

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**May 1998**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

Heathrow	Arrivals	10 minutes	(i)
	Departures	20 minutes	(i)
Gatwick	Arrivals	10 minutes	
	Departures	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 MAY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	AIR 2000	C	6	0	0	67	17	17	0	0	0	5	67	7	6
	MONARCH AIRLINES	C	4	0	0	25	50	25	0	0	0	25	25	12	4
<b>TOTAL SALZBURG</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>13</b>	<b>50</b>	<b>9</b>	<b>10</b>
<b>TOTAL AUSTRIA</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>13</b>	<b>50</b>	<b>10</b>	<b>14</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	127	0	1	73	17	9	0	1	0	10	76	9	129
	BRITISH AIRWAYS PLC	S	94	0	0	72	13	12	3	0	0	12	69	13	98
	SABENA	S	208	0	0	75	15	9	2	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>			<b>429</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>227</b>
<b>TOTAL BELGIUM</b>			<b>429</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>227</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	5	0	3	100	0	0	0	0	0	8	75	11	4
<b>TOTAL BURGAS</b>			<b>5</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>6</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	5	0	3	100	0	0	0	0	0	-9	88	20	8
<b>TOTAL VARNA</b>			<b>5</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>88</b>	<b>20</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>86</b>	<b>16</b>	<b>14</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	18	0	0	39	6	28	28	0	0	39	75	9	12
	BRITISH AIRWAYS PLC	S	46	0	0	48	7	26	20	0	0	33	78	1	60
	CANADA 3000 AIRLINES	C	10	0	0	20	30	10	20	0	20	123	88	2	8
	ROYAL AIRLINES	C	8	0	0	0	13	25	38	25	0	105	0	0	0
<b>TOTAL TORONTO</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>10</b>	<b>24</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>52</b>	<b>79</b>	<b>3</b>	<b>80</b>
<b>TOTAL CANADA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>10</b>	<b>24</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>52</b>	<b>79</b>	<b>3</b>	<b>80</b>
<b>CROATIA</b>															
PULA	MONARCH AIRLINES	C	7	0	1	86	14	0	0	0	0	9	0	0	0
<b>TOTAL PULA</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>9</b>	<b>71</b>	<b>10</b>	<b>7</b>
<b>TOTAL CROATIA</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>9</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	8	0	0	63	25	13	0	0	0	14	13	33	8
	BRITANNIA AIRWAYS	C	9	1	0	11	0	22	44	0	22	233	56	14	9
	CYPRUS AIRWAYS	S	8	0	0	50	38	13	0	0	0	14	50	35	10
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	5	0	0	0
<b>TOTAL LARNACA</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>41</b>	<b>27</b>	<b>27</b>
PAPHOS	AIR 2000	S	14	0	0	57	14	0	14	14	0	47	50	40	2
	AIR 2000	C	4	0	0	50	0	25	25	0	0	26	17	99	6
	BRITANNIA AIRWAYS	C	15	0	0	53	20	7	20	0	0	30	25	52	8
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	7	33	25	3
<b>TOTAL PAPHOS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>26</b>	<b>61</b>	<b>19</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CYPRUS</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>48</b>	<b>35</b>	<b>41</b>	<b>46</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	85	1	0	93	6	1	0	0	0	1	74	15	86
<b>TOTAL COPENHAGEN</b>			<b>85</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>86</b>
<b>TOTAL DENMARK</b>			<b>85</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>182</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	6	1	1	67	17	0	17	0	0	28	71	0	7
	MY TRAVEL AIRWAYS UK	C	11	0	0	36	18	27	18	0	0	40	13	118	8
<b>TOTAL PUERTO PLATA</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>40</b>	<b>63</b>	<b>15</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	9	0	0	33	33	33	0	0	0	18	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>26</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>23</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>40</b>	<b>63</b>	<b>15</b>
<b>FRANCE</b>															
LYON	DUO AIRWAYS LTD	S	58	0	2	78	9	10	2	2	0	12	74	13	62
<b>TOTAL LYON</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>62</b>
MONTPELLIER	AIR JET	C	4	0	0	50	25	25	0	0	0	14	0	0	0
<b>TOTAL MONTPELLIER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	270	0	0	79	15	6	1	0	0	9	87	6	278
	BRITISH AIRWAYS PLC	C	3	0	2	100	0	0	0	0	0	2	0	0	0
	FLYBE.BRITISH EUROPEAN	S	289	0	1	80	13	6	1	0	0	8	74	10	284
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>562</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>562</b>
TARBES-LOURDES INTERNATIONAL	AIR HOLLAND	C	2	0	0	0	0	50	0	50	0	161	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>161</b>	<b>38</b>	<b>74</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>626</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>632</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	51	0	0	94	6	0	0	0	0	1	75	14	52
<b>TOTAL BERLIN (TEGEL)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>52</b>
COLOGNE (BONN)	VIRGIN EXPRESS	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	206	0	0	87	9	4	0	0	0	4	86	4	212
	LUFTHANSA CITY LINE	S	130	0	2	76	22	2	0	0	0	9	86	7	127
<b>TOTAL DUSSELDORF</b>			<b>336</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	<b>339</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	146	0	0	85	11	3	1	0	0	6	91	3	154
	LUFTHANSA	S	113	0	1	90	8	2	0	0	0	3	96	3	114
<b>TOTAL FRANKFURT MAIN</b>			<b>259</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>268</b>
HAMBURG	BRITISH AIRWAYS PLC	S	19	0	0	100	0	0	0	0	0	3	100	3	20
<b>TOTAL HAMBURG</b>			<b>19</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>100</b>	<b>3</b>	<b>20</b>
