	-4	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	22	0	0	86	14	0	0	0	0	-1	0	0	0	
	GATWICK	AIR 2000	C	A	25	0	1	52	12	20	16	0	0	27	42	42	24	
	GATWICK	AIR 2000	C	D	25	0	1	68	8	8	16	0	0	21	50	37	24	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	77	10	10	3	0	0	7	47	27	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	50	40	10	0	0	0	16	40	24	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	79	8	5	8	0	0	5	69	34	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	87	8	2	2	2	0	4	81	6	59	
	GATWICK	MONARCH AIRLINES	C	A	16	0	4	63	19	6	0	13	0	33	20	51	20	
	GATWICK	MONARCH AIRLINES	C	D	18	0	1	78	11	0	11	0	0	18	43	41	23	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	10	0	33	2	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	50	19	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	100	0	0	0	39	67	1	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	7	0	29	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ATHENS																		
	HEATHROW	OLYMPIC AIRWAYS	S	A	70	0	1	57	24	13	6	0	0	16	51	30	67	
	HEATHROW	OLYMPIC AIRWAYS	S	D	70	0	1	66	27	3	4	0	0	10	61	29	66	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	1	83	7	7	3	0	0	-1	67	13	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	23	7	0	0	0	9	90	11	30	
<b>TOTAL ATHENS</b>					<b>521</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>27</b>	<b>27</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	67	10	13	7	0	3	55	37	31	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	60	13	17	7	3	0	33	53	19	30	
	GATWICK	DELTA AIRLINES	S	A	61	0	1	62	20	13	5	0	0	8	48	25	61	
	GATWICK	DELTA AIRLINES	S	D	60	0	0	77	13	3	7	0	0	14	75	11	61	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	55	16	23	6	0	0	22	57	20	30	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	90	10	0	0	0	0	3	87	7	30	
<b>TOTAL ATLANTA</b>					<b>243</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>18</b>	<b>18</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	21	0	0	81	10	0	10	0	0	7	45	42	22	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	21	0	0	52	33	5	10	0	0	21	41	19	22	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	14	33	94	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	1	0	0	50	25	25	0	0	46	14	50	7	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>37</b>	<b>41</b>	<b>41</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	1	35	24	24	18	0	0	27	62	13	21	
	HEATHROW	GULF AIR	S	D	18	0	1	100	0	0	0	0	0	2	83	21	12	
<b>TOTAL BAHRAIN</b>					<b>35</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>16</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	56	11	22	0	0	11	187	43	19	7	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	56	11	22	0	0	11	190	57	29	7	
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	1	64	9	27	0	0	0	3	64	12	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	50	42	8	0	0	0	16	73	26	11	
<b>TOTAL BAKU</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>61</b>	<b>21</b>	<b>21</b>	
BALI INTERNATIONAL																		
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	76	10	14	0	0	0	6	46	32	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	3	7	0	0	12	82	16	28	
<b>TOTAL BALTIMORE</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>24</b>	<b>24</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	55	13	19	13	0	0	26	77	17	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	77	13	3	3	3	0	16	58	19	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>18</b>	<b>18</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	55	23	16	6	0	0	20	71	8	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	65	26	6	3	0	0	15	61	17	31	
<b>TOTAL BANGKOK</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>8</b>	<b>8</b>	
BANJUL																		
	GATWICK	AIR 2000	C	A	4	0	0	0	0	75	25	0	0	54	0	30	4	
	GATWICK	AIR 2000	C	D	4	0	0	0	100	0	0	0	0	23	50	18	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	40	40	0	0	54	40	29	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	33	100	9	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	35	0	46	4	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					DEC 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
BANJUL																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	10	25	38	4	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	22	0	56	22	0	0	47	0	64	4	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	33	11	11	0	0	23	0	31	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	22	25	41	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	22	25	20	4	
<b>TOTAL BANJUL</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>32</b>	<b>32</b>	
BARCELONA																		
	GATWICK	AIR 2000	C	A	2	0	0	0	0	50	50	0	0	73	50	34	2	
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	50	0	0	42	50	12	2	
	GATWICK	AIR EUROPA	S	D	22	0	0	18	23	41	18	0	0	42	59	14	27	
	STANSTED	AVIACO	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0	
	STANSTED	AVIACO	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	50	0	1	62	24	10	4	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	51	0	0	78	12	6	4	0	0	12	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	18	0	1	89	0	6	6	0	0	3	96	-10	26	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	18	0	1	89	0	6	6	0	0	12	88	5	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	4	81	12	5	1	1	0	7	81	8	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	4	85	8	5	2	0	0	7	67	19	87	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	42	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	77	0	8	62	16	13	9	0	0	20	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	78	1	12	59	6	14	19	1	0	31	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	1	0	83	9	0	6	3	0	15	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	81	3	8	3	3	3	26	0	0	0	
	HEATHROW	IBERIA	S	A	90	0	1	68	19	10	2	0	1	14	82	5	91	
	HEATHROW	IBERIA	S	D	90	0	0	87	6	4	2	0	1	8	85	8	91	
	MANCHESTER	IBERIA	S	A	28	0	0	46	29	18	7	0	0	21	83	10	30	
	MANCHESTER	IBERIA	S	D	28	0	0	43	32	18	4	0	4	33	0	22	1	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BARCELONA																		
	GATWICK	MONARCH AIRLINES	C	A	2	0	1	50	50	0	0	0	0	19	100	5	1	
	GATWICK	MONARCH AIRLINES	C	D	2	0	1	50	0	50	0	0	0	20	100	-1	1	
<b>TOTAL BARCELONA</b>					<b>808</b>	<b>2</b>	<b>34</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>15</b>	<b>15</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	25	1	3	36	16	24	24	0	0	47	57	3	21	
	GLASGOW	LOGANAIR	S	D	24	2	1	29	38	8	25	0	0	46	81	-21	21	
<b>TOTAL BARRA</b>					<b>49</b>	<b>3</b>	<b>4</b>	<b>33</b>	<b>27</b>	<b>16</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>69</b>	<b>-9</b>	<b>-9</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	2	63	16	18	4	0	0	17	45	30	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	2	75	14	10	2	0	0	11	62	18	53	
	STANSTED	FLIGHTLINE LTD	C	A	20	0	5	55	5	10	15	15	0	51	0	0	0	
	STANSTED	FLIGHTLINE LTD	C	D	20	0	0	55	5	10	20	10	0	58	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	25	0	0	68	28	4	0	0	0	10	70	12	23	
	BIRMINGHAM	SWISS AIRLINES	S	D	24	0	0	46	38	17	0	0	0	16	25	31	24	
	HEATHROW	SWISS AIRLINES	S	A	89	1	0	57	29	9	4	0	0	15	73	14	89	
	HEATHROW	SWISS AIRLINES	S	D	90	0	0	79	14	3	3	0	0	4	67	16	89	
	MANCHESTER	SWISS AIRLINES	S	A	24	0	0	54	29	17	0	0	0	16	83	8	24	
	MANCHESTER	SWISS AIRLINES	S	D	25	0	0	60	36	0	4	0	0	13	29	32	21	
<b>TOTAL BASLE MULHOUSE</b>					<b>419</b>	<b>1</b>	<b>9</b>	<b>64</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>19</b>	<b>19</b>	
BEAUVAIS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	-11	67	13	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	2	67	8	9	
<b>TOTAL BEAUVAIS</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>-5</b>	<b>67</b>	<b>11</b>	<b>11</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	17	1	1	82	0	6	6	6	0	0	44	55	9	
	HEATHROW	AIR CHINA	S	D	18	0	0	83	0	11	0	6	0	18	44	87	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	0	8	0	0	-7	92	4	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	8	8	0	0	10	58	15	12	
<b>TOTAL BEIJING</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>35</b>	<b>35</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	58	19	6	16	0	0	30	0	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	1	0	68	10	10	13	0	0	15	0	0	0	0
	HEATHROW	MEA	S	A	22	0	1	55	23	14	9	0	0	23	61	18	18	18
	HEATHROW	MEA	S	D	22	0	1	77	9	5	9	0	0	17	72	16	18	18
<b>TOTAL BEIRUT</b>					<b>106</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>15</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>17</b>
BELFAST CITY																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	75	0	2	76	9	9	5	0	0	10	91	5	75	75
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	77	0	0	78	10	6	4	1	0	15	88	7	74	74
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	80	2	11	59	15	15	11	0	0	19	67	12	79	79
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	81	1	9	60	14	11	15	0	0	25	70	15	80	80
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	2	82	4	7	7	0	0	7	90	0	30	30
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	1	72	3	10	14	0	0	13	83	3	30	30
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	121	0	2	76	11	8	4	1	0	13	79	13	118	118
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	122	0	1	82	7	5	5	1	0	7	85	9	119	119
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	125	2	0	93	5	2	1	0	0	-2	77	11	104	104
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	124	4	0	80	12	6	2	0	0	10	80	12	104	104
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	168	0	1	83	7	6	4	0	0	5	82	2	146	146
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	168	0	1	80	9	7	4	0	0	11	82	10	146	146
	NEWCASTLE	GILL AIRWAYS	S	A	124	1	2	85	11	2	1	0	0	3	60	25	99	99
	NEWCASTLE	GILL AIRWAYS	S	D	124	1	5	85	10	3	2	0	0	6	64	22	98	98
<b>TOTAL BELFAST CITY</b>					<b>1446</b>	<b>12</b>	<b>37</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>12</b>	<b>12</b>
BELFAST INTERNATIONAL																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	278	0	38	78	13	6	2	0	0	8	79	18	249	249
	HEATHROW	BMI BRITISH MIDLAND	S	D	286	0	25	81	10	6	2	0	0	6	82	11	255	255
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	3	81	10	4	4	0	1	10	75	18	177	177
	HEATHROW	BRITISH AIRWAYS PLC	S	D	198	0	3	78	12	5	5	0	0	8	74	15	191	191
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	93	2	1	80	12	2	6	0	0	10	0	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	90	0	2	79	9	8	4	0	0	12	0	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)										
BELFAST INTERNATIONAL																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	104	0	1	72	13	8	7	1	0	13	89	5	105
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	103	2	2	82	11	4	3	1	0	9	88	4	105
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	99	1	3	95	3	1	1	0	0	-3	79	9	98
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	101	0	1	88	6	4	2	0	0	6	88	8	98
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	157	1	3	90	4	3	1	1	0	1	80	13	30
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	157	0	4	84	11	3	3	0	0	7	75	11	28
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1847</b>	<b>6</b>	<b>87</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>12</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	1	83	7	7	3	0	0	6	50	50	12
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	1	48	31	14	7	0	0	20	67	19	12
	HEATHROW	JATAIRWAYS	S	A	20	1	1	55	25	5	10	5	0	26	64	53	22
	HEATHROW	JATAIRWAYS	S	D	19	2	1	16	37	32	11	5	0	41	64	62	22
<b>TOTAL BELGRADE</b>					<b>97</b>	<b>3</b>	<b>4</b>	<b>54</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>49</b>	<b>49</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	0	76	16	0	8	0	0	10	83	6	24
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	0	68	12	12	8	0	0	21	63	16	24
<b>TOTAL BENBECULA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>11</b>	<b>11</b>
BERGAMO																	
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	14	50	45	2
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-11	100	1	1
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	1	50	0	50	0	0	0	27	0	91	3
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	50	14	4
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	6	0	29	1
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	8	0	25	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	0	50	0	0	52	0	51	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	5	0	56	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	100	0	0	0	58	0	30	2

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BERGAMO																	
<b>TOTAL BERGAMO</b>					<b>26</b>	<b>4</b>	<b>4</b>	<b>54</b>	<b>12</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>42</b>	<b>42</b>
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	54	29	7	11	0	0	22	78	14	27
	HEATHROW	BMI BRITISH MIDLAND	S	D	28	0	0	75	11	4	11	0	0	16	70	10	27
	GATWICK	BRAATHENS ASA	S	A	28	0	0	86	4	11	0	0	0	6	86	8	28
	GATWICK	BRAATHENS ASA	S	D	30	0	0	63	30	3	3	0	0	15	53	19	30
	NEWCASTLE	BRAATHENS ASA	S	A	24	0	0	92	4	4	0	0	0	6	79	9	24
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	81	8	8	4	0	0	7	88	5	25
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	0	0	50	0	128	0	0	0
<b>TOTAL BERGEN</b>					<b>167</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>11</b>
BERLIN (SCHONEFELD)																	
	GATWICK	AB AIRLINES	S	A	24	0	0	67	21	4	8	0	0	15	0	0	0
	GATWICK	AB AIRLINES	S	D	24	0	0	58	8	17	13	0	4	48	0	0	0
	GATWICK	BRITANNIA GMBH	C	A	2	0	1	50	50	0	0	0	0	5	0	0	0
	GATWICK	BRITANNIA GMBH	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>38</b>	<b>46</b>	<b>46</b>
BERLIN (TEGEL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	6	77	10	5	8	1	0	12	82	9	115
	HEATHROW	BRITISH AIRWAYS PLC	S	D	133	0	5	85	8	2	4	2	0	8	77	11	116
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	39	2	2	85	3	8	5	0	0	14	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	41	0	0	76	22	0	2	0	0	11	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	25	0	1	92	4	0	0	4	0	2	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	25	0	1	92	8	0	0	0	0	2	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>					<b>399</b>	<b>2</b>	<b>15</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>10</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	1	1	82	0	0	18	0	0	8	62	17	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	50	33	0	17	0	0	26	54	18	13
<b>TOTAL BERMUDA</b>					<b>23</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>17</b>	<b>17</b>
BERNE																	

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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)											
BERNE	LONDON CITY	AIR ENGIADINA	S	A	51	0	3	69	18	12	2	0	0	11	0	0	0
	LONDON CITY	AIR ENGIADINA	S	D	51	0	3	39	37	18	6	0	0	25	0	0	0
<b>TOTAL BERNE</b>					<b>102</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>27</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
BILBAO	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	57	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	33	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	1	79	7	5	9	0	0	10	93	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	75	16	4	5	0	0	8	53	14	30
	HEATHROW	IBERIA	S	A	30	0	0	77	17	0	3	3	0	13	80	1	30
	HEATHROW	IBERIA	S	D	30	0	0	53	20	7	20	0	0	26	67	25	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL BILBAO</b>					<b>182</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>12</b>
BILLUND	GATWICK	MAERSK AIR	S	A	83	0	0	64	19	13	4	0	0	15	60	15	78
	GATWICK	MAERSK AIR	S	D	83	0	0	72	16	7	5	0	0	12	72	14	78
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	5	0	1	80	0	0	20	0	0	15	75	8	8
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	6	0	0	50	33	0	17	0	0	30	38	31	8
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	31	0	3	77	23	0	0	0	0	6	0	0	0
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	31	0	3	87	13	0	0	0	0	1	0	0	0
<b>TOTAL BILLUND</b>					<b>239</b>	<b>2</b>	<b>7</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>11</b>	<b>11</b>
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS PLC	S	A	55	1	2	85	13	2	0	0	0	4	94	0	36
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	61	1	2	85	10	3	2	0	0	7	91	4	34
	GLASGOW	BRITISH AIRWAYS PLC	S	A	165	2	5	81	14	4	2	0	0	9	86	8	172
	GLASGOW	BRITISH AIRWAYS PLC	S	D	174	0	4	89	9	0	2	0	0	4	94	1	152
	NEWCASTLE	DUO AIRWAYS LTD	S	A	67	0	1	90	7	3	0	0	0	4	87	9	68
	NEWCASTLE	DUO AIRWAYS LTD	S	D	66	0	2	94	6	0	0	0	0	1	87	7	68
<b>TOTAL BIRMINGHAM</b>					<b>591</b>	<b>4</b>	<b>16</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>5</b>

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	2	1	0	0	50	0	50	0	0	54	50	18	2	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	5	0	0	60	20	20	0	0	12	100	2	2		
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>7</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>10</b>	<b>10</b>	
BOGOTA																		
	HEATHROW	AVIANCA COLOMBIA	S	A	9	0	0	67	0	11	22	0	0	33	0	0	0	
	HEATHROW	AVIANCA COLOMBIA	S	D	9	0	0	11	33	44	11	0	0	40	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	15	0	0	0	-1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	23	8	31	38	0	0	48	0	0	0	
<b>TOTAL BOGOTA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>9</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>44</b>	<b>23</b>	<b>23</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	30	0	0	50	37	7	7	0	0	19	48	25	31	
	GATWICK	ALITALIA	S	D	30	0	0	80	13	3	3	0	0	7	90	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	4	79	9	7	4	2	0	7	73	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	5	89	7	0	4	0	0	3	70	14	30	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	0	0	50	216	0	0	0	
<b>TOTAL BOLOGNA</b>					<b>174</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>16</b>	
BORDEAUX																		
	GATWICK	AIR LIB	S	A	89	0	1	79	12	4	4	0	0	9	0	0	0	
	GATWICK	AIR LIB	S	D	89	0	1	82	10	4	3	0	0	10	0	0	0	
<b>TOTAL BORDEAUX</b>					<b>178</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>21</b>	<b>21</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	61	1	1	79	5	10	5	2	0	5	62	16	61	
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	1	90	7	3	0	0	0	3	90	4	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	90	5	1	4	0	0	-5	80	5	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	78	14	5	4	0	0	11	67	20	60	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	86	10	0	3	0	0	-6	48	61	29	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	79	10	3	7	0	0	10	72	32	29	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BOSTON																	
<b>TOTAL BOSTON</b>					<b>342</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>18</b>	<b>18</b>
BOURNEMOUTH																	
	EDINBURGH	EUROPEAN AIR CHARTER	S	A	16	0	0	81	13	0	6	0	0	9	0	0	0
	EDINBURGH	EUROPEAN AIR CHARTER	S	D	16	0	0	75	19	0	6	0	0	17	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	S	A	34	0	0	97	3	0	0	0	0	0	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	S	D	34	0	0	91	6	0	3	0	0	5	0	0	0
<b>TOTAL BOURNEMOUTH</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN																	
	GATWICK	CITY FLYER EXPRESS	S	A	79	0	3	77	11	8	4	0	0	8	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	80	0	1	59	20	11	10	0	0	21	0	0	0
	HEATHROW	LUFTHANSA	S	A	28	0	1	89	7	4	0	0	0	-6	31	38	26
	HEATHROW	LUFTHANSA	S	D	28	0	1	89	11	0	0	0	0	3	60	19	25
<b>TOTAL BREMEN</b>					<b>215</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>10</b>
BREST																	
	GATWICK	BRIT AIR	S	A	82	0	3	54	33	9	4	1	0	20	57	13	30
	GATWICK	BRIT AIR	S	D	82	0	3	66	20	7	6	1	0	18	73	10	30
<b>TOTAL BREST</b>					<b>164</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>26</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>12</b>	<b>12</b>
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	0	14	29	43	14	0	82	17	59	6
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	33	0	0	0	0	11	100	-1	6
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	0	33	17	17	17	17	0	63	50	31	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	33	50	0	0	17	0	44	60	13	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	80	13	0	7	0	0	-7	56	196	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	31	19	44	6	0	0	30	43	50	14
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	8	85	1	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	15	0	0	0	19	23	51	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	17	58	8	17	0	0	34	33	56	9
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	0	0	40	40	20	0	122	17	48	6
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	17	0	17	50	17	0	82	17	35	6



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BRIDGETOWN																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	41	0	91	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	62	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	6	50	131	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	40	148	5	
<b>TOTAL BRIDGETOWN</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>21</b>	<b>16</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>46</b>	<b>61</b>	<b>61</b>	
BRISBANE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	52	22	13	9	4	0	28	62	23	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	95	0	5	0	0	0	6	46	18	13	
<b>TOTAL BRISBANE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>21</b>	<b>21</b>	
BRISTOL																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	118	0	6	78	7	5	8	2	0	13	75	17	96	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	101	1	7	74	6	9	10	1	0	20	67	22	97	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	17	0	0	76	12	0	6	6	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	17	0	0	76	12	0	6	6	0	23	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	130	0	8	82	5	7	6	1	0	9	66	20	115	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	114	0	4	83	2	11	4	0	0	9	70	17	115	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	82	4	5	7	1	0	13	82	15	49	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	74	0	0	55	18	15	9	3	0	26	76	13	49	
<b>TOTAL BRISTOL</b>					<b>644</b>	<b>1</b>	<b>25</b>	<b>77</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>18</b>	<b>18</b>	
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	56	0	0	61	25	11	4	0	0	13	74	14	54	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	56	0	0	77	5	14	4	0	0	10	89	9	53	
	HEATHROW	BMI BRITISH MIDLAND	S	A	150	1	8	56	20	18	6	0	0	20	58	19	159	
	HEATHROW	BMI BRITISH MIDLAND	S	D	148	1	9	74	12	11	2	0	0	10	82	11	160	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	80	0	4	75	13	6	6	0	0	11	55	17	77
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	79	0	4	76	11	10	3	0	0	11	92	6	76
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	38	0	1	53	24	16	8	0	0	20	74	11	42
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	39	0	0	79	5	13	3	0	0	9	95	4	42
	HEATHROW	BRITISH AIRWAYS PLC	S	A	126	0	4	66	13	15	6	0	0	15	53	21	139
	HEATHROW	BRITISH AIRWAYS PLC	S	D	127	0	3	77	10	11	2	0	0	8	80	13	139
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	0	1	74	16	8	2	0	0	10	77	8	52
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	1	2	79	6	8	6	0	0	12	65	15	52
	STANSTED	KLM UK LTD	S	A	75	1	12	80	7	7	5	0	1	12	70	10	84
	STANSTED	KLM UK LTD	S	D	76	0	9	67	14	11	7	0	1	23	66	18	85
	EDINBURGH	SABENA	S	A	79	0	0	89	8	1	3	0	0	2	82	7	55
	EDINBURGH	SABENA	S	D	80	0	0	56	28	9	8	0	0	19	78	11	54
	GATWICK	SABENA	S	A	88	2	0	83	10	7	0	0	0	5	0	0	0
	GATWICK	SABENA	S	D	88	1	0	86	7	6	1	0	0	5	0	0	0
	GLASGOW	SABENA	S	A	79	0	0	92	8	0	0	0	0	3	89	1	54
	GLASGOW	SABENA	S	D	80	0	0	80	11	8	1	0	0	9	81	7	54
	HEATHROW	SABENA	S	A	256	0	7	66	18	14	2	0	0	12	68	16	249
	HEATHROW	SABENA	S	D	254	0	9	75	10	11	4	0	0	10	70	18	248
	LONDON CITY	SABENA	S	A	118	1	5	73	13	11	3	0	0	11	0	0	0
	LONDON CITY	SABENA	S	D	119	2	6	55	19	19	6	0	0	20	0	0	0
	MANCHESTER	SABENA	S	A	103	0	0	79	15	6	1	0	0	6	76	6	25
	MANCHESTER	SABENA	S	D	104	0	0	83	12	5	1	0	0	7	73	9	51
	NEWCASTLE	SABENA	S	A	91	0	0	82	14	2	1	0	0	7	87	5	98
	NEWCASTLE	SABENA	S	D	92	0	0	83	12	3	2	0	0	7	90	4	98
<b>TOTAL BRUSSELS</b>					<b>2780</b>	<b>11</b>	<b>84</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>13</b>
BUCHAREST (BANEASA)																	
BUCHAREST (OTOPENI)	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	10	50	32	2