HANOVER	BRITISH AIRWAYS PLC	S	19	0	0	89	11	0	0	0	0	-1	95	0	20

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 HANOVER</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>95</b>	<b>0</b>	20
<b>MUNICH</b>	BRITANNIA AIRWAYS PLC	S	61	0	1	89	8	3	0	0	0	0	95	-1	62
	LUFTHANSA	S	10	0	0	90	10	0	0	0	0	3	0	0	0
	LUFTHANSA CITY LINE	S	101	1	3	73	22	4	1	0	0	10	84	9	107
<b>TOTAL MUNICH</b>			<b>172</b>	<b>1</b>	<b>4</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	169
<b>STUTT GART</b>	DUO AIRWAYS LTD	S	86	0	0	86	7	1	6	0	0	5	76	15	86
<b>TOTAL STUTT GART</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>15</b>	86
<b>TOTAL GERMANY</b>			<b>944</b>	<b>1</b>	<b>7</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	954
<b>GREECE</b>															
<b>CORFU</b>	AIR 2000	C	10	0	0	80	0	0	10	10	0	17	90	-11	10
	BRITANNIA AIRWAYS	C	21	0	0	43	19	10	29	0	0	39	69	10	16
	MONARCH AIRLINES	C	11	0	1	73	18	0	0	0	9	64	25	62	4
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	0	0	14	0	41	57	13	7
<b>TOTAL CORFU</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>14</b>	<b>4</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>68</b>	<b>10</b>	37
<b>HERAKLION</b>	AIR 2000	C	7	0	1	100	0	0	0	0	0	-10	71	39	7
	BRITANNIA AIRWAYS	C	7	0	0	14	14	71	0	0	0	34	57	12	7
	MONARCH AIRLINES	C	7	0	1	57	14	0	0	29	0	56	63	13	8
<b>TOTAL HERAKLION</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>10</b>	<b>24</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>21</b>	22
<b>KAVALLA</b>	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	17	0	0	0
<b>TOTAL KAVALLA</b>			<b>9</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>17</b>	<b>57</b>	<b>32</b>	7
<b>KEFALLINIA</b>	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	36	44	28	9
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>44</b>	<b>26</b>	16
<b>KOS</b>	AIR 2000	C	7	0	1	43	14	14	29	0	0	31	43	34	7
	BRITANNIA AIRWAYS	C	7	0	0	43	0	43	14	0	0	33	67	16	9
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	29	0	0	0	0	4	56	28	9
<b>TOTAL KOS</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>14</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>25</b>	25
<b>RHODES</b>	AIR 2000	C	7	0	1	43	0	43	14	0	0	27	86	7	7
	BRITANNIA AIRWAYS	C	14	0	0	64	29	0	7	0	0	14	71	9	7
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	14	0	0	0	6	100	-10	8
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>2</b>	22
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	5	0	1	80	20	0	0	0	0	4	33	41	6
<b>TOTAL SALONIKA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>41</b>	6
<b>SKIATHOS</b>	MONARCH AIRLINES	C	7	0	1	100	0	0	0	0	0	-10	0	0	0
<b>TOTAL SKIATHOS</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>0</b>	<b>0</b>	0
<b>ZAKINTHOS</b>	AIR 2000	C	7	0	1	86	14	0	0	0	0	-3	29	28	7
	BRITANNIA AIRWAYS	C	7	0	0	14	43	14	29	0	0	41	43	50	7
	MONARCH AIRLINES	C	7	0	1	43	43	0	14	0	0	32	57	13	7
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	43	14	0	0	0	19	86	6	7
<b>TOTAL ZAKINTHOS</b>			<b>28</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>36</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>24</b>	28
<b>TOTAL GREECE</b>			<b>176</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>61</b>	<b>19</b>	163

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	10	0	0	100	0	0	0	0	0	1	100	0	9
<b>TOTAL CONNAUGHT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>9</b>
CORK	AER LINGUS	S	81	0	0	96	4	0	0	0	0	2	92	4	84
	FLYBE.BRITISH EUROPEAN	S	6	0	2	83	17	0	0	0	0	9	0	0	0
<b>TOTAL CORK</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>84</b>
DUBLIN	AER LINGUS	S	249	0	0	85	8	4	2	0	0	7	91	4	270
	RYANAIR	C	11	0	4	55	18	18	9	0	0	23	0	0	0
	RYANAIR	S	300	2	0	62	21	12	5	0	0	17	65	15	364
<b>TOTAL DUBLIN</b>			<b>560</b>	<b>3</b>	<b>4</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>634</b>
SHANNON	AB AIRLINES	S	20	0	0	40	25	10	25	0	0	38	0	0	0
<b>TOTAL SHANNON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>10</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>677</b>	<b>3</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>10</b>	<b>727</b>
<b>ITALY</b>															
MILAN (LINATE)	DUO AIRWAYS LTD	S	135	0	0	67	16	7	9	1	0	20	61	18	136
<b>TOTAL MILAN (LINATE)</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>18</b>	<b>136</b>
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	60	10	0	30	0	0	42	60	14	10
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>14</b>	<b>10</b>
ROME (CIAMPINO)	BEL AIR - ILE DE FRANCE	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	BRITISH WORLD AIRLINES LTD	C	7	0	1	43	43	14	0	0	0	20	25	75	8
<b>TOTAL TREVISO</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>75</b>	<b>8</b>
VERONA	BRITANNIA AIRWAYS	C	13	0	1	38	23	23	0	15	0	64	0	0	0
<b>TOTAL VERONA</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>64</b>	<b>63</b>	<b>27</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>21</b>	<b>170</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	88	13	0	0	0	0	3	100	9	1
	AIR MALTA	S	8	0	0	63	25	13	0	0	0	10	50	14	10
	BRITANNIA AIRWAYS	C	10	0	0	40	10	20	30	0	0	37	50	20	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	0	25	0	13	99	50	30	8
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>51</b>	<b>18</b>	<b>37</b>
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>51</b>	<b>18</b>	<b>37</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	204	0	0	73	16	7	3	0	0	11	79	10	206
	KLM UK LTD	S	338	0	4	74	11	8	7	0	0	13	84	8	238
<b>TOTAL AMSTERDAM</b>			<b>542</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>444</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	64	0	20	63	20	16	2	0	0	13	67	11	63