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)												
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	41	0	1	59	24	10	7	0	0	17	32	28	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	41	0	0	66	17	12	5	0	0	15	48	24	23	
	HEATHROW	TAROM	S	A	28	0	4	29	25	29	14	4	0	38	55	19	29	
	HEATHROW	TAROM	S	D	28	0	4	61	14	11	11	4	0	30	66	14	29	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>141</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>21</b>	<b>21</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	2	72	12	14	0	0	2	12	67	16	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	2	86	13	0	2	0	0	4	77	12	57	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	59	0	0	73	12	7	8	0	0	14	42	33	59	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	67	17	12	5	0	0	15	47	20	60	
	STANSTED	MALEV (HUNGARIAN AIRLINES)	C	D	2	0	0	0	0	0	50	0	50	420	0	0	0	
<b>TOTAL BUDAPEST</b>					<b>239</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>59</b>	<b>20</b>	<b>20</b>	
BUENOS AIRES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	7	7	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	79	0	14	7	0	0	13	0	0	0	
<b>TOTAL BUENOS AIRES</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>23</b>	<b>23</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	GATWICK	MERIDIANA AIR	S	A	26	0	1	38	23	23	15	0	0	35	43	23	30	
	GATWICK	MERIDIANA AIR	S	D	29	0	1	59	17	10	7	3	3	38	55	28	29	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>59</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>48</b>	<b>25</b>	<b>25</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	23	10	6	0	0	16	58	15	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	13	0	0	0	13	58	13	31	
	HEATHROW	EGYPT AIR	S	A	31	0	3	29	32	32	6	0	0	29	13	51	31	
	HEATHROW	EGYPT AIR	S	D	32	0	2	9	19	47	25	0	0	51	3	69	32	
	MANCHESTER	EGYPT AIR	C	A	3	0	1	33	0	67	0	0	0	26	0	0	0	
	MANCHESTER	EGYPT AIR	C	D	3	0	1	0	33	67	0	0	0	41	0	0	0	
<b>TOTAL CAIRO</b>					<b>131</b>	<b>0</b>	<b>7</b>	<b>41</b>	<b>22</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>37</b>	<b>37</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	1	88	0	0	0	0	13	114	56	32	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	3	67	19	9	
<b>TOTAL CALCUTTA</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>61</b>	<b>25</b>	<b>25</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	17	0	0	59	24	18	0	0	0	16	71	16	7	
	HEATHROW	AIR CANADA	S	D	18	0	0	78	17	6	0	0	0	9	71	85	7	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	7	0	69	1	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	26	0	22	2	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	48	29	19	3	0	0	18	41	45	32	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	68	23	3	6	0	0	14	34	31	32	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	2	50	0	50	0	0	0	22	0	170	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	46	0	71	5	
<b>TOTAL CALGARY</b>					<b>111</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>52</b>	<b>52</b>	
CAMAGUEY																		
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	100	0	0	0	52	0	0	0	
<b>TOTAL CAMAGUEY</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>92</b>	<b>92</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
CAMBRIDGE																		
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	41	0	3	78	10	2	10	0	0	10	65	14	17	
	GLASGOW	LOGANAIR	S	D	42	0	1	86	2	2	10	0	0	-4	92	5	24	
<b>TOTAL CAMPBELTOWN</b>					<b>83</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>9</b>	<b>9</b>	
CANCUN																		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	0	25	0	74	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	25	0	0	30	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	1	1	100	0	0	0	0	0	-14	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	25	0	0	18	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-18	0	129	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	25	75	53	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	-9	0	107	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	21	50	62	4	
<b>TOTAL CANCUN</b>					<b>37</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>5</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>75</b>	<b>75</b>	
CAPE TOWN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	0	50	0	133	0	64	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	0	50	0	122	80	24	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	86	9	5	0	0	0	-1	72	26	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	59	14	23	5	0	0	16	72	22	18	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	1	0	33	0	67	0	0	0	26	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	26	0	0	0	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	12	0	0	83	8	8	0	0	0	6	69	15	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	17	0	0	82	6	12	0	0	0	9	71	12	14	
<b>TOTAL CAPE TOWN</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>23</b>	<b>23</b>	
CARACAS																		
CARDIFF WALES																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	4	79	10	4	8	0	0	10	69	12	52	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	2	72	17	4	7	0	0	16	83	9	53	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	57	0	3	91	4	2	2	2	0	9	70	21	50	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
CARDIFF WALES																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	57	0	3	88	5	5	0	2	0	9	76	22	50	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	31	0	3	48	32	6	10	3	0	28	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	32	0	2	91	0	3	6	0	0	6	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>283</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>17</b>	<b>17</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	29	1	1	72	10	7	7	3	0	12	54	35	28	
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	60	13	10	13	3	0	34	37	62	30	
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	58	26	10	6	0	0	18	48	27	27	
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	90	6	3	0	0	0	2	67	20	27	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>121</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>36</b>	<b>36</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	0	50	0	50	233	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	50	0	0	50	229	0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>168</b>	<b>62</b>	<b>43</b>	<b>43</b>	
CHAMBERY																		
	MANCHESTER	AER LINGUS	C	A	2	0	0	0	0	100	0	0	0	34	50	16	2	
	MANCHESTER	AER LINGUS	C	D	3	0	0	0	33	33	33	0	0	47	33	19	3	
	GLASGOW	AERIS	C	D	2	0	0	50	0	0	0	50	0	107	0	0	0	
	BIRMINGHAM	CITY FLYER EXPRESS	C	D	2	0	0	0	100	0	0	0	0	20	0	0	0	
	GATWICK	CITY FLYER EXPRESS	C	A	5	0	2	20	20	40	20	0	0	38	0	0	0	
	GATWICK	CITY FLYER EXPRESS	C	D	7	0	0	43	14	29	14	0	0	29	0	0	0	
	STANSTED	KLM UK LTD	C	D	2	0	0	50	50	0	0	0	0	13	0	153	2	
<b>TOTAL CHAMBERY</b>					<b>26</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>23</b>	<b>35</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>96</b>	<b>96</b>	
CHARLEROI																		
<b>TOTAL CHARLEROI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHARLOTTE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	10	7	0	0	0	6	60	25	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	10	7	0	0	18	60	32	30	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>29</b>	<b>29</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)										
CHICAGO (O'HARE)																	
	HEATHROW	AIR INDIA	S	A	14	0	0	64	14	21	0	0	0	8	0	0	0
	HEATHROW	AIR INDIA	S	D	13	0	0	54	15	31	0	0	0	17	0	0	0
	BIRMINGHAM	AMERICAN AIRLINES	S	A	28	0	2	79	18	0	4	0	0	63	8	30	
	BIRMINGHAM	AMERICAN AIRLINES	S	D	29	0	1	86	7	7	0	0	0	6	97	3	30
	HEATHROW	AMERICAN AIRLINES	S	A	68	1	1	60	21	10	4	3	1	22	43	30	61
	HEATHROW	AMERICAN AIRLINES	S	D	67	1	2	73	15	6	6	0	0	15	81	8	70
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	77	13	3	7	0	0	2	27	36	30
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	90	0	3	7	0	0	10	80	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	10	3	0	0	0	-6	60	20	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	70	15	12	3	0	0	13	50	28	30
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	37	27	21	13	2	0	29	68	24	31
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	81	10	5	3	2	0	14	81	12	31
<b>TOTAL CHICAGO (O'HARE)</b>					<b>523</b>	<b>2</b>	<b>6</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>19</b>	<b>19</b>
CINCINNATI																	
	GATWICK	DELTA AIRLINES	S	A	30	0	0	47	27	17	7	3	0	29	27	41	30
	GATWICK	DELTA AIRLINES	S	D	30	0	0	60	20	7	10	0	3	30	67	25	30
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>47</b>	<b>33</b>	<b>33</b>
CITY OF DERRY ( EGLINTON )																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	31	1	0	84	6	6	0	3	0	9	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	32	0	0	94	0	3	0	3	0	12	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	36	0	3	89	0	3	6	3	0	6	86	5	36
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	37	0	2	86	5	0	8	0	0	10	86	10	35
<b>TOTAL CITY OF DERRY ( EGLINTON )</b>					<b>136</b>	<b>1</b>	<b>5</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>9</b>
COLOGNE (BONN)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	0	84	13	0	3	0	0	5	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	37	0	1	81	14	3	3	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	2	65	16	10	10	0	0	17	56	24	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	2	82	6	8	4	0	0	9	81	10	54
	GATWICK	CITY FLYER EXPRESS	S	A	91	0	4	69	14	11	4	1	0	16	81	8	73

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					90	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
COLOGNE (BONN)	GATWICK	CITY FLYER EXPRESS	S	D	90	0	0	77	13	6	4	0	0	11	90	2	72
<b>TOTAL COLOGNE (BONN)</b>					<b>359</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>
COLOMBO	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	22	33	33	0	11	0	43	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	0	13	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	61	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	64	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	48	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	25	0	0	0
	HEATHROW	SRILANKAN AIRLINES	S	A	20	0	0	60	10	10	20	0	0	30	95	-7	19
	HEATHROW	SRILANKAN AIRLINES	S	D	18	2	2	56	6	17	22	0	0	26	32	27	19
<b>TOTAL COLOMBO</b>					<b>75</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>8</b>	<b>8</b>
CONNAUGHT	BIRMINGHAM	AER LINGUS	S	A	3	0	1	100	0	0	0	0	0	-24	80	-8	5
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	75	25	0	0	0	0	8	100	6	4
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	20	0	1	85	5	0	0	10	0	13	80	7	15
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	21	0	0	81	10	5	5	0	0	8	80	14	15
	STANSTED	RYANAIR	S	A	42	2	5	60	10	10	14	7	0	36	71	32	35
	STANSTED	RYANAIR	S	D	55	1	3	58	13	9	20	0	0	30	55	31	49
<b>TOTAL CONNAUGHT</b>					<b>145</b>	<b>3</b>	<b>11</b>	<b>67</b>	<b>10</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>24</b>	<b>24</b>
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	21	3	5	90	10	0	0	0	0	1	80	3	20
	EDINBURGH	BMI BRITISH MIDLAND	S	D	22	0	4	86	14	0	0	0	0	8	76	12	25
	GLASGOW	BMI BRITISH MIDLAND	S	A	43	0	0	86	9	2	2	0	0	1	73	6	45
	GLASGOW	BMI BRITISH MIDLAND	S	D	43	0	0	95	5	0	0	0	0	2	93	1	45
	HEATHROW	BMI BRITISH MIDLAND	S	A	24	0	0	71	17	4	8	0	0	16	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	23	0	0	57	22	9	13	0	0	20	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	85	10	3	2	0	0	1	50	22	56



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	0	73	14	5	8	0	0	16	63	18	56
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	4	79	12	5	3	0	1	8	71	11	107
	HEATHROW	BRITISH AIRWAYS PLC	S	D	113	0	3	81	11	6	3	0	0	7	74	13	107
	NEWCASTLE	CIMBER AIR A/S	S	A	53	2	0	96	4	0	0	0	0	-11	0	0	0
	NEWCASTLE	CIMBER AIR A/S	S	D	55	0	0	91	5	2	2	0	0	2	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	A	63	0	5	75	8	10	5	3	0	19	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	61	0	10	57	16	7	16	3	0	33	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	38	0	2	89	8	3	0	0	0	3	66	16	41
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	39	0	1	97	3	0	0	0	0	3	83	11	41
	STANSTED	KLM UK LTD	S	A	75	0	3	71	9	11	9	0	0	12	60	17	70
	STANSTED	KLM UK LTD	S	D	76	0	3	61	16	8	16	0	0	25	50	31	72
	GATWICK	MAERSK AIR	S	A	35	0	0	83	11	6	0	0	0	7	67	14	24
	GATWICK	MAERSK AIR	S	D	36	0	0	78	11	6	6	0	0	11	33	32	24
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	0	0	38	13	13	25	13	0	70	30	47	10
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	1	0	0	25	25	38	13	0	100	10	66	10
	HEATHROW	SAS	S	A	142	1	0	61	24	10	5	0	0	15	58	18	142
	HEATHROW	SAS	S	D	147	0	1	68	18	8	5	0	0	12	69	15	147
	MANCHESTER	SAS	S	A	76	0	0	75	11	13	1	0	0	5	67	7	76
	MANCHESTER	SAS	S	D	77	0	0	86	9	5	0	0	0	3	63	15	51
	HEATHROW	VARIG	S	A	12	0	0	58	17	8	17	0	0	27	33	20	12
	HEATHROW	VARIG	S	D	13	0	0	23	46	15	8	0	8	117	33	39	12
<b>TOTAL COPENHAGEN</b>					<b>1533</b>	<b>7</b>	<b>41</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>15</b>	<b>15</b>
CORFU																	
<b>TOTAL CORFU</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>48</b>	<b>48</b>
CORK																	
	BIRMINGHAM	AER LINGUS	S	A	51	0	1	94	2	0	4	0	0	-6	89	7	45
	BIRMINGHAM	AER LINGUS	S	D	51	0	1	88	0	8	4	0	0	11	75	9	32
	HEATHROW	AER LINGUS	S	A	87	0	4	67	14	9	9	1	0	21	71	20	90
	HEATHROW	AER LINGUS	S	D	91	0	3	55	21	10	12	2	0	30	67	22	93

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
CORK	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	61	0	3	79	10	7	2	3	0	13	75	15	60
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	1	81	10	5	2	3	0	12	77	12	60
	GATWICK	CITY FLYER EXPRESS	S	A	68	1	3	66	15	13	4	1	0	16	68	12	69
	GATWICK	CITY FLYER EXPRESS	S	D	71	0	2	65	23	7	4	1	0	19	56	17	70
	STANSTED	RYANAIR	S	A	81	0	5	53	15	21	10	1	0	25	71	12	82
	STANSTED	RYANAIR	S	D	92	0	2	46	23	16	15	0	0	30	64	20	100
<b>TOTAL CORK</b>					<b>716</b>	<b>1</b>	<b>25</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>16</b>	<b>16</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	27	9	14	23	9	18	184	39	30	23	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	22	0	0	23	5	27	18	9	18	169	30	40	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	5	0	5	0	9	82	76	65	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	18	5	0	0	7	39	83	18		
<b>TOTAL DACCA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>110</b>	<b>44</b>	<b>52</b>	<b>52</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	60	0	0	73	15	8	3	0	0	3	56	25	39	
	GATWICK	AMERICAN AIRLINES	S	D	60	0	0	77	18	2	2	2	0	14	51	37	39	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	13	13	0	0	0	9	67	14	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	40	17	27	17	0	0	29	57	28	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>27</b>	<b>27</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	38	31	8	8	0	15	199	22	111	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	58	8	8	8	8	8	149	56	31	9	
	HEATHROW	SYRIANAIR	S	A	13	1	1	46	23	8	15	8	0	43	50	49	14	
	HEATHROW	SYRIANAIR	S	D	13	0	0	31	8	46	8	8	0	61	13	59	15	
<b>TOTAL DAMASCUS</b>					<b>51</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>18</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>112</b>	<b>34</b>	<b>61</b>	<b>61</b>	
DAR-ES-SALAAM																		
	HEATHROW	ALLIANCE	S	A	7	0	1	14	14	29	43	0	0	68	22	74	9	
	HEATHROW	ALLIANCE	S	D	7	1	1	14	57	14	14	0	0	35	33	28	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	1	0	50	0	13	25	13	0	56	92	5	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	4	71	9	14	
<b>TOTAL DAR-ES-SALAAM</b>					<b>31</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>60</b>	<b>25</b>	<b>25</b>	
DEAUVILLE																		
<b>TOTAL DEAUVILLE</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>9</b>	<b>9</b>	
DELHI																		
	HEATHROW	AIR CANADA	S	A	17	1	0	24	12	24	12	12	18	156	47	109	17	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DELHI	HEATHROW	AIR CANADA	S	D	17	0	0	12	41	24	24	0	0	41	0	140	18
<b>TOTAL DELHI</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>26</b>	<b>24</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>98</b>	<b>35</b>	<b>81</b>	<b>81</b>
DENVER INTERNATIONAL	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	80	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	40	0	0	63	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	23	0	3	0	0	5	43	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	10	3	0	0	14	27	27	30
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	55	13	16	16	0	0	22	37	52	35
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	74	10	10	6	0	0	16	77	24	35
<b>TOTAL DETROIT</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>34</b>	<b>34</b>
DHAHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	100	0	0	0	0	0	-7	96	-6	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	62	19	12	8	0	0	15	72	15	25
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	22	22	33	22	0	0	34	44	25	9
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	7	0	2	0	43	57	0	0	0	42	22	24	9
<b>TOTAL DHAHRAN</b>					<b>68</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>9</b>	<b>9</b>
DIJON																	
DOHA	HEATHROW	GULF AIR	S	A	9	0	0	56	44	0	0	0	0	8	56	31	9
	HEATHROW	GULF AIR	S	D	8	0	0	100	0	0	0	0	0	-1	75	10	4
	HEATHROW	QATAR AIRWAYS	S	A	30	0	0	43	27	13	17	0	0	28	0	0	0
	HEATHROW	QATAR AIRWAYS	S	D	30	0	0	77	10	10	3	0	0	8	0	0	0
<b>TOTAL DOHA</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>20</b>	<b>20</b>
DONEGAL	EDINBURGH	BRIGHT AIR BV	S	A	21	3	4	76	14	10	0	0	0	0	0	0	0
	EDINBURGH	BRIGHT AIR BV	S	D	22	0	3	68	0	14	18	0	0	26	0	0	0

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						Actual (7)	Plan (8)											
DONEGAL																		
	GLASGOW	BRIGHT AIR BV	S	A	36	0	1	78	8	6	8	0	0	4	0	0	0	
	GLASGOW	BRIGHT AIR BV	S	D	35	0	4	57	20	9	14	0	0	20	0	0	0	
<b>TOTAL DONEGAL</b>					<b>114</b>	<b>3</b>	<b>12</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>9</b>	<b>9</b>	
DORTMUND																		
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	14	0	1	79	7	7	7	0	0	7	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	14	0	1	71	21	0	7	0	0	11	0	0	0	
<b>TOTAL DORTMUND</b>					<b>28</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	4	1	1	25	0	25	50	0	0	52	50	11	4	
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	0	25	50	25	0	0	44	20	50	5	
<b>TOTAL DOUALA</b>					<b>8</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>33</b>	<b>33</b>	
DRESDEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	21	0	1	81	10	10	0	0	0	5	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	1	67	19	5	10	0	0	15	0	0	0	
	HEATHROW	LUFTHANSA	S	D	22	0	1	64	18	18	0	0	0	12	68	27	41	
<b>TOTAL DRESDEN</b>					<b>64</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>22</b>	<b>22</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	43	43	14	0	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	1	75	13	0	13	0	0	19	0	0	0	
	GATWICK	EMIRATES	S	A	31	1	2	52	10	35	3	0	0	21	59	13	27	
	GATWICK	EMIRATES	S	D	32	0	1	44	22	25	9	0	0	27	23	36	26	
	HEATHROW	EMIRATES	S	A	62	0	0	23	23	34	19	2	0	41	27	37	49	
	HEATHROW	EMIRATES	S	D	62	0	0	53	15	16	16	0	0	27	47	29	53	
	MANCHESTER	EMIRATES	S	A	31	0	0	55	19	13	13	0	0	18	59	16	22	
	MANCHESTER	EMIRATES	S	D	31	0	0	52	16	13	19	0	0	26	50	19	22	
<b>TOTAL DUBAI</b>					<b>264</b>	<b>1</b>	<b>4</b>	<b>45</b>	<b>18</b>	<b>22</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>27</b>	<b>27</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	117	0	1	94	2	3	2	0	0	-1	87	4	136	
	BIRMINGHAM	AER LINGUS	S	D	115	1	2	85	6	4	4	0	0	10	84	10	136	

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																	Actual (7)
DUBLIN	EDINBURGH	AER LINGUS	S	A	96	0	0	95	1	3	1	0	0	0	88	2	90
	EDINBURGH	AER LINGUS	S	D	96	0	0	84	10	4	1	0	0	9	77	14	90
	GLASGOW	AER LINGUS	S	A	89	0	1	91	2	3	3	0	0	0	87	4	86
	GLASGOW	AER LINGUS	S	D	90	0	0	88	6	6	1	0	0	5	81	10	86
	HEATHROW	AER LINGUS	S	A	334	1	20	77	12	8	2	0	0	11	71	18	344
	HEATHROW	AER LINGUS	S	D	335	1	15	78	11	7	4	0	0	9	73	18	350
	MANCHESTER	AER LINGUS	S	A	125	2	0	94	4	2	0	0	0	-1	88	4	140
	MANCHESTER	AER LINGUS	S	D	124	1	0	88	8	3	0	0	1	13	77	14	139
	NEWCASTLE	AER LINGUS	S	A	72	0	0	94	1	1	3	0	0	-1	95	0	57
	NEWCASTLE	AER LINGUS	S	D	72	0	0	90	6	3	1	0	0	3	93	5	57
	STANSTED	AER LINGUS	S	A	140	0	0	94	4	1	1	0	0	0	76	31	110
	STANSTED	AER LINGUS	S	D	139	1	0	84	9	4	2	1	0	8	81	12	109
	HEATHROW	BMI BRITISH MIDLAND	S	A	273	1	26	63	17	17	3	0	0	15	62	24	262
	HEATHROW	BMI BRITISH MIDLAND	S	D	282	1	15	73	14	11	2	0	0	9	79	14	268
	GATWICK	CITY FLYER EXPRESS	S	A	122	1	5	70	14	9	6	1	0	11	68	13	118
	GATWICK	CITY FLYER EXPRESS	S	D	122	0	4	60	17	13	10	0	0	20	64	17	120
	LONDON CITY	CITY JET	S	A	159	0	9	87	8	5	1	0	0	4	0	0	0
	LONDON CITY	CITY JET	S	D	161	1	7	59	26	9	4	2	0	21	0	0	0
	BIRMINGHAM	RYANAIR	S	A	129	0	4	91	7	1	0	1	0	1	91	1	139
	BIRMINGHAM	RYANAIR	S	D	130	1	4	77	16	5	2	1	0	11	84	8	142
	GATWICK	RYANAIR	S	A	118	0	0	82	6	8	4	0	0	6	75	12	125
	GATWICK	RYANAIR	S	D	118	0	0	80	8	8	4	0	0	9	70	14	127
	LUTON	RYANAIR	S	A	115	2	14	90	4	3	3	0	0	1	78	13	91
	LUTON	RYANAIR	S	D	128	3	15	87	5	3	2	2	0	12	82	10	109
	MANCHESTER	RYANAIR	S	A	139	1	2	88	6	3	3	0	0	4	82	8	138
	MANCHESTER	RYANAIR	S	D	137	1	4	88	6	3	4	0	0	4	78	10	140
	STANSTED	RYANAIR	S	A	262	3	9	77	11	9	3	0	0	12	78	12	292
	STANSTED	RYANAIR	S	D	287	5	7	59	21	13	7	1	0	22	69	22	317
<b>TOTAL DUBLIN</b>					<b>4630</b>	<b>29</b>	<b>169</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	<b>13</b>

DUNDEE

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					Actual (7)	Plan (8)												
DUNDEE																		
	EDINBURGH	BMI REGIONAL	S	A	20	0	1	80	15	5	0	0	0	5	84	8	19	
	EDINBURGH	BMI REGIONAL	S	D	39	0	2	64	18	10	8	0	0	15	33	19	36	
	MANCHESTER	BMI REGIONAL	S	A	21	0	0	43	43	14	0	0	0	16	38	21	39	
	MANCHESTER	BMI REGIONAL	S	D	22	0	0	55	23	0	23	0	0	26	71	10	38	
<b>TOTAL DUNDEE</b>					<b>102</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>16</b>	<b>16</b>	
DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	0	17	6	0	0	13	85	6	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	100	0	0	0	0	0	2	77	7	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	31	38	23	8	0	0	33	8	50	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	14	0	0	57	29	14	0	0	0	14	46	18	13	
<b>TOTAL DURBAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>20</b>	<b>20</b>	
DUSSELDORF																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	87	0	1	93	3	2	1	0	0	-1	91	0	91	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	86	1	1	90	9	1	0	0	0	5	88	6	91	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	51	1	0	88	4	2	6	0	0	7	94	1	52	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	50	0	1	82	14	0	4	0	0	9	87	8	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	126	0	4	80	10	5	5	0	0	7	80	13	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	127	0	3	76	13	7	4	0	0	8	79	12	112	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	71	2	1	82	7	6	6	0	0	8	77	9	77	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	73	0	1	88	4	4	4	0	0	9	84	8	77	
	GATWICK	CITY FLYER EXPRESS	S	A	62	0	0	84	11	3	2	0	0	6	76	10	63	
	GATWICK	CITY FLYER EXPRESS	S	D	61	0	0	79	11	7	3	0	0	12	76	13	63	
	NEWCASTLE	GILL AIRWAYS	S	A	26	0	0	77	12	4	4	4	0	13	71	22	17	
	NEWCASTLE	GILL AIRWAYS	S	D	26	0	0	73	12	12	4	0	0	14	88	13	17	
	STANSTED	KLM UK LTD	S	A	75	0	3	83	7	5	5	0	0	0	69	13	89	
	STANSTED	KLM UK LTD	S	D	75	0	4	65	16	9	9	0	0	17	60	23	90	
	HEATHROW	LUFTHANSA	S	A	85	0	2	78	13	9	0	0	0	7	63	17	94	
	HEATHROW	LUFTHANSA	S	D	87	0	0	86	13	0	1	0	0	3	83	8	93	
	MANCHESTER	LUFTHANSA	S	A	25	0	0	100	0	0	0	0	0	-4	87	4	46	

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																	Actual (7)
DUSSELDORF	MANCHESTER	LUFTHANSA	S	D	25	0	0	96	4	0	0	0	0	-4	68	16	47
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	62	0	0	90	6	0	3	0	0	0	78	3	23
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	62	0	0	84	11	0	5	0	0	9	86	7	22
	MANCHESTER	LUFTHANSA CITY LINE	S	A	18	0	1	72	22	0	6	0	0	14	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	D	18	0	1	50	44	0	6	0	0	19	0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1378</b>	<b>4</b>	<b>23</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>10</b>