<b>TOTAL EINDHOVEN</b>			<b>64</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>11</b>	<b>63</b>
<b>TOTAL NETHERLANDS</b>			<b>606</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>507</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	27	0	1	59	15	19	7	0	0	21	57	27	28
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	12	80	4	10
	DUO AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	-2	100	3	6
	MONARCH AIRLINES	C	46	0	0	39	28	15	9	9	0	40	29	48	42
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-4	38	68	8
	SATA	C	3	0	0	0	33	0	67	0	0	70	0	0	0
<b>TOTAL FARO</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>48</b>	<b>36</b>	<b>94</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>48</b>	<b>36</b>	<b>94</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	5	50	50	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>50</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>50</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	10	0	0	30	40	10	20	0	0	37	70	14	10
	BRITANNIA AIRWAYS	C	10	0	0	50	10	0	0	20	20	129	75	7	8
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	8	100	-24	2
	MONARCH AIRLINES	C	28	0	0	50	14	21	7	7	0	34	13	45	23
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	0	25	0	0	46	13	131	8
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>50</b>	<b>37</b>	<b>44</b>	<b>51</b>
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	72	17	0	0	0	11	75	67	19	18
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>67</b>	<b>19</b>	<b>18</b>
BARCELONA	BRITISH AIRWAYS PLC	S	62	0	0	82	10	2	6	0	0	10	89	2	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>2</b>	<b>62</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	1	38	38	13	0	0	13	68	63	12	8
<b>TOTAL GERONA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>63</b>	<b>12</b>	<b>8</b>
IBIZA	AIR 2000	C	9	0	1	56	11	11	22	0	0	23	33	20	9
	BRITANNIA AIRWAYS	C	40	1	1	55	13	5	15	8	5	63	85	22	26
	BRITISH AIRWAYS PLC	C	5	0	0	40	0	40	20	0	0	39	100	-2	1
	MONARCH AIRLINES	C	20	0	0	55	10	10	10	15	0	50	14	64	22
	MY TRAVEL AIRWAYS UK	C	17	0	2	76	6	12	6	0	0	12	75	13	8
<b>TOTAL IBIZA</b>			<b>91</b>	<b>1</b>	<b>4</b>	<b>58</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>45</b>	<b>53</b>	<b>34</b>	<b>66</b>
MAHON	AIR 2000	C	15	0	2	60	0	20	20	0	0	26	59	32	17
	BRITANNIA AIRWAYS	C	23	1	0	52	9	17	13	9	0	57	75	9	16
	MONARCH AIRLINES	C	23	0	1	48	22	4	13	13	0	60	45	29	22
	MY TRAVEL AIRWAYS UK	C	8	0	2	50	13	25	13	0	0	28	40	16	10
<b>TOTAL MAHON</b>			<b>69</b>	<b>1</b>	<b>5</b>	<b>52</b>	<b>12</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>48</b>	<b>57</b>	<b>20</b>	<b>75</b>
MALAGA	AIR 2000	C	10	0	0	60	0	0	30	10	0	65	70	15	10
	AIR EUROPA	C	9	1	1	22	11	22	22	0	22	173	56	17	9
	BRITANNIA AIRWAYS	C	16	0	2	63	13	0	13	6	6	70	67	11	18
	BRITISH AIRWAYS PLC	C	24	0	0	83	13	4	0	0	0	9	92	2	24
	DUO AIRWAYS LTD	C	20	0	0	55	35	0	10	0	0	21	75	11	4

## 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)										
MALAGA	MONARCH AIRLINES	C	20	0	0	25	5	55	15	0	0	40	0	92	18
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	22	22	0	11	0	45	25	106	8
<b>TOTAL MALAGA</b>			<b>108</b>	<b>1</b>	<b>4</b>	<b>54</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>48</b>	<b>56</b>	<b>34</b>	<b>91</b>
MURCIA SAN JAVIER	DUO AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	1	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR 2000	C	43	0	3	60	16	16	7	0	0	14	40	35	45
	AIR EUROPA	C	10	0	0	40	0	0	40	0	20	117	40	44	15
	BRITANNIA AIRWAYS	C	78	1	2	38	13	10	26	8	5	79	65	28	83
	BRITISH AIRWAYS PLC	C	10	0	0	50	10	40	0	0	0	26	78	11	9
	DUO AIRWAYS LTD	C	16	0	0	56	19	13	13	0	0	24	33	21	6
	MONARCH AIRLINES	C	16	0	0	69	6	25	0	0	0	8	47	35	15
	MY TRAVEL AIRWAYS UK	C	35	0	3	54	17	11	6	11	0	52	68	19	41
	SPANAIR	C	17	0	1	47	6	24	12	12	0	62	33	35	15
	VIVA	C	4	0	0	50	0	0	0	0	50	383	0	0	0
	<b>TOTAL PALMA DE MALLORCA</b>			<b>229</b>	<b>1</b>	<b>9</b>	<b>50</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>57</b>	<b>55</b>	<b>29</b>
REUS	BRITANNIA AIRWAYS	C	16	0	0	69	6	0	13	13	0	58	75	7	16
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	14	0	0	0	0	3	86	2	7
<b>TOTAL REUS</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>41</b>	<b>78</b>	<b>5</b>	<b>23</b>
<b>TOTAL SPAIN</b>			<b>678</b>	<b>4</b>	<b>24</b>	<b>56</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>47</b>	<b>59</b>	<b>26</b>	<b>623</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	16	0	0	44	13	19	25	0	0	39	81	0	16
	BRITANNIA AIRWAYS	C	8	0	2	75	0	25	0	0	0	6	75	8	8
	MONARCH AIRLINES	C	16	0	0	69	6	19	6	0	0	17	50	25	20
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	25	13	0	0	10	0	0	0
<b>TOTAL ARRECIFE</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>6</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>13</b>	<b>44</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	25	25	25	25	0	0	43	50	31	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	40	100	-4	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>75</b>	<b>14</b>	<b>16</b>
LAS PALMAS	AIR 2000	C	9	0	0	44	11	22	0	22	0	72	38	26	8
	BRITANNIA AIRWAYS	C	16	0	0	50	31	0	19	0	0	28	13	119	8
	MONARCH AIRLINES	C	9	0	1	0	11	78	11	0	0	51	44	56	16
	MY TRAVEL AIRWAYS UK	C	17	0	1	65	12	6	6	12	0	48	44	37	16
<b>TOTAL LAS PALMAS</b>			<b>51</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>18</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>38</b>	<b>55</b>	<b>48</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	20	0	0	50	5	5	35	5	0	58	50	37	28
	BRITANNIA AIRWAYS	C	16	0	1	56	6	13	25	0	0	30	69	14	16