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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
EAST MIDLANDS																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	81	0	5	90	6	1	1	1	0	6	87	7	78	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	81	0	3	79	16	2	1	1	0	12	79	11	77	
	GLASGOW	BMI BRITISH MIDLAND	S	A	80	0	0	93	4	1	1	1	0	6	91	8	77	
	GLASGOW	BMI BRITISH MIDLAND	S	D	78	0	0	92	3	3	1	1	0	7	84	12	76	
<b>TOTAL EAST MIDLANDS</b>					<b>324</b>	<b>1</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>10</b>	
EDINBURGH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	230	0	9	58	17	20	4	0	0	16	63	17	261	
	HEATHROW	BMI BRITISH MIDLAND	S	D	230	1	8	71	13	13	3	0	0	9	77	11	259	
	GLASGOW	BRIGHT AIR BV	S	A	19	0	6	47	16	16	21	0	0	40	0	0	0	
	GLASGOW	BRIGHT AIR BV	S	D	19	0	6	89	5	5	0	0	0	-14	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	148	0	3	74	16	7	3	0	0	9	74	12	150	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	148	0	3	77	14	6	3	1	0	11	68	17	150	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	181	0	4	87	10	3	1	0	0	2	94	1	162	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	178	0	1	88	8	2	2	0	0	5	91	5	158	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	271	0	11	64	20	12	4	0	1	18	70	16	278	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	275	0	9	84	11	5	1	0	0	4	80	11	283	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	92	0	2	83	13	1	3	0	0	9	88	7	92	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	93	1	1	89	10	0	1	0	0	0	88	2	92	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	126	1	11	79	10	6	3	2	0	10	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	130	2	5	78	9	8	5	1	0	15	0	0	0	
	LONDON CITY	KLM UK LTD	S	A	85	0	1	79	4	14	4	0	0	5	0	0	0	
	LONDON CITY	KLM UK LTD	S	D	86	0	0	38	27	26	9	0	0	29	0	0	0	
	STANSTED	KLM UK LTD	S	A	144	3	13	84	10	4	2	0	0	4	80	4	128	
	STANSTED	KLM UK LTD	S	D	148	0	8	78	7	7	8	0	0	15	55	37	130	
<b>TOTAL EDINBURGH</b>					<b>2604</b>	<b>8</b>	<b>101</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>14</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	14	0	0	21	43	29	7	0	0	22	27	64	22	
	HEATHROW	AIR CANADA	S	D	13	0	0	62	31	8	0	0	0	14	50	35	22	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL EDMONTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>37</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>39</b>	<b>49</b>	<b>49</b>
EINDHOVEN																	
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	31	0	6	61	29	10	0	0	0	8	52	1	25
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	31	0	6	77	13	10	0	0	0	9	54	1	26
	GATWICK	B A S E BUSINESS AIRLINES	S	A	20	5	0	35	30	30	5	0	0	25	0	0	0
	GATWICK	B A S E BUSINESS AIRLINES	S	D	20	6	0	65	20	15	0	0	0	9	0	0	0
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	32	0	4	75	16	6	3	0	0	7	80	2	25
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	32	0	4	84	9	3	3	0	0	4	84	9	25
	HEATHROW	KLM	S	A	40	0	6	73	23	5	0	0	0	8	72	10	39
	HEATHROW	KLM	S	D	40	0	6	75	15	8	3	0	0	10	90	3	39
<b>TOTAL EINDHOVEN</b>					<b>246</b>	<b>11</b>	<b>32</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>5</b>	<b>5</b>
ENONTEKIO																	
<b>TOTAL ENONTEKIO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>7</b>	<b>7</b>
ENTEBBE																	
EXETER																	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	56	0	0	89	5	4	2	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	55	1	0	80	9	7	4	0	0	11	0	0	0
<b>TOTAL EXETER</b>					<b>111</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
FARO																		
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	9	50	61	6	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	6	33	64	6	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	17	75	109	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	28	80	91	5	
	HEATHROW	AIR PORTUGAL	S	A	15	0	0	60	13	13	7	7	0	23	76	22	17	
	HEATHROW	AIR PORTUGAL	S	D	15	0	0	73	13	13	0	0	0	12	71	21	17	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	21	0	48	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	14	20	46	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	1	50	0	25	0	25	0	61	100	-3	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	60	100	3	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	49	20	72	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	61	40	53	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	-3	0	32	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	68	67	13	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	95	75	63	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	87	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	93	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	38	0	0	82	8	3	5	0	3	31	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	38	0	0	71	21	5	0	3	0	14	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	0	10	0	41	2	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	1	0	100	0	0	0	0	0	5	50	15	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	51	80	2	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	0	50	0	0	56	60	15	5	
	STANSTED	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	50	0	0	50	295	80	5	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	10	0	152	2	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	20	0	44	1	
	GATWICK	MONARCH AIRLINES	C	A	11	0	1	36	27	18	18	0	0	30	69	17	13	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	8	8	8	0	8	57	77	11	13	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	50	42	8	0	0	0	12	38	28	13	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FARO																		
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	73	18	9	0	0	0	9	85	21	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	73	50	18	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	74	100	13	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	37	50	17	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	9	100	13	2	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	21	100	3	2	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	100	0	0	0	51	0	26	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	29	36	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	71	26	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	10	100	5	2	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-1	100	-7	2	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	10	50	12	2	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-17	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-12	0	0	0	
	MANCHESTER	TRANSAER	C	A	2	0	0	50	0	0	50	0	0	7	0	0	0	
	MANCHESTER	TRANSAER	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0	
<b>TOTAL FARO</b>					<b>267</b>	<b>2</b>	<b>3</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>63</b>	<b>27</b>	<b>27</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	30	0	1	60	13	13	10	3	0	29	48	23	29	
	GATWICK	MERIDIANA AIR	S	D	27	0	1	37	30	19	15	0	0	32	57	16	30	
<b>TOTAL FLORENCE</b>					<b>57</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>21</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>49</b>	<b>33</b>	<b>33</b>	
FORT LAUDERDALE																		
	GATWICK	LAKER AIRWAYS INC	S	A	8	0	0	88	13	0	0	0	0	-16	67	33	9	
	GATWICK	LAKER AIRWAYS INC	S	D	9	0	0	22	33	22	22	0	0	36	10	56	10	
<b>TOTAL FORT LAUDERDALE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>37</b>	<b>45</b>	<b>45</b>	
FRANKFURT MAIN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	111	0	3	73	14	7	6	0	0	12	60	24	113	
	HEATHROW	BMI BRITISH MIDLAND	S	D	112	0	2	78	9	7	6	0	0	10	68	16	114	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
FRANKFURT MAIN	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	1	76	17	3	3	0	0	8	74	15	85
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	1	72	17	9	2	0	0	12	89	5	85
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	67	0	0	87	9	3	1	0	0	2	80	12	69
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	66	1	0	92	5	2	2	0	0	4	91	8	69
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	5	73	12	8	7	1	0	12	62	21	144
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	4	77	13	8	2	0	0	8	72	15	145
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	76	0	3	87	9	1	3	0	0	0	69	15	80
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	77	0	1	79	16	3	3	0	0	9	67	15	82
	STANSTED	KLM UK LTD	S	A	77	0	2	82	6	5	6	0	0	7	66	18	73
	STANSTED	KLM UK LTD	S	D	77	0	2	69	10	13	8	0	0	18	58	26	79
	BIRMINGHAM	LUFTHANSA	S	A	47	0	0	85	9	6	0	0	0	4	89	2	28
	BIRMINGHAM	LUFTHANSA	S	D	47	0	0	94	2	2	2	0	0	4	81	8	27
	HEATHROW	LUFTHANSA	S	A	199	0	5	71	18	7	5	0	0	13	57	20	148
	HEATHROW	LUFTHANSA	S	D	200	0	3	83	10	6	2	0	0	5	82	7	147
	MANCHESTER	LUFTHANSA	S	A	79	1	0	90	4	1	5	0	0	5	83	8	83
	MANCHESTER	LUFTHANSA	S	D	80	0	0	90	5	1	4	0	0	4	83	10	84
	LONDON CITY	LUFTHANSA CITY LINE	S	A	47	0	0	81	6	4	9	0	0	14	0	0	0
	LONDON CITY	LUFTHANSA CITY LINE	S	D	47	0	0	34	49	9	9	0	0	26	0	0	0
<b>TOTAL FRANKFURT MAIN</b>					<b>1842</b>	<b>2</b>	<b>32</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>15</b>	<b>15</b>
FUERTEVENTURA	GATWICK	AIR 2000	C	A	5	0	0	0	20	20	60	0	0	62	67	18	3
	GATWICK	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	34	67	12	3
	MANCHESTER	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	12	100	0	3
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	0	100	1	3
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	40	0	0	0	0	7	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	60	0	0	0	26	80	6	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	7	100	5	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FUERTEVENTURA	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	22	33	0	0	38	67	15	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	20	67	15	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	14	100	-8	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	33	44	0	22	0	0	35	50	22	6
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	28	50	33	6
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	20	0	0	0	8	67	118	3
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	20	0	0	0	0	4	33	119	3
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-15	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	-4	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	34	67	66	3
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	33	70	3
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	1	100	-16	3
	LUTON	MONARCH AIRLINES	C	D	5	0	1	100	0	0	0	0	0	4	100	2	3
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	13	0	170	1
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	3	0	166	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-2	100	3	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	1	0	80	0	20	0	0	0	14	100	0	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	11	33	11	11	0	57	57	61	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	11	22	0	0	36	43	61	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	25	25	38	0	0	48	43	48	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	22	11	0	0	23	29	40	7
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	49	100	-5	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	33	100	-4	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-11	0	105	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	11	0	35	3
<b>TOTAL FUERTEVENTURA</b>					<b>195</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>31</b>	<b>31</b>
FUNCHAL	GATWICK	AIR 2000	C	A	5	0	0	60	0	40	0	0	0	20	75	10	8
	GATWICK	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	10	88	6	8

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GLASGOW	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	19	80	30	5	
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	2	80	40	5	
	MANCHESTER	AIR 2000	C	A	5	1	0	20	0	60	20	0	0	49	50	51	8	
	MANCHESTER	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	14	75	34	8	
	BIRMINGHAM	AIR HOLLAND	C	A	5	0	0	20	20	60	0	0	0	34	0	0	0	
	BIRMINGHAM	AIR HOLLAND	C	D	5	0	0	40	40	20	0	0	0	23	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	7	0	0	43	0	29	29	0	0	41	33	37	9	
	HEATHROW	AIR PORTUGAL	S	D	7	0	0	29	29	29	14	0	0	44	56	32	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	0	0	27	36	27	9	0	68	10	51	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	36	27	27	0	9	0	39	10	31	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	40	40	0	0	80	60	15	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	0	40	40	0	20	0	67	20	27	5	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	46	23	15	15	0	0	18	71	-7	14	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	31	8	23	23	15	0	64	57	16	14	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	28	17	30	6	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5	67	9	6	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	17	60	20	5	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-3	100	-1	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	14	20	38	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-14	100	6	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	20	0	0	36	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	48	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	33	0	0	0	
<b>TOTAL FUNCHAL</b>					<b>162</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>23</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>54</b>	<b>23</b>	<b>23</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GABORONE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	4	44	15	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	4	67	15	9	
<b>TOTAL GABORONE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>15</b>	<b>15</b>	
GATWICK																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	35	50	17	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	20	0	50	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	1	0	0	50	50	0	0	0	31	57	14	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	25	13	50	13	0	0	33	37	36	19	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	148	1	2	74	16	8	3	0	0	9	71	13	150	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	148	0	3	73	16	9	3	0	0	15	61	20	150	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	126	0	7	58	23	15	4	0	0	19	0	0	0	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	125	0	8	71	13	12	4	0	0	14	0	0	0	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	149	0	0	71	14	11	4	0	0	12	63	15	143	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	148	0	4	78	13	6	3	0	0	9	66	15	142	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	62	31	0	8	0	0	11	64	25	14	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	14	0	0	64	21	0	0	7	7	110	62	31	13	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	152	0	5	70	17	9	4	0	0	9	70	10	118	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	151	0	6	72	16	11	2	0	0	10	76	8	119	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	1	1	0	0	0	100	0	0	149	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	6	71	24	7	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	0	0	50	50	0	169	13	55	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	33	33	0	0	75	0	170	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	12	20	138	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	0	57	0	14	29	0	0	44	46	38	13	
<b>TOTAL GATWICK</b>					<b>1218</b>	<b>4</b>	<b>37</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	<b>17</b>	

GEILO (DAGALI)



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GEILO (DAGALI)																	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	STANSTED	KLM UK LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	KLM UK LTD	C	D	2	0	0	50	0	50	0	0	0	17	0	0	0
<b>TOTAL GEILO (DAGALI)</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>48</b>	<b>48</b>
GENEVA																	
	GATWICK	AIR 2000	C	A	2	0	1	0	50	0	50	0	0	46	25	79	4
	GATWICK	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	17	33	47	6
	GLASGOW	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-9	100	3	2
	MANCHESTER	AIR ENGIADINA	S	A	23	0	0	61	30	9	0	0	0	15	0	0	0
	MANCHESTER	AIR ENGIADINA	S	D	23	0	0	91	9	0	0	0	0	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	12	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	6	1	0	0	33	67	0	0	0	34	0	95	4
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	0	43	43	14	0	0	34	20	32	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	32	0	74	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	9	100	8	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	61	0	70	1
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	53	0	36	2
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	83	0	1	82	11	6	1	0	0	7	65	14	84
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	83	0	1	73	18	5	4	0	0	13	74	14	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	4	67	18	10	4	1	0	16	67	17	148
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	5	75	15	7	3	1	0	10	72	17	148
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	22	0	0	64	27	9	0	0	0	9	73	18	22
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	5	50	0	50	0	0	0	32	100	7	2
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	14	100	-1	2
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	9	0	0	0	9	73	18	22
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	0	0	0	0	100	462	100	7	1
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	1	0	0	40	60	0	0	75	0	89	5

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
GENEVA	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	17	17	17	50	0	0	56	33	51	6
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	86	7	0	7	0	0	2	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	79	14	3	0	3	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	19	50	24	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	26	0	108	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	18	0	59	2
	LONDON CITY	SWISS AIRLINES	S	A	77	0	1	79	12	5	4	0	0	10	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	77	0	1	45	36	12	6	0	0	23	0	0	0
	HEATHROW	SWISSAIR	S	A	115	0	0	73	17	8	2	0	0	8	75	10	115
	HEATHROW	SWISSAIR	S	D	117	0	0	69	16	14	1	0	0	12	66	18	116
<b>TOTAL GENEVA</b>					<b>1059</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>19</b>	<b>19</b>
GENOA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	0	68	18	9	5	0	0	10	54	21	52
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	61	21	11	5	2	0	20	59	19	54
<b>TOTAL GENOA</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>20</b>	<b>20</b>
GERONA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	10	33	33	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	1	33	18	3
<b>TOTAL GERONA</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>6</b>	<b>25</b>	<b>37</b>	<b>37</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	24	0	2	75	8	4	13	0	0	11	59	37	22
	GATWICK	GB AIRWAYS LTD	S	D	24	0	2	71	13	8	8	0	0	18	35	31	23
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	-7	100	-3	4
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	6	50	66	4
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	-1	50	63	4
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	12	20	71	5
	LUTON	MONARCH AIRLINES	S	A	14	0	0	93	0	7	0	0	0	-3	0	0	0
	LUTON	MONARCH AIRLINES	S	D	15	0	2	93	0	7	0	0	0	5	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GIBRALTAR																	
<b>TOTAL GIBRALTAR</b>					<b>93</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>38</b>	<b>38</b>
GLASGOW																	
	NEWCASTLE	AIR 2000	C	A	6	0	0	67	17	0	17	0	0	12	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-1	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	A	22	0	4	95	5	0	0	0	0	5	92	8	25
	EDINBURGH	BMI BRITISH MIDLAND	S	D	21	2	5	90	10	0	0	0	0	-3	74	1	19
	HEATHROW	BMI BRITISH MIDLAND	S	A	217	1	6	64	18	15	3	0	0	14	62	18	248
	HEATHROW	BMI BRITISH MIDLAND	S	D	216	1	7	72	18	9	1	0	0	9	76	11	249
	MANCHESTER	BMI REGIONAL	S	A	58	0	7	62	17	16	5	0	0	20	72	15	58
	MANCHESTER	BMI REGIONAL	S	D	56	0	9	82	4	9	5	0	0	6	85	5	55
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	125	0	1	53	29	14	4	0	0	18	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	126	0	0	75	13	9	3	0	0	11	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	186	0	3	85	11	2	2	0	0	5	91	2	190
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	186	1	1	87	9	3	2	0	0	5	93	4	193
	HEATHROW	BRITISH AIRWAYS PLC	S	A	275	0	9	64	21	11	4	0	1	18	70	15	285
	HEATHROW	BRITISH AIRWAYS PLC	S	D	275	0	9	80	10	7	3	0	0	8	79	10	286
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	118	0	1	76	15	6	3	0	0	10	75	9	100
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	115	2	2	89	5	2	4	0	0	4	82	6	99
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	105	1	2	83	6	4	7	1	0	9	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	106	1	5	73	8	9	8	1	0	18	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	82	0	0	87	4	1	9	0	0	8	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	82	0	0	62	23	9	6	0	0	22	0	0	0
	STANSTED	KLM UK LTD	S	A	120	0	9	81	7	6	7	0	0	7	74	9	101
	STANSTED	KLM UK LTD	S	D	120	0	8	72	12	7	10	0	0	17	60	21	104
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	1	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	-7	0	0	0
<b>TOTAL GLASGOW</b>					<b>2632</b>	<b>12</b>	<b>88</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>13</b>

GOA

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	Actual (7)	Plan (8)	
GOA																			
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	13	33	27	3		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	14	50	13	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	50	25	0	96	50	73	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	54	50	11	2		
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	0	25	50	13	0	100	63	2	8		
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	25	13	0	13	0	42	38	20	8		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	1	0	50	0	0	25	25	0	64	20	68	5		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	0	25	25	0	86	25	24	4		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	13	0	13	13	0	38	60	4	5		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	13	13	13	13	0	52	25	27	4		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	40	100	-4	4		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	7	75	12	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	12	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 GOA</b>					<b>72</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>7</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>47</b>	<b>49</b>	<b>20</b>	<b>20</b>		
GOTEBORG																			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	0	86	7	7	0	0	0	3	57	11	28		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	0	69	14	7	10	0	0	18	70	23	27		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	2	79	10	7	3	0	0	4	51	26	57		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	2	81	14	2	3	0	0	4	79	11	57		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	7	0	0	57	14	29	0	0	0	19	100	-6	6		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	7	0	0	14	29	43	14	0	0	32	50	16	6		
	HEATHROW	SAS	S	A	61	0	0	72	10	10	8	0	0	13	66	12	62		
	HEATHROW	SAS	S	D	61	0	0	72	16	7	5	0	0	10	77	11	62		
<b>TOTAL GOTEBORG</b>					<b>310</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>15</b>	<b>15</b>		
GRAND CAYMAN																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	0	0	11	107	75	4	4		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	0	9	0	0	0		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GRAND CAYMAN																	
<b>TOTAL GRAND CAYMAN</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>75</b>	<b>4</b>	<b>4</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	0	7	89	1	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	22	22	11	0	0	25	25	29	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	14	100	12	3
<b>TOTAL GRENADA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>15</b>	<b>15</b>
GRENOBLE																	
	BIRMINGHAM	AIR 2000	C	A	2	0	0	0	50	0	50	0	0	65	0	0	0
	BIRMINGHAM	AIR 2000	C	D	2	0	0	0	50	0	50	0	0	63	0	0	0
	GATWICK	AIR 2000	C	A	7	0	0	71	29	0	0	0	0	8	33	109	3
	GATWICK	AIR 2000	C	D	8	0	0	75	13	0	0	13	0	34	20	65	5
	MANCHESTER	AIR 2000	C	A	2	0	2	0	0	100	0	0	0	45	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL GRENOBLE</b>					<b>25</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>125</b>	<b>125</b>
GUERNSEY																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	95	0	0	0	5	0	14	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	80	7	7	7	0	0	8	67	27	27
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	29	1	0	83	3	10	3	0	0	10	75	18	28
	GATWICK	CITY FLYER EXPRESS	S	A	59	0	0	83	7	5	5	0	0	6	74	12	66
	GATWICK	CITY FLYER EXPRESS	C	A	3	0	3	67	0	0	33	0	0	20	67	13	3
	GATWICK	CITY FLYER EXPRESS	C	D	5	0	4	80	20	0	0	0	0	5	50	24	6
	GATWICK	CITY FLYER EXPRESS	S	D	59	0	0	71	10	10	8	0	0	16	75	14	65
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	25	0	0	68	16	8	4	4	0	24	69	20	26
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	27	0	0	78	11	0	7	4	0	21	64	24	56
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	107	0	8	88	4	4	4	1	0	9	84	8	102
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	85	0	8	87	5	2	5	1	0	9	83	16	99
	HEATHROW	KLM UK LTD	S	A	103	0	6	80	11	7	3	0	0	6	77	13	101
	HEATHROW	KLM UK LTD	S	D	103	0	6	83	5	8	3	1	0	10	76	20	102

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						DEC 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)										
GUERNSEY	STANSTED	KLM UK LTD	S	A	4	0	0	100	0	0	0	0	0	-5	100	2	4	
	STANSTED	KLM UK LTD	S	D	4	0	0	50	50	0	0	0	0	14	75	15	4	
<b>TOTAL GUERNSEY</b>					<b>663</b>	<b>1</b>	<b>35</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>16</b>	<b>16</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
HAHN																	
<b>TOTAL HAHN</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>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
HALIFAX INT																	
	HEATHROW	AIR CANADA	S	A	21	0	0	38	24	19	19	0	0	29	39	32	18
	HEATHROW	AIR CANADA	S	D	22	0	0	86	5	5	5	0	0	7	90	8	21
<b>TOTAL HALIFAX INT</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>19</b>	<b>19</b>
HAMBURG																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	12	0	0	75	25	0	0	0	0	6	85	6	20
	GLASGOW	BRITISH AIRWAYS PLC	S	D	11	0	0	64	27	9	0	0	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	2	76	14	5	4	0	1	12	75	11	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	2	79	11	5	6	0	0	10	83	8	87
	GATWICK	DEUTSCHE BA	S	A	65	0	1	77	15	5	3	0	0	5	95	-9	66
	GATWICK	DEUTSCHE BA	S	D	64	0	2	75	13	11	2	0	0	10	77	7	66
	STANSTED	GILL AIRWAYS	S	A	41	0	2	90	5	5	0	0	0	-1	0	0	0
	STANSTED	GILL AIRWAYS	S	D	43	0	0	86	7	5	2	0	0	7	0	0	0
	HEATHROW	LUFTHANSA	S	A	111	0	1	79	12	7	2	0	0	7	82	7	103
	HEATHROW	LUFTHANSA	S	D	111	0	1	91	5	2	3	0	0	0	90	1	103
	MANCHESTER	LUFTHANSA CITY LINE	S	A	23	0	1	91	4	4	0	0	0	-2	77	5	22
	MANCHESTER	LUFTHANSA CITY LINE	S	D	23	0	1	57	35	4	4	0	0	16	50	14	22
<b>TOTAL HAMBURG</b>					<b>673</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>7</b>
HANOVER																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	0	8	0	0	7	90	-4	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	2	91	4	0	2	2	2	7	85	4	33
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	81	7	11	2	0	0	6	78	12	32
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	0	75	7	4	11	4	0	15	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	28	0	0	68	7	11	14	0	0	24	0	0	0
	HEATHROW	LUFTHANSA	S	A	56	0	1	86	7	2	5	0	0	4	64	15	55
	HEATHROW	LUFTHANSA	S	D	56	0	1	91	2	5	2	0	0	4	80	11	55
<b>TOTAL HANOVER</b>					<b>294</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>9</b>
HARARE																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	17	0	0	82	6	12	0	0	0	1	61	35	23	
	GATWICK	AIR ZIMBABWE	S	D	16	1	0	69	6	13	13	0	0	27	78	36	23	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	4	20	40	20	0	0	20	198	80	1	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	38	25	25	13	0	0	31	75	37	4	
<b>TOTAL HARARE</b>					<b>46</b>	<b>1</b>	<b>4</b>	<b>63</b>	<b>13</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>71</b>	<b>32</b>	<b>32</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	4	0	0	75	0	25	0	0	0	8	100	-7	2	
	GATWICK	AIR ALGERIE	C	D	4	0	0	0	0	75	25	0	0	58	67	2	3	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	1	50	0	0	25	25	0	79	67	15	3	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	40	50	18	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	27	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	18	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>19</b>	<b>22</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>70</b>	<b>7</b>	<b>7</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	13	0	1	85	8	8	0	0	0	-3	75	-4	8	
	GATWICK	CUBANA	S	D	14	0	0	50	29	14	7	0	0	21	13	44	8	
	MANCHESTER	CUBANA	S	A	2	0	0	0	50	0	50	0	0	86	0	0	0	
	MANCHESTER	CUBANA	S	D	2	0	0	50	0	0	50	0	0	62	0	0	0	
<b>TOTAL HAVANA</b>					<b>31</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>20</b>	<b>20</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	232	0	19	69	14	14	3	0	0	12	70	13	259	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	231	0	19	67	19	10	4	0	0	15	67	17	260	
	GLASGOW	BMI BRITISH MIDLAND	S	A	218	0	6	65	23	11	2	0	0	13	63	18	249	
	GLASGOW	BMI BRITISH MIDLAND	S	D	219	0	6	77	14	7	2	0	0	10	75	13	249	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	275	1	9	81	13	4	2	0	0	8	72	14	283	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	272	0	11	68	21	8	3	0	1	20	70	18	280	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	275	0	9	71	16	8	5	0	0	13	66	16	284	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	274	0	10	77	13	6	4	0	0	13	77	13	284	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	270	0	23	76	15	6	4	0	0	11	76	13	276	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					269	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	S	D	269	0	0	81	9	5	3	1	1	14	79	11	278	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	144	0	5	82	8	7	3	0	0	9	74	15	145	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	143	0	6	86	7	5	2	0	0	6	86	8	146	
<b>TOTAL HEATHROW</b>					<b>2824</b>	<b>1</b>	<b>147</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>14</b>	
HELSINKI																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	28	0	0	64	14	18	0	4	0	15	63	18	24	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	28	0	0	46	18	21	14	0	0	33	48	29	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	2	68	26	5	0	0	0	6	60	20	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	1	71	19	5	5	0	0	9	81	11	52	
	GATWICK	FINNAIR	S	A	8	0	0	50	38	13	0	0	0	12	75	6	32	
	GATWICK	FINNAIR	S	D	5	0	0	40	20	20	20	0	0	29	47	28	30	
	HEATHROW	FINNAIR	S	A	84	0	0	67	19	8	6	0	0	11	56	19	86	
	HEATHROW	FINNAIR	C	D	2	0	0	50	50	0	0	0	0	5	67	10	3	
	HEATHROW	FINNAIR	S	D	86	1	0	74	12	8	3	2	0	16	66	17	86	
	MANCHESTER	FINNAIR	S	A	27	0	0	63	19	15	4	0	0	14	82	2	28	
	MANCHESTER	FINNAIR	S	D	27	0	0	67	7	19	7	0	0	16	86	6	28	
	STANSTED	FINNAIR	C	A	4	0	0	100	0	0	0	0	0	-5	100	-3	9	
	STANSTED	FINNAIR	C	D	4	0	0	25	50	25	0	0	0	26	22	22	9	
<b>TOTAL HELSINKI</b>					<b>419</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>15</b>	<b>15</b>	
HERAKLION																		
<b>TOTAL HERAKLION</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>142</b>	<b>142</b>	
HOF																		
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	1	0	100	0	0	0	0	0	-14	67	16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	83	10	3	3	0	0	7	80	5	30	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	42	0	0	93	5	2	0	0	0	-9	83	21	42	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	42	0	0	79	17	2	2	0	0	10	84	9	43	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	30	0	1	90	3	3	3	0	0	1	90	-5	31	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)																		
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	0	1	70	10	17	3	0	0	15	55	15	31	
	HEATHROW	UNITED AIRLINES	S	A	30	1	2	63	10	0	7	3	17	103	84	5	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	52	16	26	6	0	0	25	42	34	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	10	6	10	0	0	10	68	12	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	26	3	0	0	0	8	81	11	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>324</b>	<b>2</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>74</b>	<b>12</b>	<b>12</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	70	7	13	10	0	0	18	37	39	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	30	30	30	10	0	0	31	30	41	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	61	0	1	72	18	7	3	0	0	4	65	14	51	
	GATWICK	CONTINENTAL AIRLINES	S	D	61	0	1	80	11	7	0	2	0	13	68	16	50	
<b>TOTAL HOUSTON</b>					<b>182</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>24</b>	<b>24</b>	
HURGHADA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	22	75	16	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	75	11	4	
<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>16</b>	<b>75</b>	<b>14</b>	<b>14</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
INNSBRUCK																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	1	1	0	40	0	0	60	0	132	25	37	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	0	14	14	0	71	0	0	91	50	43	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	50	0	0	0
	STANSTED	KLM UK LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	108	2
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	51	50	71	2
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	50	50	0	0	62	0	86	3
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	40	0	0	0	32	0	79	5
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	1	33	0	0	67	0	0	65	0	222	3
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	0	50	25	25	0	0	45	0	90	3
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	12	50	64	2
	GLASGOW	TYROLEAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-9	0	0	0
	MANCHESTER	TYROLEAN AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	27	0	0	0
	MANCHESTER	TYROLEAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	22	0	0	0
	NEWCASTLE	TYROLEAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	100	8	1
<b>TOTAL INNSBRUCK</b>					<b>50</b>	<b>1</b>	<b>8</b>	<b>30</b>	<b>22</b>	<b>12</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>69</b>	<b>69</b>
INVERNESS																	
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	80	0	2	54	25	11	10	0	0	23	0	0	0
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	79	1	3	65	14	11	9	0	1	28	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	2	91	9	0	0	0	0	1	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	23	0	0	61	13	22	4	0	0	16	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	1	59	19	6	16	0	0	21	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	2	0	77	6	6	10	0	0	16	0	0	0
	STANSTED	KLM UK LTD	S	A	25	0	1	84	8	8	0	0	0	-2	90	-2	21
	STANSTED	KLM UK LTD	S	D	26	0	0	42	15	12	31	0	0	38	62	18	26
<b>TOTAL INVERNESS</b>					<b>319</b>	<b>3</b>	<b>9</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>13</b>	<b>13</b>
ISLAMABAD																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	64	21	0	0	7	7	113	62	31	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	8	0	0	0	12	57	25	14
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	14	0	0	64	14	7	7	0	7	99	54	32	13