	FUTURA AIRLINES	C	8	0	0	75	13	13	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	28	0	0	43	11	18	18	11	0	61	33	34	27
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	6	6	22	0	11	100	13	53	8
	SPANAIR	C	10	0	0	40	50	0	0	10	0	46	80	4	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>12</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>57</b>	<b>48</b>	<b>30</b>	<b>90</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>215</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>12</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>45</b>	<b>52</b>	<b>31</b>	<b>198</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	51	0	0	63	20	16	2	0	0	14	76	15	51

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BASLE MULHOUSE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>15</b>	<b>51</b>
ZURICH	SWISS AIRLINES	S	104	0	0	68	17	13	1	0	0	13	57	21	53
<b>TOTAL ZURICH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>21</b>	<b>53</b>
<b>TOTAL SWITZERLAND</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>18</b>	<b>104</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	10	0	0	70	30	0	0	0	0	10	25	20	8
	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	17	0	0	0
	NOUVELAIR TUNISIE	C	10	0	0	30	30	0	40	0	0	52	63	9	16
<b>TOTAL MONASTIR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>13</b>	<b>25</b>
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>13</b>	<b>25</b>
<b>TURKEY</b>															
ANTALYA	AIR 2000	C	8	0	1	75	13	0	13	0	0	13	86	4	7
	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	11	43	62	7
<b>TOTAL ANTALYA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>20</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>33</b>	<b>14</b>
BODRUM (MILAS)	AIR 2000	C	7	0	1	71	14	14	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	38	25	0	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	29	29	14	0	0	28	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>27</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	AIR 2000	C	14	0	2	79	0	0	21	0	0	9	75	8	16
	BRITANNIA AIRWAYS	C	16	0	0	38	6	6	38	13	0	78	52	38	23
	MONARCH AIRLINES	C	10	0	0	10	10	40	20	20	0	97	25	45	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	0	25	0	69	50	24	8
<b>TOTAL DALAMAN</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>4</b>	<b>15</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>30</b>	<b>68</b>
IZMIR (ADNAM MENDERES)	AIR 2000	C	7	0	1	71	14	0	0	14	0	31	21	43	14
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>31</b>	<b>24</b>	<b>51</b>	<b>21</b>
<b>TOTAL TURKEY</b>			<b>92</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>13</b>	<b>13</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>47</b>	<b>35</b>	<b>103</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	80	20	0	0	0	0	0	83	1	18
<b>TOTAL ASHKHABAD</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>0</b>	<b>83</b>	<b>1</b>	<b>18</b>
<b>TOTAL TURKMENISTAN</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>0</b>	<b>83</b>	<b>1</b>	<b>18</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	94	0	0	72	21	3	2	1	0	12	91	6	112
<b>TOTAL ABERDEEN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>112</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	248	0	1	81	10	7	2	0	0	8	80	9	252
<b>TOTAL BELFAST CITY</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>252</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	227	0	1	89	6	2	3	0	0	4	85	7	216
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>216</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	434	1	5	88	8	3	1	0	0	5	91	3	384

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL EDINBURGH</b>			<b>434</b>	<b>1</b>	<b>5</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>3</b>	<b>384</b>
EXETER	FLYBE.BRITISH EUROPEAN	S	129	1	3	77	17	4	2	0	0	9	0	0	0
<b>TOTAL EXETER</b>			<b>129</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	BRITISH AIRWAYS PLC	S	365	2	12	88	7	4	2	0	0	6	90	5	426
	FLYBE.BRITISH EUROPEAN	S	190	0	0	72	17	8	3	0	0	12	72	11	111
<b>TOTAL GLASGOW</b>			<b>555</b>	<b>2</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>537</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	66	0	0	59	20	9	12	0	0	18	66	14	77
<b>TOTAL GUERNSEY</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>14</b>	<b>77</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	104	0	0	92	5	3	0	0	0	5	91	5	106
<b>TOTAL ISLE OF MAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>106</b>
JERSEY	BMI BRITISH MIDLAND	S	83	1	3	82	5	11	2	0	0	9	65	49	89
	BRITISH AIRWAYS PLC	C	4	0	0	50	50	0	0	0	0	13	60	15	10
	FLYBE.BRITISH EUROPEAN	S	114	2	7	70	18	8	4	0	0	14	66	18	102
<b>TOTAL JERSEY</b>			<b>201</b>	<b>3</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>31</b>	<b>211</b>
NEWCASTLE	DUO AIRWAYS LTD	S	152	0	0	94	3	0	3	0	0	3	95	2	157
<b>TOTAL NEWCASTLE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>157</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2213</b>	<b>13</b>	<b>32</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>2069</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	73	10	10	8	0	0	15	90	0	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>0</b>	<b>62</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	61	18	15	6	0	0	21	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	BRITANNIA AIRWAYS	C	19	2	0	26	32	37	5	0	0	31	67	45	15
	MONARCH AIRLINES	C	9	0	1	0	44	22	22	0	11	79	0	124	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	30	20	0	0	38	40	25	10
<b>TOTAL SANFORD</b>			<b>38</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>32</b>	<b>32</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>44</b>	<b>56</b>	<b>32</b>
<b>TOTAL USA</b>			<b>162</b>	<b>3</b>	<b>1</b>	<b>56</b>	<b>18</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>74</b>	<b>19</b>	<b>94</b>
<b>TOTAL BIRMINGHAM</b>			<b>7627</b>	<b>28</b>	<b>136</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>13</b>	<b>7121</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	176	0	0	77	15	6	1	0	0	8	57	15	115
TOTAL BRUSSELS			176	0	0	77	15	6	1	0	0	8	57	15	115
TOTAL BELGIUM			176	0	0	77	15	6	1	0	0	8	57	15	115
<b>BULGARIA</b>															
VARNA	AIR VIA BULGARIAN AIRWAYS	C	3	0	1	100	0	0	0	0	0	-2	100	0	3
TOTAL VARNA			3	0	1	100	0	0	0	0	0	-2	100	0	3
TOTAL BULGARIA			3	0	1	100	0	0	0	0	0	-2	100	0	3
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	10	0	0	0	0	30	70	0	0	72	60	13	10
TOTAL TORONTO			10	0	0	0	0	30	70	0	0	72	60	13	10
TOTAL CANADA			10	0	0	0	0	30	70	0	0	72	60	13	10
<b>CYPRUS</b>															
PAPHOS	MONARCH AIRLINES	C	3	0	1	0	67	33	0	0	0	27	0	0	0
TOTAL PAPHOS			3	0	1	0	67	33	0	0	0	27	0	0	0
TOTAL CYPRUS			3	0	1	0	67	33	0	0	0	27	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	48	0	14	81	17	2	0	0	0	8	83	4	52
TOTAL COPENHAGEN			48	0	14	81	17	2	0	0	0	8	83	4	52
TOTAL DENMARK			48	0	14	81	17	2	0	0	0	8	83	4	52
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	62	0	0	21	50	19	10	0	0	29	47	18	58
	BRITISH AIRWAYS CITIEXPRESS L	S	34	0	0	82	9	6	3	0	0	9	74	14	47
	BRITISH AIRWAYS PLC	S	102	0	0	83	11	6	0	0	0	8	89	5	104
TOTAL PARIS (CHARLES DE GAULLE)			198	0	0	64	23	10	4	0	0	15	74	10	209
TOTAL FRANCE			198	0	0	64	23	10	4	0	0	15	74	10	211
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	113	1	0	88	9	2	1	0	0	4	79	9	107
	VLM (BELGIUM)	C	2	0	0	0	0	100	0	0	0	40	0	0	0
TOTAL DUSSELDORF			115	1	0	87	9	3	1	0	0	5	76	12	113
MUNICH	BRITISH AIRWAYS PLC	S	51	0	1	90	4	6	0	0	0	7	100	1	26
TOTAL MUNICH			51	0	1	90	4	6	0	0	0	7	91	3	33
TOTAL GERMANY			166	1	1	88	7	4	1	0	0	5	77	13	168
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	188	0	0	85	9	3	2	2	0	9	89	4	238
TOTAL DUBLIN			188	0	0	85	9	3	2	2	0	9	88	5	242
TOTAL IRISH REPUBLIC			188	1	0	85	9	3	2	2	0	9	88	5	242

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	258	1	4	56	21	16	7	0	0	18	77	11	301
TOTAL AMSTERDAM			258	1	4	56	21	16	7	0	0	18	77	11	301
TOTAL NETHERLANDS			258	3	4	56	21	16	7	0	0	18	77	11	301
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	DUO AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	12	40	17	10
	MONARCH AIRLINES	C	8	0	0	38	0	50	13	0	0	31	50	20	10
TOTAL FARO			19	0	0	53	16	26	5	0	0	22	45	19	20
TOTAL PORTUGAL(EXCLUDING MADEIRA)			19	0	0	53	16	26	5	0	0	22	45	19	20
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	30	30	28	10
	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	-1	50	14	8
TOTAL ALICANTE			15	0	0	73	7	7	13	0	0	16	39	22	18
IBIZA	AIR EUROPA	C	7	0	0	0	0	71	29	0	0	53	14	70	7
TOTAL IBIZA			7	0	0	0	0	71	29	0	0	53	14	70	7
MAHON	FUTURA AIRLINES	C	9	0	1	89	0	0	0	0	11	68	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	1	56	0	11	22	11	0	53	44	22	9
TOTAL MAHON			18	0	2	72	0	6	11	6	6	61	44	22	9
MALAGA	AIR EUROPA	C	9	0	0	56	33	0	11	0	0	16	0	0	0
TOTAL MALAGA			9	0	0	56	33	0	11	0	0	16	0	0	0
PALMA DE MALLORCA	AIR EUROPA	C	18	0	0	17	11	28	44	0	0	64	40	53	25
	BRITANNIA AIRWAYS	C	6	0	1	33	0	0	50	17	0	92	0	0	0
	FUTURA AIRLINES	C	10	0	0	50	20	10	20	0	0	30	30	42	10
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	33	0	0	22	0	60	0	0	0
TOTAL PALMA DE MALLORCA			43	1	2	33	16	14	30	7	0	59	37	50	35
TOTAL SPAIN			92	1	4	47	12	14	22	4	1	48	36	41	69
<b>SPAIN(CANARY ISLANDS)</b>															
LAS PALMAS	AIR EUROPA	C	9	0	0	22	0	22	56	0	0	67	0	0	0
	SPANAIR	C	9	0	1	67	0	0	33	0	0	33	44	13	9
TOTAL LAS PALMAS			18	0	1	44	0	11	44	0	0	50	44	13	9
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	100	0	0	0	0	0	-7	87	-2	15
	FUTURA AIRLINES	C	10	0	0	60	10	10	20	0	0	24	33	29	9
	SPANAIR	C	9	0	1	33	22	11	11	22	0	87	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			27	0	1	63	11	7	11	7	0	36	67	10	24
TOTAL SPAIN(CANARY ISLANDS)			45	0	2	56	7	9	24	4	0	41	61	11	33
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	10	0	0	90	0	10	0	0	0	3	90	-3	10
TOTAL STOCKHOLM (ARLANDA)			10	0	0	90	0	10	0	0	0	3	90	-3	10
TOTAL SWEDEN			10	0	0	90	0	10	0	0	0	3	90	-3	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>SWITZERLAND</b>															
ZURICH	BRITISH REGIONAL AIRLINES LTD	S	40	0	2	85	8	3	5	0	0	10	0	0	0
	SWISS AIRLINES	S	62	0	0	44	39	15	3	0	0	20	84	6	62
<b>TOTAL ZURICH</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>26</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>6</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>26</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>6</b>	<b>62</b>
<b>TURKEY</b>															
DALAMAN	PEGASUS AIRLINES	C	9	0	1	22	33	44	0	0	0	23	78	-5	9
<b>TOTAL DALAMAN</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>-5</b>	<b>9</b>
<b>TOTAL TURKEY</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>45</b>	<b>17</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	98	1	45	71	16	6	6	0	0	14	78	11	101
<b>TOTAL ABERDEEN</b>			<b>98</b>	<b>1</b>	<b>45</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>106</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	156	0	0	77	14	6	2	1	0	13	87	8	156
<b>TOTAL BELFAST CITY</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>156</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	85	12	4	0	0	0	7	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	168	0	7	89	7	2	2	0	0	7	90	4	147
<b>TOTAL BIRMINGHAM</b>			<b>168</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>4</b>	<b>147</b>