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ISLAMABAD																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	38	23	31	8	0	0	26	43	54	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	11	11	11	22	11	132	56	53	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	33	22	11	11	11	176	11	51	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	0	0	38	38	13	265	22	39	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	0	25	13	38	13	13	204	56	121	9	
<b>TOTAL ISLAMABAD</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>113</b>	<b>47</b>	<b>48</b>	<b>48</b>	
ISLAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	44	1	1	86	5	5	5	0	0	5	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	45	0	1	80	11	2	4	2	0	15	0	0	0	
<b>TOTAL ISLAY</b>					<b>89</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>11</b>	<b>11</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	85	4	10	2	0	0	7	92	2	51	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	79	8	12	0	2	0	13	90	5	51	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	33	1	3	82	9	9	0	0	0	5	94	-1	31	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	33	1	0	85	6	9	0	0	0	9	81	13	31	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	78	0	0	74	18	6	1	0	0	12	75	10	77	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	78	0	0	83	6	8	3	0	0	7	77	22	77	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	20	0	1	95	5	0	0	0	0	1	88	5	17	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	20	0	1	85	15	0	0	0	0	5	76	10	17	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	85	0	0	89	7	2	0	1	0	7	86	8	84	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	85	0	0	91	7	1	0	1	0	2	83	2	84	
<b>TOTAL ISLE OF MAN</b>					<b>536</b>	<b>2</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>8</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	1	72	13	7	8	0	0	8	63	14	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	1	87	7	7	0	0	0	4	76	12	59	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	11	0	0	9	64	27	0	0	0	26	22	32	9	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	11	0	0	45	9	36	9	0	0	21	44	32	9	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	9	0	0	11	22	33	22	11	0	63	0	48	4	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	9	0	0	22	22	44	0	11	0	51	25	47	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
ISTANBUL																		
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	9	0	1	22	11	44	11	11	0	55	20	44	5	
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	9	0	1	33	11	22	22	11	0	57	0	54	5	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	70	0	0	37	24	26	10	3	0	34	45	27	62	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	69	0	1	65	16	9	7	3	0	23	56	22	61	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	13	0	0	69	31	0	0	0	0	9	0	0	0	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	13	0	0	85	8	8	0	0	0	9	0	0	0	
<b>TOTAL ISTANBUL</b>					<b>343</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>24</b>	<b>24</b>	
IVALO																		
	HEATHROW	FINNAIR	C	A	2	0	0	100	0	0	0	0	0	-16	0	0	0	
<b>TOTAL IVALO</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>18</b>	<b>6</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>41</b>	<b>41</b>	
IZMIR (ADNAM MENDERES)																		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	78	11	0	11	0	0	10	67	18	9	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	56	11	22	11	0	0	24	11	48	9	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>39</b>	<b>33</b>	<b>33</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
JAKARTA (SOEKARNO-HATT)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	59	14	14	9	5	0	24	68	15	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	78	13	0	9	0	0	14	64	15	22	
	GATWICK	GARUDA INDONESIA	S	A	14	0	0	0	0	14	79	7	0	109	0	0	0	
	GATWICK	GARUDA INDONESIA	S	D	14	0	0	43	14	29	14	0	0	30	0	0	0	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>11</b>	<b>12</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>66</b>	<b>15</b>	<b>15</b>	
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	67	28	0	0	6	0	19	81	6	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	61	28	0	6	6	0	23	63	17	16	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	23	0	1	43	30	17	9	0	0	25	59	15	22	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	22	2	2	45	27	14	14	0	0	34	45	20	22	
<b>TOTAL JEDDAH</b>					<b>81</b>	<b>2</b>	<b>3</b>	<b>53</b>	<b>28</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>15</b>	<b>15</b>	
JEREZ																		
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	57	43	0	0	0	0	2	89	8	9	
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	57	29	14	0	0	0	17	56	15	9	
<b>TOTAL JEREZ</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>12</b>	<b>12</b>	
JERSEY																		
	GLASGOW	BMI BRITISH MIDLAND	S	A	9	0	0	78	11	11	0	0	0	11	67	22	6	
	GLASGOW	BMI BRITISH MIDLAND	S	D	9	0	0	100	0	0	0	0	0	0	60	22	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	100	0	5	79	12	6	3	0	0	6	60	37	98	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	101	0	4	88	6	3	3	0	0	3	77	22	97	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	37	0	0	81	8	5	3	3	0	10	61	27	54	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	36	0	0	75	11	8	6	0	0	10	75	18	55	
	GATWICK	CITY FLYER EXPRESS	S	A	109	0	2	60	18	16	6	0	0	18	59	20	93	
	GATWICK	CITY FLYER EXPRESS	S	D	108	1	3	67	16	10	7	0	0	17	73	11	95	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	35	0	0	69	17	11	0	3	0	14	68	18	40	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	32	2	0	72	19	6	3	0	0	16	70	33	10	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	93	0	1	88	8	2	2	0	0	6	68	20	103	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	115	0	1	90	5	3	2	0	0	5	72	19	112	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	27	0	1	52	26	11	11	0	0	24	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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																	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	27	0	2	85	7	0	7	0	0	10	0	0	0
	STANSTED	KLM UK LTD	S	A	52	0	6	81	4	8	4	2	2	32	59	20	22
	STANSTED	KLM UK LTD	S	D	56	0	2	57	21	9	11	0	2	41	43	30	21
<b>TOTAL JERSEY</b>					<b>948</b>	<b>8</b>	<b>27</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>22</b>	<b>22</b>
JOENSUU																	
<b>TOTAL JOENSUU</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>86</b>	<b>86</b>
JOHANNESBURG																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	14	50	12	6
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	42	71	12	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	10	3	0	0	5	74	22	35
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	6	6	0	0	15	66	13	32
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	29	0	0	0
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	34	0	6	32	18	26	21	0	3	57	34	80	32
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	3	74	19	6	0	0	0	8	39	26	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	1	52	24	17	7	0	0	18	31	40	13
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	1	1	83	14	0	3	0	0	7	93	5	14
<b>TOTAL JOHANNESBURG</b>					<b>203</b>	<b>2</b>	<b>11</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>31</b>	<b>31</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
KARACHI		HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	2	0	13	13	25	25	13	13	120	33	18	9
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	44	0	22	0	11	86	55	21	11
<b>TOTAL KARACHI</b>						<b>17</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>12</b>	<b>102</b>	<b>45</b>	<b>20</b>	<b>20</b>
KATHMANDU		GATWICK	ROYAL NEPAL AIRLINES	S	A	8	0	0	0	0	25	38	38	0	133	0	60	9
		GATWICK	ROYAL NEPAL AIRLINES	S	D	8	0	0	0	13	0	75	13	0	118	33	39	9
<b>TOTAL KATHMANDU</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>56</b>	<b>25</b>	<b>0</b>	<b>125</b>	<b>17</b>	<b>49</b>	<b>49</b>
KEFLAVIK		GLASGOW	ICELANDAIR	S	A	32	1	1	25	19	9	34	9	3	82	69	8	26
		GLASGOW	ICELANDAIR	S	D	33	2	0	73	9	3	9	3	3	30	92	-1	26
		HEATHROW	ICELANDAIR	S	A	37	0	1	73	11	11	3	0	3	14	82	-2	38
		HEATHROW	ICELANDAIR	S	D	37	0	1	57	24	14	3	0	3	20	71	10	38
<b>TOTAL KEFLAVIK</b>						<b>141</b>	<b>3</b>	<b>3</b>	<b>57</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>35</b>	<b>77</b>	<b>4</b>	<b>4</b>
KERRY COUNTY		LUTON	BA CITIEXPRESS (IOM) LTD	S	A	17	1	1	100	0	0	0	0	0	-2	100	1	15
		LUTON	BA CITIEXPRESS (IOM) LTD	S	D	18	0	1	67	28	6	0	0	0	10	73	11	15
		STANSTED	RYANAIR	S	A	29	1	1	62	14	10	14	0	0	26	0	0	0
		STANSTED	RYANAIR	S	D	34	0	0	62	9	18	9	3	0	29	0	0	0
<b>TOTAL KERRY COUNTY</b>						<b>98</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>6</b>	<b>6</b>
KIEV (BORISPOL)		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	20	0	0	60	10	20	5	5	0	25	23	25	13
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	20	0	0	65	15	10	5	5	0	28	46	23	13
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	20	0	0	45	30	15	10	0	0	24	63	15	16
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	20	0	0	75	10	15	0	0	0	13	63	19	16
		NEWCASTLE	UKRAINE INTERNATIONAL AIRLINES	C	A	2	0	0	0	0	50	50	0	0	57	0	0	0



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KIEV (BORISPOL)	NEWCASTLE	UKRAINE INTERNATIONAL AIRLINES	C	D	2	0	0	0	0	0	100	0	0	77	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>20</b>	<b>20</b>
KILIMANJARO	HEATHROW	ALLIANCE	S	A	4	0	1	0	0	50	50	0	0	67	0	0	0
	HEATHROW	ALLIANCE	S	D	3	0	1	0	33	67	0	0	0	39	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	48	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	0	0	67	0	0	56	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	0	33	0	33	0	84	0	0	0
<b>TOTAL KILIMANJARO</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>6</b>	<b>31</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
KINGSTON	HEATHROW	AIR JAMAICA	S	A	17	0	0	53	6	12	24	6	0	48	0	60	15
	HEATHROW	AIR JAMAICA	S	D	17	0	0	24	6	29	35	6	0	70	13	53	15
<b>TOTAL KINGSTON</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>21</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>6</b>	<b>59</b>	<b>59</b>
KINLOSS					2	0	0	100	0	0	0	0	0	-9	0	19	19
<b>TOTAL KINLOSS</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>-9</b>	<b>0</b>	<b>19</b>	<b>19</b>
KIRKWALL	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	0	92	4	0	4	0	0	3	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	0	58	29	13	0	0	0	15	0	0	0
<b>TOTAL KIRKWALL</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>13</b>	<b>13</b>
KISHINEV	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	5	0	0	80	0	0	0	20	0	66	0	0	0
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	3	0	2	67	0	0	0	33	0	112	0	0	0
<b>TOTAL KISHINEV</b>					<b>8</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
KITTLA	GATWICK	AIR 2000	C	A	3	0	0	0	0	33	67	0	0	79	0	85	2
	GATWICK	AIR 2000	C	D	2	0	0	0	0	0	100	0	0	101	50	66	2
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	28	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	28	0	0	0

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
KITTILA																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	27	0	84	1	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	13	0	31	1		
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	14	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	22	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	16	0	0	0		
	GATWICK	FINNAIR	C	A	3	0	0	33	0	33	33	0	49	0	0	0		
	GATWICK	FINNAIR	C	D	4	0	0	50	25	0	25	0	25	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	37	0	99	7		
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	13	43	27	7		
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	-9	0	74	6		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	-1	67	21	6		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	2	0	0	0		
<b>TOTAL KITTILA</b>					<b>58</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>26</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>25</b>	<b>28</b>	<b>54</b>	<b>54</b>		
KLAGENFURT																		
KORTRIJK/WEVELGEM																		
KRAKOW																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	9	0	0	56	11	11	22	0	22	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	9	0	0	56	0	44	0	0	25	0	0	0		
	GATWICK	LOT-POLISH AIRLINES	S	A	7	2	2	86	0	0	0	14	21	0	0	0		
	GATWICK	LOT-POLISH AIRLINES	S	D	9	0	0	44	22	0	22	11	59	0	0	0		
<b>TOTAL KRAKOW</b>					<b>34</b>	<b>2</b>	<b>2</b>	<b>59</b>	<b>9</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>		
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR	S	A	25	0	0	72	12	12	4	0	14	54	18	24		
	GATWICK	MAERSK AIR	S	D	24	0	0	71	21	8	0	0	11	54	15	24		
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>16</b>	<b>16</b>		
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	40	31	24	3	2	23	73	23	62		

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	62	0	0	81	11	5	3	0	0	7	63	43	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>33</b>	<b>33</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-7	77	8	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	79	17	3	0	0	0	7	52	21	25
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	55	16	16	10	3	0	26	59	26	32
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	55	13	19	13	0	0	26	53	36	32
<b>TOTAL KUWAIT</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>24</b>	<b>24</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
LAGOS																		
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	0	0	0	56	33	11	202	25	31	8	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	11	33	33	0	11	161	38	31	8	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	0	0	0	100	0	0	137	25	51	4	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	0	0	0	0	100	0	0	121	0	44	4	
<b>TOTAL LAHORE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>62</b>	<b>12</b>	<b>8</b>	<b>166</b>	<b>25</b>	<b>37</b>	<b>37</b>	
LARNACA																		
	GATWICK	AIR 2000	C	A	5	0	0	20	40	40	0	0	0	24	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	-5	1	
	MANCHESTER	AIR 2000	S	A	5	0	0	100	0	0	0	0	0	-4	75	17	4	
	MANCHESTER	AIR 2000	S	D	4	0	0	75	25	0	0	0	0	6	75	11	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	81	4	7	7	0	0	8	73	8	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	64	21	7	7	0	0	15	70	16	27	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	3	0	1	100	0	0	0	0	0	-1	40	14	5	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	3	0	1	67	0	0	0	0	33	121	40	20	5	
	GATWICK	CYPRUS AIRWAYS	S	A	5	0	0	40	40	20	0	0	0	14	29	31	7	
	GATWICK	CYPRUS AIRWAYS	S	D	5	0	0	40	40	20	0	0	0	18	29	41	7	
	HEATHROW	CYPRUS AIRWAYS	S	A	46	0	0	43	33	20	2	2	0	26	46	28	46	
	HEATHROW	CYPRUS AIRWAYS	S	D	46	1	0	57	30	9	0	2	2	26	36	26	42	
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	67	11	11	11	0	0	21	78	7	9	
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	56	11	22	0	11	0	33	67	21	9	
	STANSTED	CYPRUS AIRWAYS	S	A	5	0	0	100	0	0	0	0	0	-9	0	0	0	
	STANSTED	CYPRUS AIRWAYS	S	D	5	0	0	40	40	20	0	0	0	14	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	-6	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	27	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	143	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	0	0	0	25	146	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LARNACA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	1	0	0	11	22	67	0	0	81	0	88	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	44	11	11	0	0	26	0	44	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	60	33	0	7	0	0	12	13	54	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	87	7	0	7	0	0	11	100	0	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	0	50	0	0	45	50	9	2	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-1	100	-6	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	7	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	-1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-8	0	0	0	
<b>TOTAL LARNACA</b>					<b>304</b>	<b>4</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>51</b>	<b>22</b>	<b>22</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	80	0	0	0	0	19	100	2	5	
	BIRMINGHAM	AIR 2000	C	D	5	1	0	100	0	0	0	0	0	2	80	5	5	
	GATWICK	AIR 2000	C	A	15	0	0	40	13	20	20	0	7	64	40	24	10	
	GATWICK	AIR 2000	C	D	15	0	0	73	0	7	13	0	7	47	78	14	9	
	GLASGOW	AIR 2000	C	A	5	0	0	40	40	0	0	0	20	170	83	-7	6	
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	6	67	7	6	
	MANCHESTER	AIR 2000	C	A	10	0	0	50	0	30	20	0	0	37	50	19	8	
	MANCHESTER	AIR 2000	C	D	10	0	0	80	0	0	20	0	0	24	89	-1	9	
	GATWICK	AIR EUROPA	C	A	2	0	0	0	0	50	0	50	0	157	0	0	0	
	GATWICK	AIR EUROPA	C	D	2	0	0	0	0	50	0	50	0	159	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	9	20	24	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	100	0	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	13	63	13	0	0	39	44	22	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	38	0	0	0	0	12	67	10	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	27	80	2	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	80	13	5	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								DEC 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)											
LAS PALMAS	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	15	67	28	3
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	5	75	15	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	0	63	38	0	0	0	30	82	9	11
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	9	64	12	11	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	17	40	19	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	5	100	2	5	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	17	17	33	33	0	40	17	49	6	
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	50	33	17	0	0	15	33	32	6	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	40	40	20	0	0	23	0	23	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	-6	60	14	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	63	0	117	6	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	40	20	0	33	14	45	7	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	36	100	3	5	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	4	50	12	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	40	40	20	0	36	14	32	7	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	5	50	17	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	60	20	20	0	38	75	7	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	26	50	19	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	22	11	11	52	63	16	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	11	11	41	75	21	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	80	20	0	64	0	28	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	4	100	3	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	14	21	14	7	43	31	27	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	73	0	13	13	0	19	85	13	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	20	0	40	80	10	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	-1	100	-5	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	22	0	62	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	25	75	12	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	13	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	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 DECEMBER 1997

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAS PALMAS																	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	22	0	11	0	0	23	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	8	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>336</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>56</b>	<b>22</b>	<b>22</b>
LAS VEGAS																	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	0	60	0	0	64	60	-11	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	17	25	31	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	80	0	0	80	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	20	0	0	0	22	0	0	0
<b>TOTAL LAS VEGAS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30</b>	<b>10</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>44</b>	<b>8</b>	<b>8</b>
LE HAVRE																	
LEEDS BRADFORD																	
	GLASGOW	BMI BRITISH MIDLAND	S	A	50	0	0	84	8	4	4	0	0	12	71	26	51
	GLASGOW	BMI BRITISH MIDLAND	S	D	49	1	0	92	8	0	0	0	0	5	79	12	52
	HEATHROW	BMI BRITISH MIDLAND	S	A	115	0	6	61	18	15	6	0	0	19	53	24	116
	HEATHROW	BMI BRITISH MIDLAND	S	D	116	0	5	67	20	7	6	0	0	13	66	15	116
	GATWICK	CITY FLYER EXPRESS	S	A	84	0	10	52	27	15	5	0	0	20	84	6	49
	GATWICK	CITY FLYER EXPRESS	S	D	86	0	4	70	13	13	5	0	0	13	64	15	55
	EDINBURGH	GILL AIRWAYS	S	A	38	0	0	84	0	8	8	0	0	13	82	16	49
	EDINBURGH	GILL AIRWAYS	S	D	38	0	0	76	5	11	8	0	0	12	75	14	51
<b>TOTAL LEEDS BRADFORD</b>					<b>576</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>17</b>
LEIPZIG																	
	HEATHROW	LUFTHANSA	S	A	42	0	1	60	19	17	5	0	0	18	49	22	39
	HEATHROW	LUFTHANSA	S	D	22	0	1	86	0	9	5	0	0	8	96	4	24
<b>TOTAL LEIPZIG</b>					<b>64</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	<b>13</b>
LIBREVILLE																	
	GATWICK	AIR GABON	S	A	5	0	0	0	0	40	60	0	0	66	17	95	6
	GATWICK	AIR GABON	S	D	4	0	0	50	25	25	0	0	0	22	50	14	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
LIBREVILLE																		
<b>TOTAL LIBREVILLE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>63</b>	<b>63</b>	
LILLE																		
LILONGWE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-23	60	154	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	50	0	0	0	23	75	300	4	
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>219</b>	<b>219</b>		
LISBON																		
	GATWICK	AB AIRLINES	S	A	33	1	0	27	18	12	18	21	3	99	0	0	0	
	GATWICK	AB AIRLINES	S	D	34	1	1	50	9	12	9	21	0	69	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	74	0	0	54	16	12	14	3	1	35	66	18	76	
	HEATHROW	AIR PORTUGAL	S	D	75	0	0	53	16	11	13	4	3	42	71	18	77	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	70	20	7	0	3	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	87	3	7	3	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	2	78	11	5	5	0	1	9	81	13	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	2	79	9	8	3	0	0	10	67	20	89	
	MANCHESTER	PORTUGALIA	S	A	25	0	1	44	28	20	8	0	0	29	0	0	0	
	MANCHESTER	PORTUGALIA	S	D	18	0	1	67	11	6	17	0	0	24	0	0	0	
<b>TOTAL LISBON</b>					<b>495</b>	<b>2</b>	<b>8</b>	<b>63</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>31</b>	<b>70</b>	<b>19</b>	<b>19</b>	
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	21	0	0	57	24	5	10	5	0	31	62	25	21	
	HEATHROW	ADRIA AIRWAYS	S	D	21	0	0	67	5	14	10	5	0	27	62	23	21	
<b>TOTAL LJUBLJANA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>24</b>	<b>24</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	85	0	3	62	14	18	6	0	0	15	94	-3	62	
	EDINBURGH	KLM UK LTD	S	D	85	0	3	61	18	15	6	0	0	19	92	5	63	
	MANCHESTER	KLM UK LTD	S	A	82	0	1	93	2	2	1	1	0	-8	0	0	0	
	MANCHESTER	KLM UK LTD	S	D	82	0	1	93	5	2	0	0	0	-1	0	0	0	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LONDON CITY																	
<b>TOTAL LONDON CITY</b>					<b>334</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>1</b>	<b>1</b>
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	1	63	17	13	3	0	3	20	60	10	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	1	73	23	3	0	0	0	7	70	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	51	27	14	5	3	0	27	55	27	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	2	58	22	15	5	0	0	19	63	18	59
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	32	23	19	16	6	3	81	52	24	31
	HEATHROW	UNITED AIRLINES	S	D	29	0	1	52	24	17	7	0	0	24	84	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	55	12	26	7	0	0	15	53	22	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	53	17	16	12	2	0	26	33	34	30
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>354</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>59</b>	<b>20</b>	<b>20</b>
LUSAKA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	4	0	78	22	0	0	0	0	4	75	5	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	50	30	20	0	0	0	17	67	12	9
<b>TOTAL LUSAKA</b>					<b>19</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>9</b>	<b>9</b>
LUTON																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	133	0	3	83	8	3	6	1	0	9	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	130	1	6	72	16	8	3	2	0	19	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	107	0	1	80	6	7	7	1	0	6	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	106	1	0	78	10	5	6	1	0	14	0	0	0
<b>TOTAL LUTON</b>					<b>476</b>	<b>2</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>37</b>	<b>37</b>
LUXEMBOURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	55	25	10	10	0	0	21	76	13	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	80	10	5	5	0	0	6	81	7	21
	GATWICK	CITY FLYER EXPRESS	S	A	68	0	2	69	13	12	6	0	0	16	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	67	0	2	72	18	7	3	0	0	12	0	0	0
	HEATHROW	LUXAIR	S	A	60	0	2	53	30	12	5	0	0	19	54	17	56
	HEATHROW	LUXAIR	S	D	60	0	2	82	7	8	3	0	0	7	79	7	56
	MANCHESTER	LUXAIR	S	A	21	0	1	67	19	10	5	0	0	14	89	13	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LUXEMBOURG																		
	MANCHESTER	LUXAIR	S	D	21	0	1	86	10	5	0	0	0	-2	89	10	9	
	STANSTED	LUXAIR	S	A	43	0	0	88	7	5	0	0	0	3	74	17	23	
	STANSTED	LUXAIR	S	D	43	0	0	84	14	0	0	2	0	10	83	7	23	
<b>TOTAL LUXEMBOURG</b>					<b>423</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>12</b>	
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	2	0	0	0	0	100	0	0	0	45	20	57	5	
	HEATHROW	EGYPT AIR	S	D	2	0	0	0	0	100	0	0	0	49	0	82	6	
<b>TOTAL LUXOR</b>					<b>4</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>41</b>	<b>41</b>	<b>41</b>	
LYON																		
	GATWICK	AIR 2000	C	A	7	0	3	29	43	14	14	0	0	31	60	16	5	
	GATWICK	AIR 2000	C	D	10	0	0	70	20	10	0	0	0	13	67	13	9	
	LUTON	AIR 2000	C	D	2	0	0	0	100	0	0	0	0	25	0	20	1	
	MANCHESTER	AIR 2000	C	A	2	0	1	0	100	0	0	0	0	25	100	3	1	
	MANCHESTER	AIR 2000	C	D	3	0	0	67	33	0	0	0	0	9	100	3	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	33	100	8	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	2	1	20	40	40	0	0	0	17	17	56	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	1	1	50	13	25	13	0	0	33	44	52	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	18	0	32	3	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	3	71	20	4	4	1	0	11	61	17	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	78	0	3	79	12	8	1	0	0	6	79	10	56	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	1	25	25	25	25	0	0	47	50	21	2	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	60	0	20	20	0	0	28	33	56	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	0	0	75	25	0	0	61	20	118	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	64	25	33	4	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	29	1	1	79	3	7	7	3	0	13	86	1	28	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	30	0	0	83	7	3	3	3	0	17	90	8	29	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	18	50	22	2	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)											
LYON	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	79	0	3	75	14	6	5	0	0	9	0	0	0
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	81	0	1	73	15	6	6	0	0	13	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	1	13	0	25	63	0	0	72	0	83	10
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	10	10	60	20	0	0	55	25	41	12
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	49	0	86	2
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	32	0	50	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	1	50	0	0	50	0	0	62	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	18	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	50	0	0	84	50	43	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	59	50	43	2
	STANSTED	RYANAIR	C	D	2	0	0	0	0	100	0	0	0	42	0	0	0
<b>TOTAL LYON</b>					<b>488</b>	<b>6</b>	<b>28</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MAASTRICHT	STANSTED	KLM EXEL	S	A	68	0	2	78	16	4	1	0	0	9	69	20	67
	STANSTED	KLM EXEL	S	D	68	0	2	87	9	0	3	1	0	7	82	12	65
<b>TOTAL MAASTRICHT</b>					<b>136</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>23</b>	<b>23</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	33	44	22	0	0	0	19	0	0	0
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	GATWICK	AIR 2000	C	A	2	0	0	0	0	0	100	0	0	80	0	33	3
	GATWICK	AIR 2000	C	D	2	0	0	0	50	50	0	0	0	31	50	13	2
	GATWICK	AIR EUROPA	S	A	25	0	0	4	12	44	36	4	0	62	37	23	27
	GATWICK	AIR EUROPA	S	D	2	0	0	0	0	50	0	50	0	143	74	13	27
	STANSTED	AVIACO	C	A	2	0	0	0	50	50	0	0	0	36	0	0	0
	STANSTED	AVIACO	C	D	2	0	0	0	50	50	0	0	0	26	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	1	61	14	16	7	2	0	19	37	32	86
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	64	18	15	3	0	0	18	62	21	86
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	4	55	10	20	12	3	0	29	43	34	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	4	63	19	12	6	0	0	17	54	24	115
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	37	0	0	49	5	30	16	0	0	33	42	42	36
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	37	0	0	68	14	11	8	0	0	17	67	22	36
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	100	0	0	0	37	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	A	33	0	1	55	27	0	12	6	0	29	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	32	0	5	69	19	6	0	6	0	20	0	0	0
	GATWICK	IBERIA	S	A	23	0	0	26	22	39	13	0	0	38	39	33	23
	GATWICK	IBERIA	S	D	23	0	0	48	4	22	26	0	0	37	17	42	23
	HEATHROW	IBERIA	S	A	143	1	1	47	18	21	13	1	0	30	54	30	136
	HEATHROW	IBERIA	S	D	145	0	0	61	13	12	14	1	0	23	59	30	136