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	40	0	0	78	23	0	0	0	0	7	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>23</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>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	245	0	13	87	6	4	3	0	0	7	62	17	241
<b>TOTAL BRISTOL</b>			<b>245</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>17</b>	<b>241</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	117	0	9	83	13	4	0	0	0	6	80	11	123
<b>TOTAL CARDIFF WALES</b>			<b>117</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>11</b>	<b>123</b>
DUNDEE	BMI REGIONAL	S	35	0	30	86	6	9	0	0	0	7	82	5	39
<b>TOTAL DUNDEE</b>			<b>35</b>	<b>0</b>	<b>30</b>	<b>86</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>5</b>	<b>39</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	186	0	0	87	9	3	1	0	0	7	90	8	172
<b>TOTAL EAST MIDLANDS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>8</b>	<b>172</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	320	0	2	81	12	6	1	0	0	9	79	11	330
<b>TOTAL GATWICK</b>			<b>320</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>330</b>
GLASGOW	BMI BRITISH MIDLAND	C	19	0	7	84	16	0	0	0	0	6	0	0	0
	BMI BRITISH MIDLAND	S	29	0	7	90	7	3	0	0	0	1	88	2	52
<b>TOTAL GLASGOW</b>			<b>48</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>2</b>	<b>52</b>
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	10	0	0	70	20	0	10	0	0	13	0	0	0
<b>TOTAL GUERNSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BMI BRITISH MIDLAND	S	476	0	14	75	17	7	1	0	0	11	80	9	501
	BRITISH AIRWAYS PLC	S	634	0	8	81	14	4	1	0	0	12	79	10	637
<b>TOTAL HEATHROW</b>			<b>1110</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>1138</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
JERSEY	BMI BRITISH MIDLAND	S	10	0	0	30	30	20	20	0	0	32	0	54	10
	BRITISH AIRWAYS CITIEXPRESS L	S	4	0	0	75	0	25	0	0	0	15	0	0	0
	BRITISH REGIONAL AIRLINES LTD	C	6	0	0	67	0	17	17	0	0	22	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	10	0	0	100	0	0	0	0	0	-4	100	-4	8
<b>TOTAL JERSEY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>29</b>	<b>18</b>
KIRKWALL	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	63	21	10	6	0	0	16	54	19	54
<b>TOTAL KIRKWALL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>19</b>	<b>54</b>
LEEDS BRADFORD	GILL AIRWAYS	S	70	0	6	89	9	0	3	0	0	7	85	11	105
<b>TOTAL LEEDS BRADFORD</b>			<b>70</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>11</b>	<b>105</b>
LONDON CITY	KLM UK LTD	S	188	0	2	81	10	9	0	0	0	7	91	4	141
<b>TOTAL LONDON CITY</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>141</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	250	0	10	57	21	8	10	4	0	31	0	0	0
<b>TOTAL LUTON</b>			<b>250</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>21</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>48</b>	<b>34</b>	<b>231</b>
MANCHESTER	BMI REGIONAL	S	141	1	3	67	17	11	4	1	0	18	77	10	141
	BRITISH AIRWAYS PLC	S	223	1	3	84	10	4	2	0	0	8	89	5	214
<b>TOTAL MANCHESTER</b>			<b>364</b>	<b>2</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>355</b>
NORWICH	SCOT AIRWAYS	S	85	0	9	86	11	4	0	0	0	5	59	15	80
<b>TOTAL NORWICH</b>			<b>85</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>15</b>	<b>80</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	91	0	3	84	8	5	3	0	0	9	96	-1	132
<b>TOTAL SOUTHAMPTON</b>			<b>91</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>-1</b>	<b>132</b>
STANSTED	KLM UK LTD	S	329	0	9	72	9	9	10	0	0	15	77	11	292
<b>TOTAL STANSTED</b>			<b>329</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>292</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	77	13	4	4	2	0	15	67	14	54
<b>TOTAL SUMBURGH</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>14</b>	<b>54</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4096</b>	<b>3</b>	<b>187</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>3966</b>
<b>TOTAL EDINBURGH</b>			<b>5424</b>	<b>9</b>	<b>217</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>5282</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	18	0	0	61	11	17	11	0	0	22	60	2	10
	EXCEL AIRWAYS LTD	C	8	0	0	63	0	0	13	25	0	76	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>60</b>	<b>2</b>	<b>10</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>60</b>	<b>2</b>	<b>10</b>
<b>ANTIGUA AND BARBUDA</b>															
<b>ANTIGUA</b>															
	BRITANNIA AIRWAYS	C	4	0	0	25	50	0	25	0	0	31	13	45	8
	BRITISH AIRWAYS PLC	S	26	0	0	65	12	4	15	4	0	29	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	38	0	0	0	23	0	133	8
<b>TOTAL ANTIGUA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>91</b>	<b>18</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>91</b>	<b>18</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	10	0	0	90	0	0	10	0	0	6	96	-8	26
<b>TOTAL BUENOS AIRES</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>6</b>	<b>96</b>	<b>-8</b>	<b>26</b>
<b>TOTAL ARGENTINA</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>6</b>	<b>96</b>	<b>-8</b>	<b>26</b>
<b>ARMENIA</b>															
YEREVAN	ARMENIAN AIRLINES	S	8	0	0	13	25	38	25	0	0	41	0	0	0
<b>TOTAL YEREVAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	4	0	0	50	50	0	0	0	0	14	25	44	4
	LEISURE INTERNATIONAL	C	4	0	0	0	25	25	50	0	0	107	25	207	4
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>125</b>	<b>8</b>
SALZBURG	AIR 2000	C	10	0	0	80	0	20	0	0	0	6	38	21	16
	CALEDONIAN AIRWAYS	C	8	0	1	50	13	25	13	0	0	22	56	11	9
	LAUDA-AIR	S	80	0	0	59	30	5	5	1	0	18	67	12	98
<b>TOTAL SALZBURG</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>25</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>13</b>	<b>123</b>
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	71	17	10	2	0	0	8	73	7	124
	LAUDA-AIR	S	38	0	0	47	29	11	13	0	0	26	42	18	36
<b>TOTAL VIENNA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>9</b>	<b>160</b>
<b>TOTAL AUSTRIA</b>			<b>269</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>14</b>	<b>303</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	61	28	6	6	0	0	15	28	51	18
	BRITISH AIRWAYS PLC	S	27	1	0	78	11	4	7	0	0	6	75	3	28
<b>TOTAL BAKU</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>22</b>	<b>46</b>
<b>TOTAL AZERBAIJAN</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>22</b>	<b>46</b>
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	3	0	0	67	0	33	0	0	0	15	25	117	4
	BRITISH AIRWAYS PLC	S	13	0	0	85	8	0	8	0	0	13	17	122	6

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		Reporting Airport: GATWICK (Full Analysis)											MAY 1997		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
TOTAL NASSAU			16	0	0	81	6	6	6	0	0	13	20	120	10
TOTAL BAHAMAS			16	0	0	81	6	6	6	0	0	13	20	120	10
BARBADOS															
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	63	0	25	13	0	0	23	25	65	8
	BRITISH AIRWAYS PLC	S	5	0	0	60	20	0	20	0	0	22	63	31	27
	CALEDONIAN AIRWAYS	C	10	1	1	50	30	0	10	10	0	43	11	87	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	11	33	22	0	0	33	50	24	8
TOTAL BRIDGETOWN			32	1	1	50	16	16	16	3	0	32	46	45	52
TOTAL BARBADOS			32	1	1	50	16	16	16	3	0	32	46	45	52
BELARUS															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	2	44	39	0	17	0	0	31	38	29	16
TOTAL MINSK			18	0	2	44	39	0	17	0	0	31	38	29	16
TOTAL BELARUS			18	0	2	44	39	0	17	0	0	31	38	29	16
BELGIUM															
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	192	0	0	92	5	3	1	0	0	2	73	11	202
	SABENA	S	226	0	2	81	10	6	4	0	0	10	74	10	122
TOTAL BRUSSELS			418	0	2	86	8	4	2	0	0	6	73	11	324
TOTAL BELGIUM			419	0	2	86	8	4	2	0	0	6	71	13	493
BERMUDA															
BERMUDA	BRITISH AIRWAYS PLC	S	37	0	0	86	3	11	0	0	0	3	70	22	27
TOTAL BERMUDA			37	0	0	86	3	11	0	0	0	3	70	22	27
TOTAL BERMUDA			37	0	0	86	3	11	0	0	0	3	70	22	27
BRAZIL															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	85	11	4	0	0	0	1	70	20	10
TOTAL RIO DE JANEIRO (GALEAO)			27	0	0	85	11	4	0	0	0	1	75	21	28
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	19	0	0	63	16	11	0	11	0	25	88	1	8
	TRANSBRASIL	S	18	0	0	33	11	6	50	0	0	47	0	0	0
TOTAL SAO PAULO (GUARULHOS)			37	0	0	49	14	8	24	5	0	36	88	1	8
TOTAL BRAZIL			64	0	0	64	13	6	14	3	0	21	78	16	36
BULGARIA															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	6	0	4	100	0	0	0	0	0	7	20	52	5
TOTAL BURGAS			6	0	4	100	0	0	0	0	0	7	20	52	5
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	70	16	11	2	0	0	12	75	9	44
TOTAL SOFIA			44	0	0	70	16	11	2	0	0	12	75	9	44
VARNA	AIR VIA BULGARIAN AIRWAYS	C	6	0	4	100	0	0	0	0	0	2	20	109	5
	BALKAN BULGARIAN AIRLINES	C	3	0	7	67	0	33	0	0	0	17	0	44	4
TOTAL VARNA			9	0	11	89	0	11	0	0	0	7	11	80	9
TOTAL BULGARIA			59	0	15	76	12	10	2	0	0	11	60	23	58

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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	1	1	63	38	0	0	0	0	14	25	74	8
TOTAL DOUALA			8	1	1	63	38	0	0	0	0	14	25	74	8
TOTAL CAMEROON			8	1	1	63	38	0	0	0	0	14	25	74	8
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	38	1	2	29	18	37	16	0	0	36	43	25	35
	CANADA 3000 AIRLINES	C	42	0	0	57	21	14	7	0	0	16	90	5	40
TOTAL TORONTO			80	1	2	44	20	25	11	0	0	26	64	29	83
VANCOUVER	AIR TRANSAT	C	20	0	0	35	10	30	20	5	0	44	29	61	14
	CANADA 3000 AIRLINES	C	16	0	0	38	19	6	38	0	0	44	89	-6	18
TOTAL VANCOUVER			36	0	0	36	14	19	28	3	0	44	63	23	32
TOTAL CANADA			117	1	3	42	18	23	16	1	0	31	63	27	115
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	12	1	1	75	25	0	0	0	0	6	42	45	12
TOTAL GRAND CAYMAN			12	1	1	75	25	0	0	0	0	6	42	45	12
TOTAL CAYMAN ISLANDS			12	1	1	75	25	0	0	0	0	6	42	45	12
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	34	0	0	94	3	3	0	0	0	-3	73	58	26
TOTAL SANTIAGO DE CHILE			34	0	0	94	3	3	0	0	0	-3	73	58	26
TOTAL CHILE			34	0	0	94	3	3	0	0	0	-3	73	58	26
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	27	1	0	70	26	4	0	0	0	3	61	42	18
TOTAL BOGOTA			27	1	0	70	26	4	0	0	0	3	61	42	18
TOTAL COLOMBIA			27	1	0	70	26	4	0	0	0	3	61	42	18
<b>CROATIA</b>															
DUBROVNIK	CALEDONIAN AIRWAYS	C	3	0	0	33	0	0	67	0	0	95	0	0	0
	CROATIA AIRLINES	S	8	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL DUBROVNIK			11	0	0	82	0	0	18	0	0	22	0	0	0
PULA	BRITANNIA AIRWAYS	C	7	0	1	71	14	14	0	0	0	8	71	32	7
TOTAL PULA			7	0	1	71	14	14	0	0	0	8	71	32	7
SPLIT	CROATIA AIRLINES	S	8	0	0	0	25	50	25	0	0	42	50	25	10
TOTAL SPLIT			8	0	0	0	25	50	25	0	0	42	50	25	10
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	64	0	0	86	8	5	2	0	0	5	87	9	62
TOTAL ZAGREB			64	0	0	86	8	5	2	0	0	5	87	9	62
TOTAL CROATIA			90	0	1	77	9	9	6	0	0	10	81	13	79
<b>CUBA</b>															
HAVANA	CUBANA	S	26	0	0	50	12	23	8	0	8	118	86	1	28

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			Actual (7)	Plan (8)											
TOTAL HAVANA			26	0	0	50	12	23	8	0	8	118	86	1	28
HOLGUIN (FRANK PAIS)	LEISURE INTERNATIONAL	C	4	0	0	25	0	0	75	0	0	64	0	39	1
TOTAL HOLGUIN (FRANK PAIS)			4	0	0	25	0	0	75	0	0	64	0	39	1
VARADERO	LEISURE INTERNATIONAL	C	4	0	0	50	25	25	0	0	0	18	25	383	4
TOTAL VARADERO			4	0	0	50	25	25	0	0	0	18	25	383	4
TOTAL CUBA			34	0	0	47	12	21	15	0	6	100	71	91	35
CYPRUS															
LARNACA	AIR 2000	S	44	0	0	57	20	14	5	0	5	37	20	45	44
	BRITANNIA AIRWAYS	C	9	0	1	56	11	22	11	0	0	27	0	0	0
	CALEDONIAN AIRWAYS	C	22	0	5	41	23	18	9	5	5	99	36	50	25
	CYPRUS AIRWAYS	S	28	0	0	50	29	21	0	0	0	16	38	39	26
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	0	33	0	0	0	18	0	34	1
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	13	0	0	0