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MADRID																		
	MANCHESTER	IBERIA	S	A	30	0	0	20	27	43	10	0	0	33	0	0	0	
	MANCHESTER	IBERIA	S	D	30	0	0	40	17	27	17	0	0	34	48	28	29	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	50	0	0	74	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	SPANAIR	S	A	8	0	0	13	13	50	25	0	0	50	11	30	9	
	GATWICK	SPANAIR	S	D	8	0	0	25	13	13	38	13	0	64	22	36	9	
<b>TOTAL MADRID</b>					<b>999</b>	<b>1</b>	<b>16</b>	<b>53</b>	<b>16</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>32</b>	<b>32</b>	
MAHON																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	1	1	100	0	0	0	0	0	3	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	78	11	11	0	0	0	3	78	7	9	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	11	0	11	0	0	11	56	21	9	
<b>TOTAL MAHON</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>14</b>	<b>14</b>	
MALAGA																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	21	80	27	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	100	-2	5	
	GATWICK	AIR 2000	C	A	12	0	1	0	33	25	33	8	0	84	11	61	9	
	GATWICK	AIR 2000	C	D	12	0	1	42	17	0	33	8	0	67	44	44	9	
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	46	40	104	5	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	35	40	104	5	
	MANCHESTER	AIR 2000	C	A	9	0	0	56	33	11	0	0	0	19	50	39	10	
	MANCHESTER	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	5	70	26	10	
	GATWICK	AIRWORLD AVIATION LTD	C	A	3	0	0	0	0	100	0	0	0	41	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	0	0	67	33	0	0	0	0	17	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	100	0	0	0	0	0	2	78	7	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	2	100	2	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	0	43	43	14	0	0	37	30	28	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	14	0	0	0	12	70	10	10	
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	0	0	43	43	0	0	14	0	39	67	12	9	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						DEC 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	GLASGOW	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	0	0	14	0	25	89	4	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	22	40	22	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	2	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	36	43	0	14	7	0	41	67	8	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	79	7	0	7	7	0	30	94	2	18	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	59	67	27	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	-3	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	0	67	33	0	0	0	30	100	5	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	14	100	7	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	20	0	4	50	20	10	15	5	0	32	29	39	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	22	0	1	50	23	14	14	0	0	29	33	17	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	4	33	17	33	0	0	17	105	33	50	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	2	33	33	17	17	0	0	27	50	26	6	
	GATWICK	GB AIRWAYS LTD	S	A	60	1	0	73	13	7	7	0	0	9	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	60	1	0	77	12	7	5	0	0	15	0	0	0	
	HEATHROW	IBERIA	S	A	30	0	0	20	23	40	17	0	0	37	50	25	30	
	HEATHROW	IBERIA	S	D	30	0	0	47	23	13	17	0	0	25	60	33	30	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	33	0	33	33	0	0	59	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	67	0	17	17	0	0	31	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	25	0	0	35	40	81	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	25	0	0	41	40	90	5	
	GATWICK	MONARCH AIRLINES	C	A	23	1	0	13	30	35	22	0	0	41	12	47	26	
	GATWICK	MONARCH AIRLINES	C	D	24	0	1	71	17	4	8	0	0	15	65	21	26	
	LUTON	MONARCH AIRLINES	S	A	17	0	0	71	18	6	6	0	0	12	62	-8	13	
	LUTON	MONARCH AIRLINES	C	A	2	0	0	0	0	50	0	50	0	128	50	10	2	
	LUTON	MONARCH AIRLINES	S	D	17	0	0	71	12	6	12	0	0	13	77	9	13	
	LUTON	MONARCH AIRLINES	C	D	2	0	0	0	0	50	0	50	0	144	50	17	2	
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	0	36	29	21	14	0	84	29	32	17	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	57	7	0	21	14	0	62	71	16	17	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	1	17	17	67	0	0	0	33	17	50	6	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
MALAGA																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	14	0	0	0	0	8	50	14	6		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	67	33	0	0	53	0	30	2		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	33	33	0	0	45	100	8	2		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	11	22	44	11	0	81	18	46	11		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	22	0	11	0	46	55	22	11		
	BIRMINGHAM	SPANAIR	C	A	3	0	1	100	0	0	0	0	0	-2	0	0	0		
	BIRMINGHAM	SPANAIR	C	D	3	0	1	67	33	0	0	0	0	14	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	52	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	52	0	0	0		
	GATWICK	TRANSAER	C	A	3	0	1	100	0	0	0	0	0	4	0	350	3		
	GATWICK	TRANSAER	C	D	4	0	0	50	50	0	0	0	0	14	0	582	4		
	MANCHESTER	TRANSAER	C	A	3	0	0	67	0	0	33	0	0	33	0	0	0		
	MANCHESTER	TRANSAER	C	D	3	0	0	67	0	33	0	0	0	19	0	0	0		
	GLASGOW	VIVA	C	A	2	0	0	50	0	50	0	0	0	24	100	10	1		
	GLASGOW	VIVA	C	D	2	0	0	50	0	50	0	0	0	23	100	15	1		
<b>TOTAL MALAGA</b>					<b>615</b>	<b>3</b>	<b>21</b>	<b>54</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>37</b>	<b>37</b>		
MALE INTERNATIONAL																			
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	24	40	32	5		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	60	38	5		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	12	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	28	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	1	60	23	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-4	40	48	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-30	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0		
<b>TOTAL MALE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>35</b>	<b>35</b>		
MALMO																			

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MALMO	LONDON CITY	MALMO AVIATION	S	A	41	0	0	100	0	0	0	0	0	-2	0	0	0	
	LONDON CITY	MALMO AVIATION	S	D	41	0	0	61	37	2	0	0	0	15	0	0	0	
<b>TOTAL MALMO</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-2</b>	<b>-2</b>	
MALTA	BIRMINGHAM	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	7	40	17	5	
	BIRMINGHAM	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-1	100	3	5	
	GATWICK	AIR 2000	C	A	7	0	0	57	43	0	0	0	0	6	40	27	5	
	GATWICK	AIR 2000	C	D	7	0	0	86	14	0	0	0	0	4	20	26	5	
	MANCHESTER	AIR 2000	C	A	5	0	0	40	20	40	0	0	0	24	57	22	7	
	MANCHESTER	AIR 2000	C	D	5	0	0	60	0	40	0	0	0	14	71	12	7	
	BIRMINGHAM	AIR MALTA	S	A	3	0	0	100	0	0	0	0	0	-25	75	-15	4	
	BIRMINGHAM	AIR MALTA	S	D	3	0	0	33	33	33	0	0	0	14	75	-1	4	
	GATWICK	AIR MALTA	C	A	5	0	1	100	0	0	0	0	0	2	100	-5	4	
	GATWICK	AIR MALTA	S	A	30	0	0	77	13	7	3	0	0	5	67	7	30	
	GATWICK	AIR MALTA	C	D	5	0	1	100	0	0	0	0	0	-1	75	38	4	
	GATWICK	AIR MALTA	S	D	30	0	0	67	17	13	3	0	0	19	47	27	30	
	GLASGOW	AIR MALTA	C	A	6	0	0	100	0	0	0	0	0	1	100	8	1	
	GLASGOW	AIR MALTA	S	A	3	0	0	33	67	0	0	0	0	8	100	-8	4	
	GLASGOW	AIR MALTA	C	D	6	1	1	83	17	0	0	0	0	6	0	17	1	
	GLASGOW	AIR MALTA	S	D	2	0	0	50	50	0	0	0	0	20	100	13	4	
	HEATHROW	AIR MALTA	S	A	49	0	1	86	4	4	6	0	0	-3	72	8	53	
	HEATHROW	AIR MALTA	S	D	49	0	1	59	22	12	6	0	0	16	49	28	53	
	MANCHESTER	AIR MALTA	C	A	6	0	0	100	0	0	0	0	0	-22	80	-11	10	
	MANCHESTER	AIR MALTA	S	A	5	0	0	60	20	0	0	20	0	27	80	-13	5	
	MANCHESTER	AIR MALTA	C	D	6	0	0	100	0	0	0	0	0	-6	60	11	10	
	MANCHESTER	AIR MALTA	S	D	4	0	0	50	0	25	0	25	0	66	80	10	5	
	NEWCASTLE	AIR MALTA	C	A	5	0	0	60	20	20	0	0	0	9	0	0	0	
	NEWCASTLE	AIR MALTA	C	D	5	0	0	80	0	20	0	0	0	14	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	26	75	11	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	24	100	3	4	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITANNIA AIRWAYS	C	A	9	0	0	11	67	11	11	0	0	38	44	19	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	24	100	4	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	44	0	11	0	0	25	44	21	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	9	78	11	9	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	67	17	6	0	0	11	47	65	21	17	
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	68	14	5	5	0	9	47	65	33	17	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-3	50	14	2	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	30	50	114	2	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	15	50	106	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	16	67	12	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	21	100	3	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	33	17	0	0	0	11	57	31	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	0	6	86	5	7	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	33	0	0	46	100	-60	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	36	100	9	2	
<b>TOTAL MALTA</b>					<b>374</b>	<b>1</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>65</b>	<b>17</b>	<b>17</b>	
MANCHESTER																		
	GATWICK	AIR 2000	C	A	6	0	0	83	17	0	0	0	0	6	0	27	2	
	GATWICK	AIR 2000	C	D	6	0	1	100	0	0	0	0	0	-5	0	0	0	
	GLASGOW	AIR CANADA	S	A	19	0	1	100	0	0	0	0	0	-35	0	0	0	
	GLASGOW	AIR CANADA	S	D	19	0	3	53	32	5	11	0	0	13	0	0	0	
	GATWICK	AIR MAURITIUS LTD	S	A	5	0	0	60	40	0	0	0	0	5	0	0	0	
	GATWICK	AIR MAURITIUS LTD	S	D	5	0	0	20	0	40	40	0	0	46	0	0	0	
	EDINBURGH	BMI REGIONAL	S	A	67	0	2	64	24	4	7	0	0	17	47	20	62	
	EDINBURGH	BMI REGIONAL	S	D	69	0	0	72	19	7	1	0	0	11	45	21	62	
	GLASGOW	BMI REGIONAL	S	A	57	0	9	53	4	9	35	0	0	38	61	15	54	
	GLASGOW	BMI REGIONAL	S	D	58	1	9	83	7	7	3	0	0	10	81	11	58	
	GATWICK	BRITANNIA AIRWAYS	C	A	14	2	0	50	7	21	14	7	0	39	40	59	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	36	14	21	14	14	0	67	20	67	5	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	149	0	0	72	11	12	5	0	0	13	51	21	142	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	149	0	0	74	15	5	5	0	0	11	69	15	144	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	93	0	0	89	6	2	2	0	0	5	83	6	92	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	91	1	2	85	12	2	1	0	0	7	87	10	93	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	101	0	9	80	14	1	5	0	0	10	67	14	69	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	99	5	1	86	9	3	2	0	0	6	81	5	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	268	0	0	73	16	7	4	0	0	14	69	17	282	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	269	0	11	85	7	6	3	0	0	7	81	9	280	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	1	78	10	8	2	2	0	11	74	21	53	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	58	0	2	69	19	5	3	3	0	18	70	27	56	
	LONDON CITY	KLM UK LTD	S	A	81	0	1	96	1	2	0	0	0	-14	0	0	0	
	LONDON CITY	KLM UK LTD	S	D	81	0	1	85	9	5	1	0	0	11	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	40	20	0	40	0	0	57	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	1	75	0	0	25	0	0	14	0	35	1	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	0	60	0	0	74	29	55	7	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	0	80	0	0	93	0	97	6	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	2	100	0	0	0	0	0	4	0	37	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	3	60	0	20	20	0	0	17	0	160	1	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-1	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	0	33	0	33	0	64	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>1885</b>	<b>12</b>	<b>75</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>16</b>	
MANILA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	-5	78	8	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	56	33	6	6	0	0	17	56	28	18	
	HEATHROW	PHILIPPINE AIRLINES	S	A	22	1	0	41	14	18	18	0	9	90	0	149	13	
	HEATHROW	PHILIPPINE AIRLINES	S	D	20	2	2	45	25	15	5	5	5	93	23	82	13	
<b>TOTAL MANILA</b>					<b>77</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>44</b>	<b>59</b>	<b>59</b>	
MARRAKESH																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD	S	A	5	0	0	40	40	0	0	0	20	125	67	3	9	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	44	22	22	11	0	0	26	80	11	5	
<b>TOTAL MARRAKESH</b>					<b>21</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>71</b>	<b>6</b>	<b>6</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	80	0	4	66	16	8	10	0	0	20	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	79	0	2	71	11	10	8	0	0	17	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>163</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>11</b>	<b>11</b>	
MAURITIUS																		
	GATWICK	AIR MAURITIUS LTD	S	A	5	0	0	20	40	40	0	0	0	30	0	0	0	
	GATWICK	AIR MAURITIUS LTD	S	D	5	0	0	20	60	20	0	0	0	25	0	0	0	
	HEATHROW	AIR MAURITIUS LTD	S	A	8	0	0	13	50	13	13	13	0	54	22	47	9	
	HEATHROW	AIR MAURITIUS LTD	S	D	8	0	0	25	50	25	0	0	0	21	11	72	9	
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	20	20	20	40	0	0	55	25	28	4	
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	100	0	0	0	0	0	-8	100	-2	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	15	15	8	8	8	86	75	79	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0	85	15	0	0	0	24	100	3	9	
<b>TOTAL MAURITIUS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>41</b>	<b>53</b>	<b>43</b>	<b>43</b>	
MELBOURNE																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	75	0	107	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	50	67	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	52	0	370	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	19	19	6	0	0	16	94	-1	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	23	3	0	0	0	8	89	7	18	
	HEATHROW	QANTAS	S	A	15	0	0	67	13	0	13	7	0	33	43	24	14	
	HEATHROW	QANTAS	S	D	35	0	0	69	17	11	3	0	0	14	73	11	40	
<b>TOTAL MELBOURNE</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>20</b>	<b>20</b>	
METZ																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MEXICO CITY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	8	0	0	15	161	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	1	85	0	8	8	0	0	15	0	0	0	
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>65</b>	<b>7</b>	<b>7</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	1	1	77	7	3	10	3	0	5	32	28	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	42	26	19	10	3	0	36	32	25	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	6	16	6	0	0	5	53	33	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	39	23	13	26	0	0	36	0	59	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-16	74	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	29	10	3	0	0	18	68	18	31	
	GATWICK	LAKER AIRWAYS INC	S	A	8	0	2	63	0	13	25	0	0	21	0	0	0	
	GATWICK	LAKER AIRWAYS INC	S	D	9	0	1	22	11	33	22	11	0	62	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	52	13	19	16	0	0	22	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	19	32	32	16	0	0	40	0	0	0	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>264</b>	<b>1</b>	<b>4</b>	<b>56</b>	<b>17</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>28</b>	<b>28</b>	
MILAN (LIMATE)																		
	STANSTED	AIR ONE	S	A	90	0	3	67	20	10	3	0	0	13	0	0	0	
	STANSTED	AIR ONE	S	D	89	0	4	72	12	10	4	1	0	19	0	0	0	
	HEATHROW	ALITALIA	S	A	189	0	0	52	25	15	6	2	0	22	48	27	182	
	HEATHROW	ALITALIA	S	D	190	0	0	65	20	9	5	1	0	13	54	22	181	
	LONDON CITY	ALITALIA	S	A	27	0	2	81	15	4	0	0	0	3	0	0	0	
	LONDON CITY	ALITALIA	S	D	27	0	2	30	48	22	0	0	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	1	76	14	7	0	3	0	6	57	19	58	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	1	68	19	7	7	0	0	15	57	19	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	5	61	24	5	8	1	1	21	51	32	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	5	84	8	2	5	1	0	9	56	25	118	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	44	0	2	75	14	2	7	2	0	16	58	15	45	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	45	0	1	82	7	4	4	0	2	19	64	15	45	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: M

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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)												
MILAN (LINATE)																		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	52	1	7	77	12	4	8	0	0	8	72	11	60	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	57	0	2	82	5	4	9	0	0	13	67	17	60	
	STANSTED	KLM UK LTD	S	A	75	0	8	55	17	15	13	0	0	22	46	37	68	
	STANSTED	KLM UK LTD	S	D	79	0	4	42	24	18	15	1	0	33	27	41	67	
<b>TOTAL MILAN (LINATE)</b>					<b>1360</b>	<b>1</b>	<b>47</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>25</b>	<b>25</b>	
MILAN (MALPENSA)																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	1	67	0	0	0	33	0	60	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	3	20	60	20	0	0	0	23	0	51	8	
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	4	25	30	8	
<b>TOTAL MILAN (MALPENSA)</b>					<b>23</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>26</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>23</b>	<b>50</b>	<b>50</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	42	32	6	16	3	0	30	33	35	30	
	GATWICK	NORTHWEST AIRLINES	S	D	31	1	0	81	0	3	16	0	0	23	67	21	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>5</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>28</b>	<b>28</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	33	33	22	11	0	0	37	75	5	8	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	44	33	11	11	0	0	33	75	6	8	
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>75</b>	<b>6</b>	<b>6</b>	
MOENCHENGLADBACH																		
	LONDON CITY	VLM (BELGIUM)	S	A	97	0	1	74	20	6	0	0	0	10	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	97	0	1	44	40	15	0	0	0	19	0	0	0	
<b>TOTAL MOENCHENGLADBACH</b>					<b>194</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	28	0	93	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	28	40	43	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	20	20	0	79	20	67	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MOMBASA	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	18	40	40	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	9	0	67	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-24	80	8	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	107	0	85	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	0	75	0	0	91	0	34	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	0	80	0	0	92	0	79	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	0	0	75	0	0	87	60	14	5
<b>TOTAL MOMBASA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>7</b>	<b>4</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>50</b>	<b>50</b>
MONASTIR	MANCHESTER	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	18	40	23	5
	MANCHESTER	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	11	80	10	5
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	0	50	50	0	0	0	34	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	34	0	50	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	5	100	6	3
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	44	33	11	0	0	33	25	90	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	15	67	41	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	26	75	24	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	75	20	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	1	0	75	13	0	13	0	0	22	71	7	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	1	0	78	0	11	11	0	0	21	100	3	7
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	0	20	60	20	0	0	49	33	28	6
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	14	14	0	0	0	11	88	10	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	0	0	50	284	0	104	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	20	0	43	50	39	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	1	60	20	0	0	20	0	47	33	41	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	30	50	20	0	0	0	21	64	24	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	10	0	0	0	0	5	60	34	10
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-6	100	-2	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-1	50	13	2

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	NOUVELAIR TUNISIE	C	A	3	0	0	0	0	33	67	0	0	67	25	40	4	
	GATWICK	NOUVELAIR TUNISIE	C	D	3	0	0	0	0	33	67	0	0	63	25	47	4	
	GLASGOW	NOUVELAIR TUNISIE	C	A	7	0	0	57	14	0	14	14	0	74	0	0	0	
	GLASGOW	NOUVELAIR TUNISIE	C	D	7	0	0	43	14	14	0	29	0	85	0	0	0	
	MANCHESTER	NOUVELAIR TUNISIE	C	A	2	0	0	0	0	0	0	0	100	410	75	13	4	
	MANCHESTER	NOUVELAIR TUNISIE	C	D	2	0	0	0	0	0	0	0	100	426	50	40	4	
	NEWCASTLE	NOUVELAIR TUNISIE	C	A	5	0	0	20	60	20	0	0	24	0	0	0	0	
	NEWCASTLE	NOUVELAIR TUNISIE	C	D	5	0	0	80	0	20	0	0	11	0	0	0	0	
<b>TOTAL MONASTIR</b>					<b>145</b>	<b>2</b>	<b>4</b>	<b>52</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>43</b>	<b>57</b>	<b>31</b>	<b>31</b>	
MONTEGO BAY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	15	0	8	8	121	8	77	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	15	38	31	8	8	0	47	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	20	20	40	0	136	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	40	20	40	0	0	71	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	0	20	0	0	19	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	50	0	0	52	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	20	60	0	0	75	0	105	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	80	20	0	0	53	40	33	5	
<b>TOTAL MONTEGO BAY</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>20</b>	<b>24</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>66</b>	<b>66</b>	
MONTPELLIER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	2	79	14	7	0	0	0	5	57	15	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	2	66	21	14	0	0	0	14	70	17	30	
<b>TOTAL MONTPELLIER</b>					<b>58</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>16</b>	<b>16</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	43	0	0	70	12	9	9	0	0	14	60	21	48	
	HEATHROW	AEROFLOT	S	D	44	0	0	64	14	18	5	0	0	20	57	27	49	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	25	0	0	80	12	4	4	0	0	3	33	29	24	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
MOSCOW (SHEREMETYEVO)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	76	16	4	4	0	0	14	68	15	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	59	17	17	7	0	0	19	60	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	10	3	0	0	9	83	7	30	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>196</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>19</b>	<b>19</b>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	44	0	0	27	30	30	5	0	9	67	67	14	46	
	HEATHROW	AIR INDIA	S	D	45	0	0	22	24	36	11	2	4	58	35	74	46	
	MANCHESTER	AIR INDIA	S	A	9	0	0	33	22	0	22	0	22	195	11	90	9	
	MANCHESTER	AIR INDIA	S	D	8	1	0	50	13	13	13	0	13	85	56	51	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	3	0	13	0	0	10	55	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	32	48	13	6	0	0	23	16	40	31	
<b>TOTAL MUMBAI</b>					<b>168</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>54</b>	<b>44</b>	<b>43</b>	<b>43</b>	
MUNICH																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	22	0	0	95	5	0	0	0	0	-6	93	1	30	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	22	0	0	86	5	5	5	0	0	7	90	6	30	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	23	0	0	96	4	0	0	0	0	1	92	2	24	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	22	0	0	91	9	0	0	0	0	5	65	11	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	4	74	13	9	2	1	1	15	72	27	133	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	4	78	14	6	1	1	0	8	78	11	133	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	44	0	4	77	16	5	0	2	0	13	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	48	0	5	44	25	15	17	0	0	31	0	0	0	
	GATWICK	DEUTSCHE BA	S	A	65	0	1	72	20	6	2	0	0	12	57	20	74	
	GATWICK	DEUTSCHE BA	S	D	65	0	1	75	15	8	2	0	0	11	80	8	74	
	HEATHROW	LUFTHANSA	S	A	148	0	4	68	16	9	5	2	0	16	72	14	146	
	HEATHROW	LUFTHANSA	S	D	148	0	3	84	8	5	2	1	0	6	81	6	139	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	43	1	2	88	9	0	0	0	2	13	82	14	49	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	46	0	1	96	0	0	4	0	0	7	88	6	50	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	75	0	0	76	9	9	3	3	0	13	86	3	72	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	75	0	1	88	7	4	0	1	0	6	88	5	73	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MUNICH																		
<b>TOTAL MUNICH</b>					<b>1124</b>	<b>1</b>	<b>30</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>16</b>	
MUNSTER-OSNABRUCK																		
	GATWICK	B A S E BUSINESS AIRLINES	S	A	37	0	0	32	49	16	3	0	0	21	0	0	0	
	GATWICK	B A S E BUSINESS AIRLINES	S	D	36	0	1	58	31	8	3	0	0	16	0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>73</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>40</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER																		
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	75	8	17	0	0	0	14	100	-3	4	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	6	44	18	9	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>10</b>	<b>10</b>	
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	19	10	6	3	0	22	57	30	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	13	6	0	0	18	48	35	29	
	HEATHROW	GULF AIR	S	A	39	0	0	64	15	13	5	3	0	19	77	5	30	
	HEATHROW	GULF AIR	S	D	35	0	0	91	3	3	3	0	0	7	77	11	44	
<b>TOTAL MUSCAT</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	<b>19</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	
NAGOYA (AFB)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-11	88	-15	8		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	44	22	33	0	0	0	22	63	22	8		
<b>TOTAL NAGOYA (AFB)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>4</b>	<b>4</b>		
NAIROBI																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	0	0	0	11	103	17	67	6		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0	78	22	0	0	0	25	60	24	5		
	HEATHROW	KENYA AIRWAYS	S	A	35	0	0	46	14	26	3	0	11	100	33	82	36		
	HEATHROW	KENYA AIRWAYS	S	D	35	0	0	86	6	3	3	0	3	28	58	31	31		
<b>TOTAL NAIROBI</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>41</b>	<b>56</b>	<b>56</b>		
NANTES																			
NAPLES																			
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	50	0	0	0	27	20	44	5		
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	16	60	22	5		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	71	10	7	12	0	0	12	42	31	59		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	0	73	17	3	7	0	0	16	69	23	59		
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	2	0	0	0	50	0	50	390	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	2	0	50	0	50	0	0	52	0	0	0		
<b>TOTAL NAPLES</b>					<b>135</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>52</b>	<b>31</b>	<b>31</b>		
NASSAU																			
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	25	25	0	0	37	56	24	9		
<b>TOTAL NASSAU</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>34</b>	<b>34</b>		
NEW YORK (JF KENNEDY)																			
	HEATHROW	AIR INDIA	S	A	31	0	0	29	19	23	19	3	6	66	19	45	32		
	HEATHROW	AIR INDIA	S	D	31	0	0	26	23	35	3	0	13	85	59	32	32		
	HEATHROW	AMERICAN AIRLINES	S	A	182	0	4	76	12	8	3	1	0	5	42	26	181		
	HEATHROW	AMERICAN AIRLINES	S	D	181	0	5	80	14	4	1	1	0	8	80	9	172		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	1	0	73	10	10	7	0	0	16	62	14	29		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
NEW YORK (JF KENNEDY)	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	10	7	0	0	15	57	31	28
	GLASGOW	BRITISH AIRWAYS PLC	S	A	15	1	0	60	27	13	0	0	0	15	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	D	15	1	0	67	20	7	7	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	0	83	7	5	4	1	0	2	60	15	163
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	50	0	0	50	318	0	25	1
	HEATHROW	BRITISH AIRWAYS PLC	S	D	196	0	0	65	18	11	5	0	1	18	68	17	165
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	3	0	0	-7	87	-4	30
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	1	0	63	23	7	7	0	0	16	80	10	30
	MANCHESTER	DELTA AIRLINES	S	A	28	0	1	89	4	7	0	0	0	-3	0	0	0
	MANCHESTER	DELTA AIRLINES	S	D	29	0	0	93	3	0	3	0	0	-1	0	0	0
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	46	15	23	15	0	0	24	38	44	13
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	54	23	0	23	0	0	27	69	59	13
	HEATHROW	UNITED AIRLINES	S	A	61	0	1	57	23	11	5	3	0	19	37	26	62
	HEATHROW	UNITED AIRLINES	S	D	61	0	1	89	7	0	5	0	0	6	79	11	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	49	20	22	7	2	0	24	38	36	53
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	60	28	9	2	2	0	19	33	32	51
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1295</b>	<b>4</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>59</b>	<b>20</b>	<b>20</b>
NEW YORK (NEWARK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	7	3	0	0	1	43	40	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	7	7	0	0	16	47	28	30
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	1	63	13	20	3	0	0	8	0	0	0
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	1	80	7	13	0	0	0	10	0	0	0
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	71	15	8	3	3	0	12	55	17	53
	GATWICK	CONTINENTAL AIRLINES	S	D	60	1	2	83	12	5	0	0	0	5	57	29	53
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	74	13	13	0	0	0	1	48	31	31
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	1	0	84	13	3	0	0	0	3	61	25	31
	STANSTED	EL AL	S	A	6	0	3	67	0	33	0	0	0	-1	100	-10	5
	STANSTED	EL AL	S	D	5	0	4	100	0	0	0	0	0	7	50	16	2
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	20	10	10	0	0	16	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	80	10	10	0	0	0	4	0	0	0

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)											
NEW YORK (NEWARK)																		
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	32	32	26	10	0	0	25	39	45	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	35	29	16	16	3	0	42	87	11	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	66	24	0	10	0	0	10	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	75	7	4	11	4	0	20	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	0	3	0	0	-1	53	17	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	20	7	3	0	0	13	70	17	30	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>514</b>	<b>2</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>28</b>	<b>28</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	6	73	17	7	3	0	1	14	78	12	146	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	5	85	7	6	3	0	0	5	84	8	146	
	GATWICK	CITY FLYER EXPRESS	S	A	151	0	5	62	23	12	3	0	0	12	72	10	119	
	GATWICK	CITY FLYER EXPRESS	S	D	152	0	4	69	16	11	5	0	0	13	77	10	117	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	66	0	2	94	6	0	0	0	0	-2	88	5	68	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	67	0	1	91	7	1	0	0	0	3	85	8	68	
	STANSTED	KLM UK LTD	S	A	60	0	1	88	7	3	2	0	0	0	95	-3	60	
	STANSTED	KLM UK LTD	S	D	60	0	1	75	15	8	0	2	0	11	80	6	60	
<b>TOTAL NEWCASTLE</b>					<b>845</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>9</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	28	0	0	75	11	11	4	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	56	0	2	66	18	7	9	0	0	16	0	0	0	
<b>TOTAL NEWQUAY</b>					<b>84</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>14</b>	<b>14</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	58	0	0	64	19	12	5	0	0	18	65	17	51	
	HEATHROW	BMI BRITISH MIDLAND	S	D	57	0	1	84	9	5	2	0	0	7	84	7	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	110	0	5	83	8	7	1	0	1	7	73	12	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	110	0	4	83	7	6	4	0	0	7	72	14	88	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	16	0	1	81	6	0	6	6	0	25	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	16	0	1	56	19	19	6	0	0	20	0	0	0	

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
NICE	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	5	91	0	1	8	0	0	-4	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	5	86	6	0	6	1	0	15	0	0	0
<b>TOTAL NICE</b>					<b>530</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>16</b>	<b>16</b>
NORWICH	EDINBURGH	SCOT AIRWAYS	S	A	39	0	9	77	13	0	10	0	0	14	0	0	0
	EDINBURGH	SCOT AIRWAYS	S	D	39	0	9	87	3	5	5	0	0	9	0	0	0
	LUTON	SCOT AIRWAYS	S	A	18	0	5	72	17	0	11	0	0	17	34	34	29
	LUTON	SCOT AIRWAYS	S	D	17	0	6	100	0	0	0	0	0	-3	89	1	27
	MANCHESTER	SCOT AIRWAYS	S	A	29	0	1	90	3	3	3	0	0	10	88	12	26
	MANCHESTER	SCOT AIRWAYS	S	D	29	0	1	93	3	0	3	0	0	-5	86	1	28
<b>TOTAL NORWICH</b>					<b>171</b>	<b>0</b>	<b>31</b>	<b>86</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>15</b>	<b>15</b>
NUREMBERG	HEATHROW	LUFTHANSA	S	A	28	0	1	86	11	0	4	0	0	-1	71	12	28
	HEATHROW	LUFTHANSA	S	D	28	0	1	68	14	14	4	0	0	11	93	9	28
<b>TOTAL NUREMBERG</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</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 DECEMBER 1997

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
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																	Actual (7)	Plan (8)
OPORTO ( PORTUGAL )																		
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	53	23	10	10	3	0	34	70	20	30	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	63	17	7	10	0	3	30	70	23	30	
	GATWICK	GB AIRWAYS LTD	S	A	46	0	0	78	9	2	11	0	0	10	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	42	3	0	76	5	7	12	0	0	20	0	0	0	
	MANCHESTER	PORTUGALIA	S	D	7	0	0	71	0	29	0	0	0	9	0	0	0	
<b>TOTAL OPORTO ( PORTUGAL )</b>					<b>155</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>69</b>	<b>17</b>	<b>17</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	73	5	0	18	5	0	14	32	64	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	52	14	10	19	5	0	44	32	75	22	
	MANCHESTER	LAKER AIRWAYS INC	S	A	4	0	0	25	0	0	75	0	0	77	75	40	4	
	MANCHESTER	LAKER AIRWAYS INC	S	D	4	0	0	0	25	25	25	0	25	148	25	56	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	6	10	3	0	0	-2	55	18	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	16	10	0	0	0	9	77	13	31	
<b>TOTAL ORLANDO</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>58</b>	<b>42</b>	<b>42</b>	
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	18	0	0	94	0	0	0	6	0	1	89	-9	9	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	18	0	0	78	17	0	6	0	0	13	78	9	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	1	100	0	0	0	0	0	-11	91	-10	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	81	5	10	5	0	0	14	70	12	23	
	HEATHROW	JAPAN AIRLINES	S	A	22	0	0	68	14	18	0	0	0	5	87	3	23	
	HEATHROW	JAPAN AIRLINES	S	D	22	0	0	55	23	18	0	5	0	24	65	17	23	
<b>TOTAL OSAKA (KANSAI)</b>					<b>122</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>5</b>	<b>5</b>	
OSLO (FORNEBU)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	26	0	0	73	12	4	12	0	0	10	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	26	0	0	54	31	4	12	0	0	23	0	0	0	
	GATWICK	BRAATHENS ASA	S	A	36	0	1	61	31	6	3	0	0	10	72	11	39	
	GATWICK	BRAATHENS ASA	S	D	34	0	1	65	18	15	3	0	0	13	70	12	37	
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	96	0	4	0	0	0	-1	96	2	25	
	NEWCASTLE	BRAATHENS ASA	S	D	24	0	0	75	13	13	0	0	0	9	83	7	24	

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					Actual (7)	Plan (8)												
OSLO (FORNEBU)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	55	0	0	85	5	5	2	2	0	8	76	11	54	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	55	0	0	67	16	13	4	0	0	15	71	16	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	3	67	11	14	7	0	1	19	57	22	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	2	80	10	7	2	0	0	8	72	16	88	
	HEATHROW	SAS	S	A	141	0	0	70	16	11	3	0	0	9	65	13	112	
	HEATHROW	SAS	S	D	138	0	0	71	13	12	4	0	0	13	70	15	109	
	MANCHESTER	SAS	S	A	25	0	0	92	4	0	4	0	0	5	100	-12	1	
	MANCHESTER	SAS	S	D	24	0	0	79	8	4	8	0	0	13	61	12	23	
<b>TOTAL OSLO (FORNEBU)</b>					<b>781</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>14</b>	
OSLO (GARDERMOEN)																		
	STANSTED	BRITANNIA AB	C	A	8	0	0	50	38	0	0	0	13	61	67	10	9	
	STANSTED	BRITANNIA AB	C	D	8	0	0	38	13	38	0	0	13	83	44	28	9	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	7	0	0	71	29	0	0	0	0	8	100	4	5	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	7	0	0	0	43	29	29	0	0	49	20	21	5	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>57</b>	<b>17</b>	<b>17</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	31	0	0	16	26	26	29	0	3	73	32	49	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	48	19	23	6	0	3	41	58	31	31	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>23</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>45</b>	<b>40</b>	<b>40</b>	
OULU																		
OVDA																		
	GATWICK	AIR 2000	C	A	6	0	0	33	33	17	17	0	0	30	50	11	4	
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	10	100	-1	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	13	0	39	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	0	33	0	0	0	21	60	20	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	0	0	20	80	20	102	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	1	80	69	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-2	60	12	5	

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																	Actual (7)
OVDA	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	100	5	5
	HEATHROW	EL AL	S	A	9	0	0	78	11	0	11	0	0	-2	78	-2	9
	HEATHROW	EL AL	S	D	11	0	0	45	36	18	0	0	0	5	78	3	9
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	31	40	20	5
	LUTON	MONARCH AIRLINES	C	D	3	1	1	67	33	0	0	0	0	7	60	8	5
<b>TOTAL OVDA</b>					<b>68</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>23</b>	<b>23</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					DEC 1996						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	50	0	0	46	20	69	5	
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	25	0	75	0	0	0	34	33	49	6	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	28	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	21	0	5	67	24	5	5	0	0	17	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	21	0	5	76	10	10	5	0	0	16	0	0	0	
<b>TOTAL PALERMO</b>					<b>56</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>31</b>	<b>46</b>	<b>46</b>	
PALMA DE MALLORCA																		
	GATWICK	AIR 2000	C	A	5	0	0	0	40	40	20	0	0	46	50	48	6	
	GATWICK	AIR 2000	C	D	5	0	0	60	0	40	0	0	0	25	67	59	6	
	MANCHESTER	AIR 2000	C	A	5	0	0	0	40	40	20	0	0	43	50	21	6	
	MANCHESTER	AIR 2000	C	D	5	0	0	20	40	20	20	0	0	36	67	21	6	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	0	50	25	25	0	0	44	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	0	25	25	50	0	0	52	0	0	0	
	GATWICK	AIR EUROPA	S	A	22	0	0	18	27	36	18	0	0	36	0	0	0	
	GATWICK	AIR EUROPA	S	D	27	0	0	22	4	37	37	0	0	51	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	33	0	1	85	12	3	0	0	0	3	67	21	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	33	0	1	97	3	0	0	0	0	0	80	7	30	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	29	33	27	6	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	1	88	13	0	0	0	0	8	100	5	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	8	46	31	8	8	0	49	50	22	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	8	8	0	8	0	23	78	5	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	11	0	0	29	44	26	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	-2	56	18	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	25	0	25	252	50	24	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	75	0	25	0	0	0	9	100	5	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	0	0	32	23	23	14	9	0	48	73	9	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	64	14	5	14	5	0	28	90	5	10	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	25	25	0	77	80	13	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	100	4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	20	0	0	26	100	4	5
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	14	80	12	5
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	10	0	0	5	0	12	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	1	1	80	15	0	5	0	0	12	0	0	0
	GATWICK	FUTURA AIRLINES	S	A	13	0	0	62	8	15	8	0	8	53	0	0	0
	GATWICK	FUTURA AIRLINES	S	D	13	0	0	62	23	0	8	0	8	46	0	0	0
	LUTON	MONARCH AIRLINES	S	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	LUTON	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	17	17	0	0	0	13	17	25	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	50	0	0	0	0	15	83	7	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	5	50	20	2
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	4	100	3	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	25	13	13	0	48	33	21	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	13	13	0	0	29	67	22	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	2	0	24	2
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	4	100	-8	2
<b>TOTAL PALMA DE MALLORCA</b>					<b>396</b>	<b>4</b>	<b>6</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>71</b>	<b>15</b>	<b>15</b>
PAPHOS	BIRMINGHAM	AIR 2000	S	A	5	0	0	80	0	20	0	0	0	7	100	-3	3
	BIRMINGHAM	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	5	100	4	3
	GATWICK	AIR 2000	S	A	8	0	1	25	13	25	38	0	0	49	64	40	11
	GATWICK	AIR 2000	S	D	8	0	0	63	13	13	13	0	0	23	60	39	10
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	40	0	0	0	28	33	17	3
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	11	100	6	3
	LUTON	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	9	67	10	3
	LUTON	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	8	33	18	3
	MANCHESTER	AIR 2000	S	A	5	0	0	40	40	20	0	0	0	19	100	12	3
	MANCHESTER	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	2	100	1	3

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PAPHOS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	20	100	5	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	8	100	2	3
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	11	0	0	31	67	40	3
	GATWICK	BRITANNIA AIRWAYS	C	D	9	1	0	56	11	22	11	0	0	23	67	26	3
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	83	0	0	17	0	0	6	75	9	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	1	80	0	0	20	0	0	16	100	5	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	25	63	20	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	5	86	14	7
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	4	1	1	50	25	25	0	0	0	9	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	3	1	1	67	33	0	0	0	0	6	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0
	LUTON	MONARCH AIRLINES	C	D	2	0	1	50	50	0	0	0	0	15	0	0	0
<b>TOTAL PAPHOS</b>					<b>129</b>	<b>5</b>	<b>5</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>27</b>	<b>27</b>
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	30	0	0	20	20	37	20	3	0	49	60	20	30
	EDINBURGH	AIR FRANCE	S	D	30	0	0	73	13	3	10	0	0	19	30	35	30
	HEATHROW	AIR FRANCE	C	A	3	0	27	33	0	0	67	0	0	71	0	0	0
	HEATHROW	AIR FRANCE	S	A	359	0	0	58	18	19	5	1	0	21	58	20	317
	HEATHROW	AIR FRANCE	S	D	359	1	0	68	17	9	4	1	0	16	67	17	317
	LONDON CITY	AIR FRANCE	S	A	75	2	6	84	8	4	3	1	0	13	0	0	0
	LONDON CITY	AIR FRANCE	S	D	76	1	5	57	29	12	3	0	0	19	0	0	0
	MANCHESTER	AIR FRANCE	S	A	121	0	0	56	28	8	6	2	0	22	64	15	118
	MANCHESTER	AIR FRANCE	S	D	121	0	0	84	7	4	5	0	0	9	69	12	118
	GATWICK	AIR GABON	S	A	3	0	0	67	0	33	0	0	0	16	50	17	4
	GATWICK	AIR GABON	S	D	4	0	0	0	0	75	25	0	0	79	0	108	6
	GATWICK	AIR JET	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	AIR JET	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	235	0	9	70	15	9	5	1	0	14	57	26	240
	HEATHROW	BMI BRITISH MIDLAND	S	D	233	0	11	78	13	5	4	0	0	10	59	22	240

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	132	0	4	67	14	12	6	0	0	15	46	26	123
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	131	0	4	73	11	10	5	0	0	14	61	18	122
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	74	4	4	17	0	0	25	68	22	22
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	68	16	16	0	0	0	15	77	11	22
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	57	1	1	58	26	11	5	0	0	14	69	13	52
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	58	0	1	69	17	9	5	0	0	16	81	9	53
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	115	0	0	77	12	8	2	1	0	10	79	8	131
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	116	0	1	84	9	4	2	1	0	8	87	8	131
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	47	0	0	87	9	4	0	0	0	3	85	3	46
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	47	0	1	91	9	0	0	0	0	7	96	7	52
	GLASGOW	BRITISH AIRWAYS PLC	S	A	20	0	0	75	20	5	0	0	0	11	71	8	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	193	0	0	73	8	10	8	1	0	15	65	17	230
	HEATHROW	BRITISH AIRWAYS PLC	S	D	193	0	0	75	11	8	6	0	0	11	76	12	229
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	115	0	3	71	15	8	5	1	0	13	73	15	107
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	116	0	2	78	8	9	4	0	0	11	67	15	109
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	-25	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	0	67	33	0	0	0	25	0	0	0
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	0	0	75	25	0	0	48	20	27	5
	GATWICK	CAMEROON AIRLINES	S	D	4	1	1	25	25	0	50	0	0	66	100	-17	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	134	1	0	81	10	4	2	1	0	10	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	138	0	0	77	13	4	6	0	0	13	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	55	0	1	75	13	7	5	0	0	16	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	55	0	1	82	5	7	5	0	0	13	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	51	0	1	67	29	0	4	0	0	14	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	51	0	1	78	12	4	6	0	0	12	0	0	0
	STANSTED	KLM UK LTD	S	A	103	0	5	75	12	7	6	1	0	13	62	25	101

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	STANSTED	KLM UK LTD	S	D	102	0	0	70	15	10	5	1	0	19	62	30	104
	LUTON	SCOT AIRWAYS	S	A	60	0	12	57	32	7	5	0	0	17	52	19	58
	LUTON	SCOT AIRWAYS	S	D	61	0	13	84	10	3	2	2	0	10	59	16	59
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3859</b>	<b>10</b>	<b>145</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>17</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)	HEATHROW	AIR LIB	S	A	85	0	8	66	16	11	6	1	0	19	0	0	0
	HEATHROW	AIR LIB	S	D	84	0	9	64	17	11	7	1	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	80	11	3	6	0	0	5	77	11	48
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	79	14	4	4	0	0	10	57	16	49
<b>TOTAL PARIS (ORLY)</b>					<b>332</b>	<b>3</b>	<b>22</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>17</b>	<b>17</b>
PERTH (AUSTRALIA)	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	60	100	-1	3
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	20	20	0	62	67	17	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	16	6	3	0	3	22	71	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	26	3	3	0	0	14	55	21	31
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>14</b>
PHILADELPHIA INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	63	9	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	33	30	17	20	0	0	33	62	19	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>14</b>	<b>14</b>
PHUKET	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	24	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	16	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	47	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	31	0	0	0
<b>TOTAL PHUKET</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA																	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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	ALITALIA	S	A	30	0	0	77	20	0	3	0	0	9	0	0	0	
	GATWICK	ALITALIA	S	D	30	0	0	93	7	0	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	75	7	8	8	2	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	0	73	17	3	5	2	0	16	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	67	0	0	0	33	0	70	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	6	0	60	1	
	GATWICK	EUROPEAN AIR CHARTER	C	A	6	1	4	100	0	0	0	0	0	7	50	15	4	
	GATWICK	EUROPEAN AIR CHARTER	C	D	8	0	2	50	50	0	0	0	0	13	0	36	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	8	47	12	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	64	25	11	
<b>TOTAL PISA</b>					<b>210</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>22</b>	<b>22</b>	
PITTSBURGH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	0	17	23	33	23	0	3	73	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	37	17	3	0	0	24	0	0	0	
<b>TOTAL PITTSBURGH</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>40</b>	<b>22</b>	<b>22</b>	
PLOVDIV																		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-4	50	10	2	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	50	31	2	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	26	50	16	2	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	45	50	37	2	
<b>TOTAL PLOVDIV</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>17</b>	<b>38</b>	<b>38</b>	<b>38</b>	
PLYMOUTH																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	84	0	3	76	13	6	5	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	57	0	0	84	4	9	4	0	0	8	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	7	0	1	86	0	14	0	0	0	8	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PLYMOUTH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	0	79	11	4	7	0	0	12	0	0	0
<b>TOTAL PLYMOUTH</b>					<b>176</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>19</b>	<b>19</b>
PORLAMAR	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	50	0	50	931	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	50	0	50	935	0	0	0
<b>TOTAL PORLAMAR</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>672</b>	<b>50</b>	<b>15</b>	<b>15</b>
PORT OF SPAIN	HEATHROW	BWIA	S	A	30	1	1	70	17	7	7	0	0	6	26	77	31
	HEATHROW	BWIA	S	D	30	1	1	37	30	23	10	0	0	28	19	35	31
<b>TOTAL PORT OF SPAIN</b>					<b>62</b>	<b>2</b>	<b>2</b>	<b>52</b>	<b>24</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>22</b>	<b>55</b>	<b>55</b>
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	37	0	1	62	11	22	5	0	0	17	68	18	38
	HEATHROW	BMI BRITISH MIDLAND	S	D	37	0	1	84	11	5	0	0	0	6	84	9	38
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	78	9	9	3	0	2	13	64	25	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	79	16	4	2	0	0	7	69	15	58
	HEATHROW	CSA	S	A	60	0	2	78	12	7	3	0	0	6	53	28	60
	HEATHROW	CSA	S	D	61	0	1	84	11	2	3	0	0	4	85	8	61
	MANCHESTER	CSA	S	A	22	0	0	77	0	18	5	0	0	8	73	19	15
	MANCHESTER	CSA	S	D	23	0	0	78	17	4	0	0	0	8	67	18	15
	STANSTED	CSA	S	A	16	0	1	94	6	0	0	0	0	-3	82	8	17
	STANSTED	CSA	S	D	16	0	1	88	6	6	0	0	0	3	71	22	17
<b>TOTAL PRAGUE</b>					<b>399</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>17</b>	<b>17</b>
PRESTWICK	STANSTED	RYANAIR	S	A	106	0	3	67	18	8	8	0	0	17	64	21	102
	STANSTED	RYANAIR	S	D	109	0	3	67	18	6	8	0	0	16	64	23	107
<b>TOTAL PRESTWICK</b>					<b>215</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>18</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>20</b>	<b>20</b>
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	0	100	9	2

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)											
PUERTO PLATA																	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	10	100	14	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	51	71	17	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	33	17	0	50	0	0	55	50	23	8
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	100	0	0	0	0	0	-14	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	0	33	0	0	45	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	67	0	0	33	0	0	31	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	75	0	0	25	0	0	34	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	1	67	0	0	17	17	0	57	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	38	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	38	20	237	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	50	238	4
<b>TOTAL PUERTO PLATA</b>					<b>67</b>	<b>3</b>	<b>3</b>	<b>64</b>	<b>10</b>	<b>6</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>84</b>	<b>84</b>
PUERTO VALLARTA																	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	1	1	25	0	50	25	0	0	44	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	20	20	0	60	0	0	63	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>11</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>9</b>	<b>18</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>38</b>	<b>52</b>	<b>52</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RALEIGH																		
	GATWICK	AMERICAN AIRLINES	S	A	30	0	1	87	0	10	0	3	0	-5	40	21	30	
	GATWICK	AMERICAN AIRLINES	S	D	30	0	1	87	0	10	0	3	0	15	60	21	30	
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>21</b>	<b>21</b>	
RENNES																		
	GATWICK	BRIT AIR	S	A	50	0	2	72	20	4	4	0	0	14	50	27	48	
	GATWICK	BRIT AIR	S	D	49	0	3	78	14	4	4	0	0	11	79	12	48	
<b>TOTAL RENNES</b>					<b>99</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>20</b>	<b>20</b>	
RHODES																		
RIGA																		
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	12	0	0	50	17	25	8	0	0	19	54	18	13	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	12	0	0	75	8	17	0	0	0	3	85	4	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	16	0	0	69	6	19	0	6	0	24	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	59	18	18	6	0	0	18	0	0	0	
	GATWICK	RIGA AIRLINES EXPRESS	S	A	22	0	0	41	9	27	23	0	0	37	39	41	23	
	GATWICK	RIGA AIRLINES EXPRESS	S	D	22	0	0	64	14	5	18	0	0	29	57	34	23	
<b>TOTAL RIGA</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>28</b>	<b>28</b>	
RIO DE JANEIRO (GALEAO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	-9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	TRANSBRASIL	S	D	9	0	0	67	11	22	0	0	0	10	0	0	0	
	HEATHROW	VARIG	S	A	14	1	0	50	14	36	0	0	0	15	58	38	12	
	HEATHROW	VARIG	S	D	16	0	0	56	25	13	6	0	0	21	54	22	13	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>47</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>27</b>	<b>27</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	-7	100	-27	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	86	7	0	7	0	0	10	67	12	12	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	25	25	25	25	0	0	58	75	11	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
RIYADH	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	0	0	50	50	0	0	57	0	29	4
<b>TOTAL RIYADH</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>-1</b>	<b>-1</b>
ROME (CIAMPINO)	GATWICK	AIR 2000	C	A	2	0	0	0	0	50	50	0	0	73	29	25	7
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	50	0	0	34	63	14	8
	LUTON	AZZURRA AIR	S	A	25	0	0	84	12	0	0	4	0	13	0	0	0
	LUTON	AZZURRA AIR	S	D	27	2	3	85	11	0	4	0	0	8	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	41	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	12	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	2	31	31	23	0	15	0	47	17	31	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	3	62	15	8	8	8	0	32	33	21	6
	LUTON	DEBONAIR AIRWAYS LTD	S	A	46	1	14	61	20	4	11	4	0	25	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	47	1	12	53	21	11	11	4	0	27	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>					<b>196</b>	<b>4</b>	<b>42</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>28</b>	<b>28</b>
ROME (FIUMICINO)	GATWICK	ALITALIA	S	A	31	0	0	55	29	16	0	0	0	16	43	24	30
	GATWICK	ALITALIA	S	D	31	0	0	74	16	6	3	0	0	12	77	14	30
	HEATHROW	ALITALIA	S	A	148	0	0	55	24	16	5	0	0	20	43	34	148
	HEATHROW	ALITALIA	S	D	148	0	0	59	22	13	6	0	0	16	51	35	148
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	55	0	0	60	16	18	5	0	0	16	41	34	29
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	55	0	0	84	5	7	4	0	0	9	63	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	5	78	10	7	5	0	0	8	50	23	147
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	5	83	7	8	1	0	0	6	77	13	149
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	12	0	0	92	8	0	0	0	0	0	77	12	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	12	0	0	58	25	0	17	0	0	21	77	12	13
<b>TOTAL ROME (FIUMICINO)</b>					<b>780</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>23</b>	<b>23</b>
ROROS																	
ROTTERDAM																	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ROTTERDAM																	
	GATWICK	CITY FLYER EXPRESS	S	A	74	0	1	84	7	7	3	0	0	7	75	9	91
	GATWICK	CITY FLYER EXPRESS	S	D	73	0	2	73	14	7	7	0	0	14	82	8	91
	HEATHROW	KLM	S	A	115	0	2	75	9	14	1	2	0	12	65	14	113
	HEATHROW	KLM	S	D	115	0	2	70	14	11	3	3	0	14	78	8	112
	LONDON CITY	VLM (BELGIUM)	S	A	108	0	2	95	4	1	0	0	0	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	108	0	2	81	17	2	0	0	0	10	0	0	0
<b>TOTAL ROTTERDAM</b>					<b>595</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>11</b>	<b>11</b>
ROVANIEMI																	
	GATWICK	AIR 2000	C	A	2	1	0	100	0	0	0	0	0	4	0	43	1
	GATWICK	AIR 2000	C	D	2	1	0	0	100	0	0	0	0	20	100	5	1
	MANCHESTER	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	-22	100	-22	1
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	10	100	1	1
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	52	50	39	2
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	8	100	-1	2
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	20	30	50	0	0	0	31	30	29	10
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	33	0	0	0	17	78	11	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	13	25	50	0	0	52	38	38	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	29	43	29	0	0	0	23	43	18	7
	HEATHROW	FINNAIR	C	A	3	0	0	67	0	33	0	0	0	11	50	-8	2
	HEATHROW	FINNAIR	C	D	2	0	0	100	0	0	0	0	0	-4	0	34	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	15	100	5	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	0	33	0	0	35	100	2	2
<b>TOTAL ROVANIEMI</b>					<b>88</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>36</b>	<b>36</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SALONIKA																		
	HEATHROW	AEGEAN AIRLINES	S	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	4	0	0	75	0	0	25	0	0	13	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	0	0	50	379	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	6	1	1	67	17	0	17	0	0	23	44	79	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	11	11	0	11	123	55	84	11	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-20	100	1	1	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	5	100	-1	1	
<b>TOTAL SALONIKA</b>					<b>30</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>7</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>67</b>	<b>34</b>	<b>34</b>	
SALZBURG																		
	BIRMINGHAM	AIR 2000	C	D	2	0	0	0	50	0	50	0	0	72	50	50	2	
	GATWICK	AIR 2000	C	A	3	0	0	33	67	0	0	0	0	11	0	53	2	
	GATWICK	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	-1	50	51	2	
	MANCHESTER	AIR 2000	C	A	2	0	2	100	0	0	0	0	0	4	100	1	1	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	50	32	2	
	NEWCASTLE	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	3	100	0	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	100	-2	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	1	33	33	0	33	0	0	36	0	94	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	34	25	77	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-8	0	43	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-4	50	6	2	
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	0	48	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	1	67	33	0	0	0	0	16	67	15	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	24	50	14	4	
	STANSTED	KLM UK LTD	C	D	2	0	0	50	0	0	50	0	0	44	0	23	1	
	GATWICK	LAUDA-AIR	S	A	40	0	1	73	23	3	3	0	0	11	72	24	47	
	GATWICK	LAUDA-AIR	S	D	40	0	3	90	5	5	0	0	0	4	77	22	47	
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	80	0	20	0	0	0	9	13	64	8	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	83	0	17	0	0	0	13	11	58	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	9	50	33	4	
	STANSTED	TYROLEAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-6	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	TYROLEAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL SALZBURG</b>					<b>145</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>30</b>	<b>30</b>
SAN DIEGO	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	78	11	11	0	0	-4	75	-5	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	50	35	15	0	0	18	35	54	17	
<b>TOTAL SAN DIEGO</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>25</b>	<b>25</b>	
SAN FRANCISCO	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	1	70	14	14	2	0	8	81	2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	1	62	19	10	10	0	20	55	21	31	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	37	32	18	11	2	30	55	25	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	65	18	6	8	3	24	79	11	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	63	7	23	7	0	14	40	39	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	37	33	20	10	0	27	16	54	25	
<b>TOTAL SAN FRANCISCO</b>					<b>269</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>21</b>	<b>59</b>	<b>22</b>	<b>22</b>	
SAN JUAN (PUERTO RICO)	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	10	20	36	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	50	0	25	0	31	20	30	5	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>12</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>27</b>	<b>46</b>	<b>46</b>	
SANAA	GATWICK	YEMENIA	S	A	9	0	0	11	11	22	56	0	57	25	104	4	
	GATWICK	YEMENIA	S	D	9	0	0	44	0	44	11	0	25	0	146	4	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>41</b>	<b>13</b>	<b>125</b>	<b>125</b>	
SANDEFJORD(TORP)	STANSTED	RYANAIR	S	A	48	1	2	54	13	15	17	2	34	0	0	0	
	STANSTED	RYANAIR	S	D	52	0	1	50	23	15	10	2	30	0	0	0	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>100</b>	<b>1</b>	<b>3</b>	<b>52</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANFORD	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	47	0	0	0	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANFORD																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	56	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	7	1	0	29	14	14	29	14	0	61	44	21	9
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	57	0	14	29	0	0	50	88	11	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	15	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	0	22	0	0	20	22	101	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	44	0	0	0	0	14	25	46	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-3	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	0	100	0	0	85	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-27	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	22	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	2	38	13	25	13	13	0	63	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	7	1	2	14	29	43	14	0	0	39	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	8	0	0	38	13	13	25	0	13	141	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	6	0	1	67	17	0	17	0	0	24	0	0	0
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	80	50	11	2
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	41	50	22	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-29	40	88	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	71	50	92	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	33	17	25	17	8	0	50	33	165	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	42	33	17	8	0	0	31	0	177	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	14	25	176	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	63	0	206	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	58	8	17	17	0	0	24	20	105	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	69	15	0	0	15	0	40	25	64	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	0	33	33	0	83	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	66	0	0	0
<b>TOTAL SANFORD</b>					<b>163</b>	<b>2</b>	<b>7</b>	<b>48</b>	<b>15</b>	<b>15</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>44</b>	<b>35</b>	<b>74</b>	<b>74</b>
SANTIAGO DE CHILE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	0	14	7	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	86	14	0	0	0	0	7	0	0	0

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						Actual (7)	Plan (8)										
SANTIAGO DE CHILE																	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>17</b>	<b>17</b>
SANTIAGO DE COMPOSTELA																	
	HEATHROW	IBERIA	S	A	30	0	0	37	3	37	23	0	0	41	0	0	0
	HEATHROW	IBERIA	S	D	29	0	1	86	10	0	3	0	0	2	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>					<b>65</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>9</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>46</b>	<b>46</b>
SANTO DOMINGO																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	1	50	0	50	0	0	0	18	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	1	1	50	50	0	0	0	0	13	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	50	20	20	10	0	0	20	17	107	6
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	25	0	0	0	20	29	88	7
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	25	25	0	0	49	25	101	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	13	25	0	0	39	43	62	7
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	100	0	0	0	0	26	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	60	0	0	49	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	34	0	0	0
<b>TOTAL SANTO DOMINGO</b>					<b>55</b>	<b>1</b>	<b>2</b>	<b>38</b>	<b>27</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>31</b>	<b>77</b>	<b>77</b>
SAO PAULO (GUARULHOS)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	40	20	20	0	20	0	66	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	0	0	25	212	0	0	0
	GATWICK	TRANSBRASIL	S	A	9	0	0	56	33	0	0	11	0	32	0	0	0
	HEATHROW	VARIG	S	A	6	0	0	17	50	0	33	0	0	46	11	34	9
	HEATHROW	VARIG	S	D	4	0	0	100	0	0	0	0	0	3	88	5	8
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>62</b>	<b>65</b>	<b>16</b>	<b>16</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	3	10	3	3	3	50	77	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	20	7	3	0	36	53	20	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>65</b>	<b>15</b>	<b>15</b>
SEOUL (KIMPO)																	

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					Actual (7)	Plan (8)											
SEOUL (KIMPO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	8	8	0	0	13	42	35	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	7	14	14	0	0	18	50	21	12
	HEATHROW	KOREAN AIR	S	A	22	0	0	100	0	0	0	0	0	-19	35	24	17
	HEATHROW	KOREAN AIR	S	D	22	0	0	91	9	0	0	0	0	3	88	6	17
<b>TOTAL SEOUL (KIMPO)</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>20</b>
SEVILLE																	
	GATWICK	AIR EUROPA	S	A	4	0	0	75	0	25	0	0	0	9	0	0	0
	HEATHROW	IBERIA	S	A	29	0	1	52	31	14	3	0	0	18	67	31	30
	HEATHROW	IBERIA	S	D	30	0	0	53	7	20	20	0	0	22	70	28	30
<b>TOTAL SEVILLE</b>					<b>63</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>29</b>	<b>29</b>
SEYCHELLES																	
	GATWICK	AIR SEYCHELLES	S	A	9	1	0	44	22	22	11	0	0	25	67	-6	12
	GATWICK	AIR SEYCHELLES	S	D	9	1	0	44	11	11	22	11	0	67	17	67	12
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	0	0	11	107	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	11	44	44	0	0	0	30	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	70	10	10	10	0	0	9	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	60	20	10	10	0	0	20	0	0	0
<b>TOTAL SEYCHELLES</b>					<b>56</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>42</b>	<b>41</b>	<b>41</b>	<b>41</b>
SHANNON																	
	GATWICK	AB AIRLINES	S	A	70	0	0	57	29	7	7	0	0	14	84	7	73
	GATWICK	AB AIRLINES	S	D	71	0	0	37	23	20	20	1	0	36	85	9	74
	HEATHROW	AER LINGUS	S	A	90	0	5	68	16	6	6	6	0	24	59	26	96
	HEATHROW	AER LINGUS	S	D	91	0	5	69	15	4	8	3	0	23	67	27	96
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	48	0	3	83	8	2	2	4	0	12	90	3	51
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	48	0	3	90	4	4	0	2	0	8	87	6	53
<b>TOTAL SHANNON</b>					<b>420</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>15</b>	<b>15</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	38	0	45	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	25	23	4



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	1	50	0	50	0	0	0	19	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	14	89	11	9	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>19</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>28</b>	<b>28</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	62	0	0	84	10	6	0	0	3	79	2	62		
	HEATHROW	SINGAPORE AIRLINES	S	D	62	0	0	66	19	11	3	0	14	60	14	62		
	MANCHESTER	SINGAPORE AIRLINES	S	A	18	0	0	50	22	22	6	0	14	79	10	14		
	MANCHESTER	SINGAPORE AIRLINES	S	D	18	0	0	33	28	28	11	0	30	7	52	14		
<b>TOTAL SINGAPORE</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>11</b>	<b>11</b>		
SION																		
SOFIA																		
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	50	0	0	34	33	40	3	
	MANCHESTER	AIR 2000	C	D	2	0	0	0	0	0	100	0	0	156	0	69	1	
	GATWICK	BALKAN BULGARIAN AIRLINES	C	D	2	0	2	0	50	0	50	0	0	41	0	35	2	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	21	0	0	38	24	19	10	10	0	56	50	32	22	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	21	0	0	52	10	10	19	10	0	59	59	24	22	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	152	100	6	3	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	71	10	14	5	0	0	10	48	54	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	62	29	5	5	0	0	18	33	46	21	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	0	100	0	0	77	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	36	0	0	0	
<b>TOTAL SOFIA</b>					<b>110</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>18</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>44</b>	<b>43</b>	<b>44</b>	<b>44</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	58	1	3	60	22	10	7	0	0	19	100	-7	63	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	56	0	5	64	16	16	4	0	0	17	98	3	63	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	1	83	10	2	3	2	0	13	97	-7	62	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	58	1	2	78	16	3	3	0	0	10	98	-2	63	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	58	1	0	78	12	9	2	0	0	10	85	9	53	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SOUTHAMPTON																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	58	1	0	83	7	9	2	0	0	7	91	5	54
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	34	0	0	82	9	3	6	0	0	10	82	14	28
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	33	0	1	85	3	3	9	0	0	11	72	26	29
<b>TOTAL SOUTHAMPTON</b>					<b>416</b>	<b>4</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>3</b>	<b>3</b>
SPLIT																	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	25	50	0	25	0	0	28	0	0	0
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	50	25	25	0	0	0	20	0	0	0
<b>TOTAL SPLIT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST KITTS																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	0	75	25	0	127	33	116	3
<b>TOTAL ST KITTS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>116</b>	<b>33</b>	<b>116</b>	<b>116</b>
ST LOUIS (LAMBERT)																	
	GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	39	32	23	6	0	0	21	13	50	30
	GATWICK	TRANS WORLD AIRLINES	S	D	31	0	0	81	6	10	3	0	0	11	30	42	30
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>22</b>	<b>46</b>	<b>46</b>
ST LUCIA (HEWANORRA)																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	50	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	0	20	40	40	0	0	61	0	36	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	45	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	0	0	23	8	8	74	72	10	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	25	17	25	25	0	8	92	15	48	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	32	80	19	5
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>15</b>	<b>21</b>	<b>23</b>	<b>2</b>	<b>6</b>	<b>72</b>	<b>47</b>	<b>26</b>	<b>26</b>
ST PETERSBURG																	
	GATWICK	AEROFLOT	S	A	8	0	4	100	0	0	0	0	0	2	89	5	9
	GATWICK	AEROFLOT	S	D	7	0	5	71	29	0	0	0	0	9	78	9	9
	HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	0	100	-5	5	5
	HEATHROW	AEROFLOT	S	D	4	0	0	0	75	25	0	0	0	26	20	25	5

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ST PETERSBURG																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	73	5	14	9	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	55	23	5	18	0	0	24	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>67</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>16</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>9</b>	<b>9</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	58	0	2	74	12	7	3	3	0	16	69	25	54	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	1	85	8	3	2	2	0	7	78	21	54	
	EDINBURGH	KLM UK LTD	S	A	148	0	11	82	5	6	6	0	0	6	62	18	130	
	EDINBURGH	KLM UK LTD	S	D	148	0	10	76	17	4	3	0	0	12	70	16	128	
	GLASGOW	KLM UK LTD	S	A	120	0	10	74	12	5	9	0	0	12	65	17	105	
	GLASGOW	KLM UK LTD	S	D	120	0	9	80	8	4	8	0	0	11	71	16	102	
	NEWCASTLE	KLM UK LTD	S	A	60	0	1	85	10	3	2	0	0	4	79	8	62	
	NEWCASTLE	KLM UK LTD	S	D	60	0	1	90	7	2	0	2	0	5	90	3	62	
<b>TOTAL STANSTED</b>					<b>773</b>	<b>1</b>	<b>45</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>16</b>	<b>16</b>	
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	24	0	2	92	0	4	4	0	0	0	59	16	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	24	0	0	58	29	4	8	0	0	17	70	13	23	
	HEATHROW	SAS	S	A	56	0	0	86	9	4	2	0	0	2	72	16	54	
	HEATHROW	SAS	S	D	56	0	0	82	14	2	2	0	0	7	78	12	54	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	20	0	2	80	20	0	0	0	0	4	0	0	0	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	20	0	2	90	5	5	0	0	0	-1	0	0	0	
<b>TOTAL STAVANGER</b>					<b>200</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>14</b>	
STOCKHOLM (ARLANDA)																		
	GATWICK	AIR 2000	C	A	4	0	0	25	25	0	25	25	0	104	20	25	5	
	GATWICK	AIR 2000	C	D	4	0	0	50	0	0	25	25	0	94	100	8	5	
	STANSTED	BRITANNIA AB	C	A	10	0	2	60	20	20	0	0	0	12	43	26	14	
	STANSTED	BRITANNIA AB	C	D	10	0	2	20	50	10	20	0	0	34	14	41	14	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
STOCKHOLM (ARLANDA)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	0	90	10	0	0	0	0	-2	52	18	29	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	0	69	31	0	0	0	0	9	86	13	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	5	72	17	8	2	1	1	13	69	15	117	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	5	87	8	3	2	0	0	5	72	14	116	
	GATWICK	FINNAIR	S	A	23	0	0	61	30	4	4	0	0	12	0	0	0	
	GATWICK	FINNAIR	S	D	24	0	0	50	29	17	4	0	0	18	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	10	0	0	10	40	20	20	0	10	72	19	26	16	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	10	0	0	0	10	30	50	0	10	104	0	48	16	
	GATWICK	NOVAIR	C	A	4	0	0	50	25	0	25	0	0	30	0	0	0	
	GATWICK	NOVAIR	C	D	4	0	0	50	0	25	25	0	0	38	0	0	0	
	HEATHROW	SAS	S	A	135	0	2	67	16	13	3	1	0	14	62	17	138	
	HEATHROW	SAS	S	D	136	0	2	77	13	7	3	0	0	8	74	13	139	
	MANCHESTER	SAS	S	A	18	0	2	72	6	22	0	0	0	10	76	10	21	
	MANCHESTER	SAS	S	D	18	0	2	78	17	6	0	0	0	8	86	10	21	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>755</b>	<b>2</b>	<b>22</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>16</b>	<b>16</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR	S	A	87	1	2	46	24	17	9	2	1	34	0	0	0	
	STANSTED	RYANAIR	S	D	88	0	1	56	26	7	10	1	0	26	0	0	0	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>175</b>	<b>1</b>	<b>3</b>	<b>51</b>	<b>25</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STORNOWAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	0	67	10	10	8	6	0	28	54	21	48	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	53	0	0	79	4	9	8	0	0	17	88	10	49	
<b>TOTAL STORNOWAY</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>17</b>	<b>17</b>	
STRASBOURG																		
	LONDON CITY	AIR FRANCE	S	A	67	2	3	84	7	9	0	0	0	5	0	0	0	
	LONDON CITY	AIR FRANCE	S	D	65	1	5	49	29	18	3	0	0	20	0	0	0	
<b>TOTAL STRASBOURG</b>					<b>133</b>	<b>4</b>	<b>9</b>	<b>66</b>	<b>19</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>18</b>	<b>18</b>	
STUTT GART																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					Actual (7)	Plan (8)											
STUTTGART	GATWICK	BRITANNIA GMBH	C	A	2	0	0	50	50	0	0	0	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	3	77	15	6	1	0	1	14	59	33	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	4	85	7	6	1	0	0	4	82	13	28
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	37	1	2	92	0	0	5	0	3	20	78	16	41
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	38	1	1	89	5	0	5	0	0	7	83	8	41
	HEATHROW	LUFTHANSA	S	A	61	0	0	72	16	8	2	2	0	11	73	15	37
	HEATHROW	LUFTHANSA	S	D	61	0	0	87	7	3	3	0	0	2	84	8	51
<b>TOTAL STUTTGART</b>					<b>362</b>	<b>4</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>77</b>	<b>15</b>	<b>15</b>
SUDSVALL	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	0	50	0	0	65	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL SUDSVALL</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
SUMBURGH	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	81	15	4	0	0	0	7	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	85	4	4	8	0	0	13	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	49	0	2	84	6	6	4	0	0	6	25	18	4
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	51	0	0	69	14	12	6	0	0	15	100	1	4
<b>TOTAL SUMBURGH</b>					<b>152</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>12</b>	<b>12</b>
SYDNEY	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	42	50	64	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	29	67	10	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-7	25	49	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	37	50	80	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-17	50	166	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	21	40	224	5
	HEATHROW	QANTAS	S	A	47	0	0	62	13	6	15	4	0	31	60	20	48
	HEATHROW	QANTAS	S	D	27	0	0	48	37	7	4	4	0	24	36	21	22
<b>TOTAL SYDNEY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>41</b>	<b>41</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	100	0	0	0	0	0	0	100	3	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	14	54	18	13
	HEATHROW	EVA AIR	S	A	13	0	2	23	23	38	15	0	0	32	69	7	13
	HEATHROW	EVA AIR	S	D	13	0	0	92	8	0	0	0	0	100	1	13	
<b>TOTAL TAIPEI</b>					<b>53</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>7</b>
TALLIN	GATWICK	ESTONIAN AIR	S	A	25	0	2	84	12	4	0	0	0	7	79	13	24
	GATWICK	ESTONIAN AIR	S	D	25	0	2	88	8	4	0	0	0	4	96	9	24
<b>TOTAL TALLIN</b>					<b>50</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>11</b>	<b>11</b>
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	0	31	0	0	30	7	79	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	23	46	15	15	0	0	35	31	49	13
<b>TOTAL TAMPA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>64</b>	<b>64</b>
TANGIERS (IBN BATUTA)																	
TARBES-LOURDES INTERNA	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	24	100	5	2
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>26</b>	<b>26</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	53	6	18	6	12	6	59	89	55	18
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	41	18	18	6	12	6	66	83	63	18
<b>TOTAL TASHKENT</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>63</b>	<b>77</b>	<b>54</b>	<b>54</b>
TBILISI																	
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	119	0	5	71	18	8	3	0	0	11	79	11	116
	HEATHROW	BMI BRITISH MIDLAND	S	D	119	0	4	76	13	8	3	0	0	8	85	7	119
<b>TOTAL TEESSIDE</b>					<b>238</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>9</b>
TEHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	23	8	8	8	0	33	55	86	11

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TEHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	50	25	17	8	0	0	23	75	31	12
	HEATHROW	IRAN AIR	S	A	13	0	0	54	15	8	23	0	0	32	36	33	14
	HEATHROW	IRAN AIR	S	D	13	0	0	69	8	23	0	0	0	10	64	19	14
<b>TOTAL TEHRAN</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>40</b>	<b>40</b>
TEL AVIV	GATWICK	AIR 2000	C	A	8	0	1	25	38	25	13	0	0	34	50	48	10
	GATWICK	AIR 2000	C	D	11	0	1	73	9	18	0	0	0	16	30	45	10
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	1	4	85	11	4	0	0	0	0	67	15	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	3	50	36	14	0	0	0	19	48	25	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	3	63	16	9	3	6	3	40	64	29	36
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	1	3	84	13	3	0	0	0	3	80	7	35
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	2	2	0	25	38	38	0	0	44	25	52	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	2	44	0	22	22	0	11	183	60	21	5
	GATWICK	EL AL	C	A	5	0	0	60	20	20	0	0	0	14	60	6	5
	GATWICK	EL AL	C	D	5	0	0	40	0	60	0	0	0	27	20	21	5
	HEATHROW	EL AL	S	A	41	1	5	61	22	10	5	2	0	18	63	18	43
	HEATHROW	EL AL	S	D	42	2	4	79	7	7	2	2	2	25	59	30	44
	MANCHESTER	EL AL	S	A	8	0	1	88	13	0	0	0	0	2	63	24	8
	MANCHESTER	EL AL	S	D	8	0	1	100	0	0	0	0	0	-8	78	16	9
	STANSTED	EL AL	S	A	7	0	9	100	0	0	0	0	0	-8	86	11	14
	STANSTED	EL AL	S	D	8	0	8	63	25	13	0	0	0	13	50	33	16
	GATWICK	MONARCH AIRLINES	C	A	16	1	1	0	13	38	44	6	0	74	6	64	16
	GATWICK	MONARCH AIRLINES	C	D	17	0	1	76	6	6	12	0	0	20	63	33	16
<b>TOTAL TEL AVIV</b>					<b>315</b>	<b>9</b>	<b>50</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>59</b>	<b>25</b>	<b>25</b>
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	AIR 2000	C	A	10	0	0	50	30	20	0	0	0	15	75	9	8
	BIRMINGHAM	AIR 2000	C	D	10	0	0	90	10	0	0	0	0	8	67	14	9
	GATWICK	AIR 2000	C	A	22	0	0	27	27	27	18	0	0	35	28	38	18
	GATWICK	AIR 2000	C	D	22	0	0	41	32	14	14	0	0	27	55	26	20

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	AIR 2000	C	A	10	0	0	50	40	10	0	0	0	14	56	70	9	
	GLASGOW	AIR 2000	C	D	10	0	0	90	0	10	0	0	0	8	67	52	9	
	LUTON	AIR 2000	C	A	3	1	0	67	0	33	0	0	0	18	80	12	5	
	LUTON	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	17	60	12	5	
	MANCHESTER	AIR 2000	C	A	17	0	0	24	41	12	24	0	0	36	16	45	19	
	MANCHESTER	AIR 2000	C	D	18	0	0	67	11	6	17	0	0	20	48	47	21	
	NEWCASTLE	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	10	13	26	8	
	NEWCASTLE	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	6	63	12	8	
	BIRMINGHAM	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	-1	100	-20	1	
	BIRMINGHAM	AIR EUROPA	C	D	2	0	1	100	0	0	0	0	0	2	100	-15	1	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	60	0	0	0	20	20	158	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	20	40	0	0	20	20	174	0	0	0	
	GATWICK	AIR EUROPA	C	A	5	0	0	20	60	20	0	0	0	17	0	0	0	
	GATWICK	AIR EUROPA	C	D	5	0	0	40	20	40	0	0	0	23	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	3	0	0	67	0	33	0	0	0	8	0	83	4	
	MANCHESTER	AIR EUROPA	C	D	2	0	0	50	50	0	0	0	0	8	0	75	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	25	0	0	15	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	22	67	11	0	0	0	19	38	18	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7	78	7	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	23	0	0	13	30	35	17	4	0	45	25	55	16	
	GATWICK	BRITANNIA AIRWAYS	C	D	22	0	0	77	5	9	9	0	0	21	56	18	16	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	0	0	11	72	43	34	7	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	12	71	9	7	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	42	25	38	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	-48	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	28	0	0	61	7	14	18	0	0	26	29	37	28	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	26	0	0	73	8	12	8	0	0	14	72	19	29	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	56	0	22	11	11	0	41	14	48	7	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	30	86	5	7	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	40	60	0	0	79	67	17	3
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	36	67	8	3
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	20	30	10	20	10	10	97	9	97	11
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	1	0	58	17	8	0	8	8	67	25	127	12
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	18	0	2	17	17	50	11	0	6	96	36	42	14
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	20	0	0	55	30	5	5	5	0	34	43	32	14
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	58	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	A	2	0	0	100	0	0	0	0	0	2	0	25	1
	BIRMINGHAM	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-3	0	25	1
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	20	40	20	0	20	0	64	50	52	4
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	60	20	0	0	20	0	63	25	72	4
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	50	0	25	25	0	0	31	25	56	4
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	25	25	25	25	0	0	44	25	56	4
	GATWICK	LEISURE INTERNATIONAL	C	A	14	0	1	7	21	64	7	0	0	43	0	107	12
	GATWICK	LEISURE INTERNATIONAL	C	D	14	0	0	50	29	14	7	0	0	21	50	89	12
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	23	38	23	15	0	0	36	15	69	13
	MANCHESTER	LEISURE INTERNATIONAL	C	D	13	0	0	85	8	0	8	0	0	10	38	19	13
	STANSTED	LEISURE INTERNATIONAL	C	A	8	0	0	0	0	25	63	0	13	180	0	101	4
	STANSTED	LEISURE INTERNATIONAL	C	D	8	0	0	25	13	25	25	13	0	68	50	57	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	14	36	36	14	0	0	47	0	53	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	79	7	0	14	0	0	24	69	21	13
	GATWICK	MONARCH AIRLINES	C	A	15	0	2	20	27	7	47	0	0	48	0	72	16
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	40	40	13	7	0	0	22	56	21	16
	LUTON	MONARCH AIRLINES	C	A	9	0	3	56	44	0	0	0	0	7	0	51	6
	LUTON	MONARCH AIRLINES	S	A	9	0	0	22	44	33	0	0	0	28	33	34	9
	LUTON	MONARCH AIRLINES	C	D	9	1	4	100	0	0	0	0	0	3	33	23	6
	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	22	0	0	0	0	9	78	15	9
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	0	5	30	40	20	5	0	48	6	73	18
	MANCHESTER	MONARCH AIRLINES	C	D	22	0	0	50	27	14	9	0	0	19	42	26	19
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	11	22	0	0	35	13	60	8

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

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					Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	11	0	0	16	56	15	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	18	0	0	44	11	33	11	0	0	33	0	129	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	33	6	0	0	12	40	37	15	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	11	67	11	0	0	35	22	43	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	9	100	4	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	2	17	22	44	17	0	0	43	11	77	19
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	63	16	16	5	0	0	21	25	50	20
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	25	0	0	68	0	55	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	26	75	9	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	1	25	25	25	25	0	0	48	0	112	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	25	0	25	0	0	30	50	55	4
	GLASGOW	SPANAIR	C	A	6	0	0	0	33	17	50	0	0	59	50	22	4
	GLASGOW	SPANAIR	C	D	7	0	0	29	0	29	43	0	0	48	25	26	4
	MANCHESTER	SPANAIR	C	A	2	0	0	0	0	100	0	0	0	34	0	30	1
	MANCHESTER	SPANAIR	C	D	2	0	0	0	100	0	0	0	0	23	0	37	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	25	13	0	13	0	35	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	7	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	50	0	0	0	13	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	14	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	1	44	44	11	0	0	15	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	1	100	0	0	0	0	-8	0	0	0	
	GATWICK	TRANSAER	C	A	5	0	0	20	0	0	60	20	0	95	0	118	7
	GATWICK	TRANSAER	C	D	5	0	0	40	20	0	20	20	0	55	14	59	7
	MANCHESTER	TRANSAER	C	A	3	0	0	33	0	67	0	0	16	0	0	0	
	MANCHESTER	TRANSAER	C	D	3	0	0	67	33	0	0	0	9	0	0	0	
	MANCHESTER	VIVA	C	A	3	0	0	0	33	67	0	0	35	67	17	6	
	MANCHESTER	VIVA	C	D	3	0	0	0	33	67	0	0	41	57	27	7	
	NEWCASTLE	VIVA	C	A	5	0	0	20	60	20	0	0	22	0	0	0	
	NEWCASTLE	VIVA	C	D	5	0	0	40	40	0	20	0	29	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>874</b>	<b>5</b>	<b>22</b>	<b>47</b>	<b>21</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>36</b>	<b>49</b>	<b>49</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

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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)												
TIREE																		
	GLASGOW	LOGANAIR	S	A	25	0	0	40	28	12	20	0	0	36	47	77	19	
	GLASGOW	LOGANAIR	S	D	25	0	2	64	12	8	16	0	0	20	59	65	17	
<b>TOTAL TIREE</b>					<b>50</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>20</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>72</b>	<b>72</b>	
TOBAGO																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	0	55	18	18	9	0	0	20	43	31	7	
<b>TOTAL TOBAGO</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>31</b>	<b>31</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	9	0	0	44	33	22	0	0	0	13	22	62	9	
	HEATHROW	AEROFLOT	S	D	8	0	0	50	50	0	0	0	0	14	63	31	8	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	94	0	6	0	0	0	-4	90	1	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	68	23	6	3	0	0	15	84	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	1	3	95	2	4	0	0	0	-9	96	-14	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	2	73	13	13	2	0	0	13	61	23	57	
	HEATHROW	JAPAN AIRLINES	S	A	41	1	1	73	15	12	0	0	0	-1	78	-1	41	
	HEATHROW	JAPAN AIRLINES	S	D	36	0	2	67	33	0	0	0	0	11	59	13	37	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	1	1	85	4	4	4	4	0	8	78	4	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	65	15	8	8	4	0	28	44	36	27	
<b>TOTAL TOKYO (NARITA)</b>					<b>318</b>	<b>3</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>10</b>	<b>10</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	22	0	2	36	32	18	14	0	0	23	50	38	14	
	GLASGOW	AIR CANADA	S	D	22	0	0	0	0	64	32	5	0	65	57	29	14	
	HEATHROW	AIR CANADA	S	A	70	0	0	39	30	19	9	4	0	32	41	27	66	
	HEATHROW	AIR CANADA	S	D	70	0	0	47	36	13	4	0	0	19	58	25	60	
	MANCHESTER	AIR CANADA	S	A	22	0	0	45	32	9	9	0	5	31	38	18	13	
	MANCHESTER	AIR CANADA	S	D	22	0	0	64	23	9	0	0	5	27	31	29	13	
	GATWICK	AIR TRANSAT	C	A	4	0	0	75	25	0	0	0	0	3	75	15	4	
	GATWICK	AIR TRANSAT	C	D	4	0	0	25	50	25	0	0	0	25	0	39	4	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	50	0	25	25	0	0	36	67	-12	3	
	GLASGOW	AIR TRANSAT	C	D	4	0	0	25	25	0	50	0	0	43	100	7	3	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 1996					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	AIR TRANSAT	C	A	4	0	0	25	0	25	50	0	0	73	75	22	4	
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	25	0	25	50	0	0	74	50	34	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	19	0	2	63	37	0	0	0	2	46	22	24		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	18	0	0	83	11	6	0	0	8	60	19	25		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	13	10	0	9	45	79	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	19	16	10	0	22	52	34	31		
	GATWICK	CANADA 3000 AIRLINES	C	A	13	1	1	77	15	8	0	0	-2	50	30	4		
	GATWICK	CANADA 3000 AIRLINES	C	D	14	0	0	71	14	7	7	0	15	50	32	4		
	GLASGOW	CANADA 3000 AIRLINES	C	A	4	0	0	25	25	50	0	0	26	25	59	4		
	GLASGOW	CANADA 3000 AIRLINES	C	D	4	0	0	50	25	25	0	0	24	50	59	4		
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	0	75	25	0	0	0	-3	75	12	4		
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	0	25	50	25	0	0	20	50	53	4		
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	61	0	1	48	25	21	7	0	21	73	12	59		
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	61	0	1	69	18	13	0	0	11	68	17	59		
	GATWICK	ROYAL AIRLINES	C	A	2	0	0	50	0	50	0	0	31	0	0	0		
	GATWICK	ROYAL AIRLINES	C	D	2	0	0	50	0	0	50	0	37	0	0	0		
<b>TOTAL TORONTO</b>					<b>520</b>	<b>1</b>	<b>7</b>	<b>51</b>	<b>23</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>30</b>	<b>30</b>	
TOULOUSE (BLAGNAC)	BIRMINGHAM	AIR 2000	C	D	2	0	0	100	0	0	0	0	4	0	36	3		
	GATWICK	AIR 2000	C	A	4	0	3	0	25	50	0	25	0	81	0	31	3	
	GATWICK	AIR 2000	C	D	7	0	0	43	43	0	0	14	0	46	50	33	6	
	GLASGOW	AIR 2000	C	D	2	0	0	100	0	0	0	0	-6	100	9	2		
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	4	100	7	2		
	GATWICK	AIR LIB	S	A	90	0	0	61	27	8	4	0	16	0	0	0		
	GATWICK	AIR LIB	S	D	90	0	0	78	11	8	3	0	12	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	39	0	35	2		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	8	100	3	4		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	32	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	1	50	50	0	0	0	16	0	33	1		
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	67	0	0	33	0	51	50	49	2		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
TOULOUSE (BLAGNAC)																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	2	0	1	0	0	0	100	0	0	160	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	79	0	3	75	10	9	6	0	0	14	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	80	0	2	81	5	6	8	0	0	9	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	0	33	33	33	0	0	48	67	21	3	
	GATWICK	MONARCH AIRLINES	C	D	3	0	1	33	33	33	0	0	0	20	67	5	3	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	25	0	26	1	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	24	100	4	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	4	100	9	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	50	17	2	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>400</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>13</b>	<b>13</b>	
TREVISO																		
TRIVANDRUM																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	40	0	0	57	0	70	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	62	0	55	5	
<b>TOTAL TRIVANDRUM</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>62</b>	<b>62</b>	
TRONDHEIM (VAERNES)																		
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	35	18	29	18	0	0	31	75	5	12	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	54	23	15	8	0	0	23	33	20	12	
	HEATHROW	TUNISAIR	S	A	17	0	0	18	29	41	12	0	0	33	43	31	14	
	HEATHROW	TUNISAIR	S	D	17	0	0	18	29	35	12	6	0	44	21	46	14	
<b>TOTAL TUNIS</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>25</b>	<b>31</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>42</b>	<b>26</b>	<b>26</b>	
TURIN																		
	GATWICK	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	32	0	44	4	
	GATWICK	AIR 2000	C	D	2	0	0	50	0	50	0	0	0	23	25	21	4	
	MANCHESTER	AIR 2000	C	A	2	0	1	0	50	0	50	0	0	84	33	45	3	
	MANCHESTER	AIR 2000	C	D	3	0	0	33	33	0	33	0	0	50	40	23	5	
	GATWICK	ALITALIA	S	A	29	0	0	76	21	3	0	0	0	7	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TURIN	GATWICK	ALITALIA	S	D	29	0	0	86	7	7	0	0	0	7	0	0	0
	LONDON CITY	ALITALIA	S	A	30	0	0	77	13	3	3	3	0	10	0	0	0
	LONDON CITY	ALITALIA	S	D	30	0	0	47	27	20	3	3	0	28	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	33	0	0	50	0	36	1
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	28	50	126	2
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	10	0	27	2
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	50	0	0	0	25	0	83	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	1	50	50	0	0	0	0	7	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	1	67	33	0	0	0	0	11	100	7	1
	GATWICK	MONARCH AIRLINES	C	A	3	0	2	0	33	0	67	0	0	71	0	27	3
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	0	20	20	0	75	67	9	3
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	0	0	0	100	0	0	94	0	26	2
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	20	20	40	0	0	56	50	19	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	1	0	0	0	50	0	50	240	0	18	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	20	100	-26	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	1	0	50	0	50	0	0	61	0	127	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	0	67	0	0	81	50	34	2
	STANSTED	RYANAIR	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
	GATWICK	TRANSAER	C	A	2	0	0	50	0	0	50	0	0	45	0	0	0
	GATWICK	TRANSAER	C	D	2	0	0	0	50	0	50	0	0	65	0	0	0
<b>TOTAL TURIN</b>					<b>198</b>	<b>1</b>	<b>12</b>	<b>54</b>	<b>20</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>60</b>	<b>20</b>	<b>20</b>
TURKU	GATWICK	FINNAIR	S	A	21	0	0	67	29	0	5	0	0	11	50	19	22
	GATWICK	FINNAIR	S	D	22	0	0	82	9	9	0	0	0	10	84	5	25
<b>TOTAL TURKU</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>12</b>	<b>12</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MALEV (HUNGARIAN AIRLINES)	C	A	2	0	0	0	0	0	50	0	50	399	0	0	0	
	STANSTED	MALEV (HUNGARIAN AIRLINES)	C	D	2	0	0	0	50	0	50	0	0	55	0	0	0	
<b>TOTAL URALSK</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>227</b>	<b>100</b>	<b>4</b>	<b>4</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	8	71	44	17	
	GATWICK	GB AIRWAYS LTD	S	D	7	0	0	71	29	0	0	0	8	67	46	12		
	HEATHROW	IBERIA	S	A	30	0	0	70	20	10	0	0	9	67	14	30		
	HEATHROW	IBERIA	S	D	30	0	0	93	3	0	3	0	1	96	0	28		
<b>TOTAL VALENCIA</b>					<b>71</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>21</b>	<b>21</b>		
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	19	35	29	16	0	35	10	83	29		
	HEATHROW	AIR CANADA	S	D	30	1	1	40	20	7	17	7	10	99	31	47	29	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	2	67	33	0	0	0	-4	0	0	0		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	33	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	7	17	0	0	5	45	107	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	27	10	0	0	13	50	28	30		
	GATWICK	CANADA 3000 AIRLINES	C	A	4	0	0	50	50	0	0	0	7	0	0	0		
	GATWICK	CANADA 3000 AIRLINES	C	D	4	0	0	75	25	0	0	0	8	0	0	0		
<b>TOTAL VANCOUVER</b>					<b>136</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>23</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>34</b>	<b>66</b>	<b>66</b>	
VARADERO																		
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	0	67	33	0	0	0	25	0	0	0	
<b>TOTAL VARADERO</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>29</b>	<b>29</b>	
VENICE																		
	GATWICK	ALITALIA	S	A	59	0	0	85	10	3	2	0	4	74	13	58		
	GATWICK	ALITALIA	S	D	59	0	0	93	2	3	2	0	3	63	14	59		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	4	81	7	7	4	0	6	76	16	34		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	2	75	13	7	5	0	10	68	15	34		
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	50	13	25	0	0	13	60	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	75	0	13	0	0	13	62	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	33	67	0	0	39	20	58	15		
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	7	67	19	15		
<b>TOTAL VENICE</b>					<b>255</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>19</b>	



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
VERONA																		
	GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	12	0	106	2	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	0	79	2	7	13	0	0	17	44	28	52	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	73	11	5	11	0	0	19	87	8	53	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	9	100	7	2	
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	8	0	24	2	
<b>TOTAL VERONA</b>					<b>126</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>22</b>	<b>22</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	108	0	1	71	14	12	3	0	0	9	73	11	107	
	HEATHROW	AUSTRIAN AIRLINES	S	D	109	0	1	77	9	11	3	0	0	8	83	7	107	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	80	5	8	3	3	0	13	38	27	58	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	0	58	22	10	7	3	0	27	55	20	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	2	76	10	7	6	0	1	15	70	16	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	2	82	7	7	5	0	0	9	71	15	90	
	GATWICK	LAUDA-AIR	S	A	17	0	0	41	29	24	6	0	0	26	47	23	17	
	GATWICK	LAUDA-AIR	S	D	17	0	0	76	6	0	18	0	0	21	47	23	17	
	MANCHESTER	LAUDA-AIR	S	A	47	0	0	81	17	0	2	0	0	7	100	-4	25	
	MANCHESTER	LAUDA-AIR	S	D	47	0	0	85	13	0	2	0	0	6	92	2	25	
<b>TOTAL VIENNA</b>					<b>645</b>	<b>3</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>14</b>	
VILNIUS																		
	HEATHROW	LITHUANIA AIRLINES	S	A	19	0	0	95	5	0	0	0	0	-5	68	53	19	
	HEATHROW	LITHUANIA AIRLINES	S	D	19	0	0	95	5	0	0	0	0	3	58	55	19	
<b>TOTAL VILNIUS</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>63</b>	<b>54</b>	<b>54</b>	
VITORIA																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	67	10	16	5	0	2	20	50	26	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	75	7	16	2	0	0	11	66	17	58	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	11	0	1	73	9	0	18	0	0	24	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	12	0	0	83	0	0	17	0	0	24	0	0	0	
	HEATHROW	LOT-POLISH AIRLINES	S	A	56	1	0	84	7	7	2	0	0	4	58	25	59	
	HEATHROW	LOT-POLISH AIRLINES	S	D	56	2	0	77	11	7	5	0	0	8	69	21	59	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	12	0	0	92	0	8	0	0	0	-6	0	0	0	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	12	0	0	58	33	8	0	0	0	12	0	0	0	
<b>TOTAL WARSAW</b>					<b>274</b>	<b>3</b>	<b>3</b>	<b>76</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>22</b>	<b>22</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	88	10	2	0	0	0	-6	70	27	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	65	20	14	2	0	0	14	67	29	30	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	50	26	13	6	3	2	28	21	47	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	60	24	8	6	0	2	27	53	17	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	86	7	7	0	0	0	0	68	23	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	62	24	7	7	0	0	19	46	39	28	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>285</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>50</b>	<b>31</b>	<b>31</b>	
WATERFORD																		
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	81	12	4	0	4	0	12	74	19	23	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	73	15	8	4	0	0	13	64	26	25	
	LUTON	SCOT AIRWAYS	S	A	10	0	4	60	20	10	10	0	0	22	29	39	21	
	LUTON	SCOT AIRWAYS	S	D	12	0	2	67	33	0	0	0	0	6	67	23	21	
<b>TOTAL WATERFORD</b>					<b>74</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>27</b>	<b>27</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	21	0	1	90	0	5	5	0	0	10	85	16	20	
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	1	81	10	5	5	0	0	11	70	13	20	
<b>TOTAL WICK</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>15</b>	<b>15</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	13	0	0	77	15	8	0	0	0	8	64	17	11	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						DEC 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	62	31	8	0	0	0	15	64	20	11	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>19</b>	<b>19</b>	

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 1996				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
YEREVAN	GATWICK	ARMENIAN AIRLINES	S	A	3	0	1	33	0	33	33	0	0	34	0	0	0
	GATWICK	ARMENIAN AIRLINES	S	D	3	0	1	0	33	33	33	0	0	44	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	56	22	11	0	11	0	26	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	67	22	11	0	0	0	10	0	0	0
<b>TOTAL YEREVAN</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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	80	10	3	7	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	73	13	7	7	0	0	16	0	0	0	
	HEATHROW	CROATIA AIRLINES	S	A	29	0	0	69	21	10	0	0	0	10	47	31	30	
	HEATHROW	CROATIA AIRLINES	S	D	29	0	0	52	10	34	3	0	0	20	43	37	30	
<b>TOTAL ZAGREB</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>34</b>	<b>34</b>	
ZAKINTHOS																		
<b>TOTAL ZAKINTHOS</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>68</b>	<b>100</b>	<b>-2</b>	<b>-2</b>	
ZARAGOZA																		
	GATWICK	IBERIA	S	A	14	0	2	57	21	14	7	0	0	14	0	0	0	
	GATWICK	IBERIA	S	D	14	0	2	57	29	14	0	0	0	12	0	0	0	
<b>TOTAL ZARAGOZA</b>					<b>28</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>3</b>	<b>3</b>	
ZURICH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	111	0	4	66	17	14	4	0	0	11	46	25	115	
	HEATHROW	BMI BRITISH MIDLAND	S	D	112	0	3	79	10	10	2	0	0	9	75	15	116	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	1	79	7	5	9	0	0	10	43	23	58	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	1	71	10	14	5	0	0	16	71	16	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	108	0	3	70	16	6	7	0	1	18	55	20	110	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	109	0	2	70	17	8	5	0	0	12	76	13	110	
	LUTON	EDELWEISS AIR	C	A	17	3	1	76	18	6	0	0	0	10	52	13	23	
	LUTON	EDELWEISS AIR	C	D	18	2	2	72	17	11	0	0	0	11	87	6	23	
	STANSTED	FLIGHTLINE LTD	C	A	32	0	1	56	13	16	13	3	0	31	36	27	33	
	STANSTED	FLIGHTLINE LTD	C	D	32	0	1	66	16	6	13	0	0	20	56	25	34	
	STANSTED	KLM UK LTD	S	A	75	0	1	81	8	7	4	0	0	0	47	23	70	
	STANSTED	KLM UK LTD	S	D	75	0	1	72	16	4	7	1	0	16	59	21	71	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	0	50	0	141	0	56	2	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	36	0	41	2	
	BIRMINGHAM	SWISS AIRLINES	S	A	24	0	0	58	33	8	0	0	0	12	25	30	24	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)											
ZURICH	BIRMINGHAM	SWISS AIRLINES	S	D	25	0	0	52	40	4	4	0	0	17	74	15	23
	EDINBURGH	SWISS AIRLINES	S	A	30	0	0	70	20	3	7	0	0	14	80	5	30
	EDINBURGH	SWISS AIRLINES	S	D	30	0	0	67	23	3	7	0	0	14	72	16	29
	LONDON CITY	SWISS AIRLINES	S	A	74	0	0	80	11	7	3	0	0	11	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	74	0	2	34	42	19	5	0	0	25	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	25	0	0	48	44	8	0	0	0	16	32	34	22
	MANCHESTER	SWISS AIRLINES	S	D	24	0	0	58	29	13	0	0	0	13	88	2	24
	HEATHROW	SWISSAIR	S	A	175	0	0	67	20	10	3	0	0	12	61	20	173
	HEATHROW	SWISSAIR	S	D	177	0	0	70	15	11	4	0	0	12	64	20	174
	MANCHESTER	SWISSAIR	S	A	57	0	3	68	23	5	4	0	0	13	73	9	30
	MANCHESTER	SWISSAIR	S	D	58	0	2	91	7	2	0	0	0	3	77	11	30
<b>TOTAL ZURICH</b>					<b>1582</b>	<b>5</b>	<b>28</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>19</b>	<b>19</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	516	0	28	80	11	7	2	0	0	6	76	12	458	
DUBLIN	491	2	11	87	8	3	2	0	0	5	86	5	553	
PALMA DE MALLORCA	21	0	1	67	14	5	14	0	0	22	58	28	24	
PARIS (CHARLES DE GAULLE)	503	1	1	80	11	5	3	1	0	10	81	7	488	
CHARTERED FLIGHTS(ALL ROUTES)	421	12	29	63	17	11	8	0	0	21	64	21	408	
SCHEDULED FLIGHTS(ALL ROUTES)	5141	26	109	83	9	4	2	0	0	7	82	8	4798	
AIRPORT TOTAL	5562	38	138	82	10	5	3	0	0	8	81	9	5206	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	290	0	4	72	17	6	5	0	0	11	66	16	176	
DUBLIN	192	0	0	90	6	4	1	0	0	4	82	7	180	
PALMA DE MALLORCA	8	0	0	0	38	25	38	0	0	48	0	0	0	
PARIS (CHARLES DE GAULLE)	196	0	1	72	11	9	7	1	0	17	73	14	205	
CHARTERED FLIGHTS(ALL ROUTES)	34	0	0	32	26	15	15	6	6	70	64	24	25	
SCHEDULED FLIGHTS(ALL ROUTES)	4837	18	197	76	13	6	4	0	0	11	72	14	4537	
AIRPORT TOTAL	4871	18	197	75	13	7	4	0	0	12	72	14	4562	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	489	3	8	58	22	14	6	0	0	18	65	17	463	
ATHENS	150	0	7	63	17	11	8	1	0	20	41	34	169	
DUBLIN	480	1	9	73	11	9	6	0	0	11	69	13	491	
NEW YORK (JF KENNEDY)	60	1	1	68	15	10	7	0	0	15	60	21	58	
PALMA DE MALLORCA	125	2	2	38	19	24	15	2	2	44	57	27	51	
PARIS (CHARLES DE GAULLE)	288	2	9	68	13	13	7	0	0	16	52	23	266	
CHARTERED FLIGHTS(ALL ROUTES)	2770	43	167	46	18	18	14	3	1	36	39	45	2747	
SCHEDULED FLIGHTS(ALL ROUTES)	14169	48	245	69	15	10	6	1	0	16	65	18	12389	
AIRPORT TOTAL	16939	91	412	65	16	11	7	1	0	19	60	23	15136	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	240	0	0	68	18	12	3	0	0	13	68	12	172	
DUBLIN	179	0	1	89	4	4	2	0	0	2	84	6	172	
NEW YORK (JF KENNEDY)	30	2	0	63	23	10	3	0	0	14	0	0	0	
PALMA DE MALLORCA	24	0	0	71	13	13	4	0	0	10	62	16	26	
PARIS (CHARLES DE GAULLE)	130	0	2	78	11	7	5	0	0	14	83	6	60	
CHARTERED FLIGHTS(ALL ROUTES)	437	2	9	64	13	15	6	2	1	24	56	40	377	
SCHEDULED FLIGHTS(ALL ROUTES)	5516	29	206	76	11	7	5	0	0	11	75	12	4862	
AIRPORT TOTAL	5953	31	215	76	11	7	5	0	0	12	74	14	5239	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1308	0	24	66	16	11	6	0	0	14	69	18	1321	
ATHENS	365	0	3	74	17	5	4	0	0	6	68	22	311	
DUBLIN	1224	4	76	73	13	11	3	0	0	10	71	18	1224	
NEW YORK (JF KENNEDY)	1087	0	11	70	15	9	4	1	1	15	57	21	1001	
PALMA DE MALLORCA	66	0	2	91	8	2	0	0	0	1	82	6	117	
PARIS (CHARLES DE GAULLE)	1575	3	82	69	14	10	5	1	0	15	63	18	1576	
CHARTERED FLIGHTS(ALL ROUTES)	61	1	82	43	25	20	11	0	2	33	33	57	45	
SCHEDULED FLIGHTS(ALL ROUTES)	34158	63	803	70	15	10	5	1	0	14	66	18	33782	
AIRPORT TOTAL	34219	64	885	70	15	10	5	1	0	14	66	18	33827	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	208	0	8	55	18	18	9	0	0	20	0	0	0
DUBLIN	320	1	16	73	17	7	2	1	0	12	0	0	0
PARIS (CHARLES DE GAULLE)	151	3	11	70	19	8	3	1	0	16	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	2701	10	81	68	19	10	3	0	0	13	0	0	0
AIRPORT TOTAL	2701	10	81	68	19	10	3	0	0	13	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	162	1	3	71	14	9	5	1	0	13	52	33	163	
DUBLIN	243	7	30	88	5	3	2	1	0	6	80	11	200	
PALMA DE MALLORCA	57	2	1	75	14	4	4	2	2	28	75	14	8	
PARIS (CHARLES DE GAULLE)	121	0	25	70	21	5	3	1	0	13	56	17	117	
CHARTERED FLIGHTS(ALL ROUTES)	248	28	22	62	17	15	4	1	1	20	60	24	267	
SCHEDULED FLIGHTS(ALL ROUTES)	2381	27	202	75	11	6	6	2	0	14	61	25	1973	
AIRPORT TOTAL	2629	55	224	74	12	7	6	1	0	15	61	25	2240	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	546	0	10	74	12	9	6	0	0	11	72	13	500
ATHENS	6	0	0	67	0	0	33	0	0	39	17	40	6
DUBLIN	527	5	6	89	6	3	2	0	0	4	81	9	557
NEW YORK (JF KENNEDY)	118	1	1	84	8	3	4	0	0	2	83	3	60
PALMA DE MALLORCA	73	0	0	40	22	16	14	8	0	42	62	19	53
PARIS (CHARLES DE GAULLE)	473	0	5	73	14	7	5	1	0	13	68	14	454
CHARTERED FLIGHTS(ALL ROUTES)	1906	19	79	52	18	14	13	2	1	35	48	40	1864
SCHEDULED FLIGHTS(ALL ROUTES)	8038	22	159	78	12	6	4	0	0	11	75	12	7643
AIRPORT TOTAL	9944	41	238	73	13	8	6	1	0	15	69	17	9507

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	216	0	2	59	14	12	14	1	0	23	68	19	168	
DUBLIN	144	0	0	92	3	2	2	0	0	1	94	2	114	
PALMA DE MALLORCA	12	0	0	83	0	0	8	8	0	24	77	8	13	
PARIS (CHARLES DE GAULLE)	217	1	4	68	21	6	5	0	0	13	75	11	105	
CHARTERED FLIGHTS(ALL ROUTES)	234	2	6	62	15	11	9	3	0	23	65	21	214	
SCHEDULED FLIGHTS(ALL ROUTES)	2640	5	57	78	12	6	4	0	0	10	78	11	2418	
AIRPORT TOTAL	2874	7	63	76	12	7	5	1	0	11	77	12	2632	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1997

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 1996		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	417	7	8	64	16	12	7	1	0	18	60	23	306
DUBLIN	830	9	20	75	13	8	4	0	0	12	75	18	828
PALMA DE MALLORCA	10	0	0	50	30	0	20	0	0	20	90	7	10
PARIS (CHARLES DE GAULLE)	205	0	5	72	13	8	5	1	0	15	62	27	205
CHARTERED FLIGHTS(ALL ROUTES)	504	4	34	44	18	18	15	3	3	48	49	30	482
SCHEDULED FLIGHTS(ALL ROUTES)	5192	27	210	71	13	8	7	1	0	15	67	20	4668
AIRPORT TOTAL	5696	31	244	69	13	9	7	1	0	18	65	21	5150