TOTAL LARNACA			138	0	6	58	17	18	4	1	2	36	29	44	96
PAPHOS	AIR 2000	S	35	0	0	46	31	11	11	0	0	22	9	61	32
	AIR 2000	C	8	0	0	75	13	13	0	0	0	9	0	0	0
	AIRWORLD AVIATION LTD	C	8	1	0	25	13	25	25	13	0	79	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	13	38	25	25	0	0	45	0	0	0
	CALEDONIAN AIRWAYS	C	24	0	0	33	29	8	29	0	0	46	38	56	8
	EUROCYPRIA AIRLINES LTD	C	10	0	0	60	20	10	0	0	10	113	88	7	17
TOTAL PAPHOS			93	1	0	42	27	13	16	1	1	44	37	44	57
TOTAL CYPRUS			231	1	6	52	21	16	9	1	2	39	32	44	153
DENMARK															
BILLUND	MAERSK AIR	S	128	0	2	68	30	2	0	0	0	11	67	13	168
TOTAL BILLUND			128	0	2	68	30	2	0	0	0	11	67	13	168
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	73	16	10	0	0	0	9	78	7	124
	MAERSK AIR	S	60	0	0	75	15	8	2	0	0	10	64	15	53
TOTAL COPENHAGEN			184	0	0	74	16	10	1	0	0	9	74	9	177
TOTAL DENMARK			312	0	2	71	21	7	0	0	0	10	70	11	345
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	12	0	0	42	25	17	17	0	0	31	61	29	23
	LEISURE INTERNATIONAL	C	9	0	0	44	0	11	0	22	22	276	44	35	9
	MONARCH AIRLINES	C	8	0	0	63	0	13	0	25	0	63	0	0	0
TOTAL PUERTO PLATA			29	0	0	48	10	14	7	14	7	116	52	48	50
PUNTA CANA	BRITANNIA AIRWAYS	C	3	0	1	67	0	33	0	0	0	19	67	14	3
	MY TRAVEL AIRWAYS UK	C	4	0	1	25	50	0	25	0	0	32	0	0	0
TOTAL PUNTA CANA			7	0	2	43	29	14	14	0	0	27	50	20	4
SANTO DOMINGO	BRITANNIA AIRWAYS	C	9	0	0	22	11	0	44	22	0	90	31	61	16
	LEISURE INTERNATIONAL	C	4	0	0	75	0	0	25	0	0	16	100	3	3



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				Actual (7)	Plan (8)										
SANTO DOMINGO	MY TRAVEL AIRWAYS UK	C	4	0	0	25	25	50	0	0	0	24	29	131	7
<b>TOTAL SANTO DOMINGO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>12</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>57</b>	<b>38</b>	<b>74</b>	<b>26</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>13</b>	<b>13</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>85</b>	<b>48</b>	<b>55</b>	<b>80</b>
<b>EGYPT</b>															
HURGHADA	MONARCH AIRLINES	C	10	0	0	40	30	30	0	0	0	23	0	0	0
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>94</b>	<b>10</b>
LUXOR	BRITANNIA AIRWAYS	C	9	0	1	11	33	44	0	11	0	61	38	23	16
<b>TOTAL LUXOR</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>61</b>	<b>37</b>	<b>26</b>	<b>65</b>
SHARM EL SHEIKH (OPHIRA)	AIR 2000	C	8	0	0	25	0	0	75	0	0	84	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>40</b>	<b>33</b>	<b>15</b>
<b>TOTAL EGYPT</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>21</b>	<b>25</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>38</b>	<b>35</b>	<b>90</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	52	0	0	81	10	10	0	0	0	8	92	3	52
<b>TOTAL TALLIN</b>			<b>52</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>8</b>	<b>92</b>	<b>3</b>	<b>52</b>
<b>TOTAL ESTONIA</b>			<b>52</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>8</b>	<b>92</b>	<b>3</b>	<b>52</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	34	0	3	76	18	6	0	0	0	6	62	11	52
<b>TOTAL BELGRADE</b>			<b>34</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>11</b>	<b>52</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>34</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>11</b>	<b>52</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	63	25	7	5	0	0	17	61	16	62
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>18</b>	<b>75</b>
<b>TOTAL FINLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>15</b>	<b>123</b>
<b>FRANCE</b>															
AJACCIO	CALEDONIAN AIRWAYS	C	4	0	0	0	50	50	0	0	0	32	0	24	2
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	4	50	13	2
<b>TOTAL AJACCIO</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>15</b>	<b>17</b>	<b>31</b>	<b>6</b>
BASTIA	EUROPEAN AIR CHARTER	C	6	0	0	0	33	17	50	0	0	62	33	25	3
	MONARCH AIRLINES	C	6	0	0	33	33	0	33	0	0	58	33	26	3
<b>TOTAL BASTIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>8</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>33</b>	<b>25</b>	<b>6</b>
BORDEAUX	AIR LIB	S	186	0	0	75	16	6	2	2	0	13	0	0	0
<b>TOTAL BORDEAUX</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>22</b>	<b>182</b>
BREST	BRIT AIR	S	176	0	0	85	13	2	0	0	0	7	82	12	55
<b>TOTAL BREST</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>55</b>
CALVI	AIR 2000	C	6	0	0	17	33	50	0	0	0	37	0	0	0
<b>TOTAL CALVI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>439</b>	<b>4</b>
FIGARI	MONARCH AIRLINES	C	6	0	0	17	50	33	0	0	0	30	75	18	4

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FIGARI			6	0	0	17	50	33	0	0	0	30	75	18	4
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	78	13	7	2	0	0	6	53	20	186
TOTAL MARSEILLE			187	0	0	78	13	7	2	0	0	6	53	20	186
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	72	0	0	74	10	14	3	0	0	8	65	17	72
TOTAL MONTPELLIER			72	0	0	74	10	14	3	0	0	8	65	17	72
NICE	BRITISH AIRWAYS (EURO OPS) LG	S	2	0	0	0	50	50	0	0	0	37	0	0	0
	CALEDONIAN AIRWAYS	C	2	2	1	0	50	0	50	0	0	91	17	112	6
	EUROPEAN AIR CHARTER	C	8	0	2	50	25	25	0	0	0	20	25	35	8
	TRANSAER	C	3	0	0	0	33	67	0	0	0	35	100	-3	2
TOTAL NICE			16	2	3	31	31	31	6	0	0	33	33	51	21
PARIS (CHARLES DE GAULLE)	AIR GABON	S	9	0	0	56	22	11	11	0	0	24	50	66	6
	AIR TRANSAT	C	2	0	0	50	50	0	0	0	0	11	50	10	2
	BRITISH AIRWAYS (EURO OPS) LG	S	290	0	0	68	17	13	2	0	0	12	71	13	292
TOTAL PARIS (CHARLES DE GAULLE)			303	0	2	67	17	13	2	0	0	13	69	15	308
PERPIGNAN	BRITISH AIRWAYS (EURO OPS) LG	S	10	0	0	80	20	0	0	0	0	8	80	6	10
TOTAL PERPIGNAN			10	0	0	80	20	0	0	0	0	8	80	6	10
RENNES	BRIT AIR	S	104	0	0	73	24	2	1	0	0	9	77	17	96
TOTAL RENNES			104	0	0	73	24	2	1	0	0	9	77	17	96
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	16	0	2	38	19	6	19	19	0	79	56	12	16
TOTAL TARBES-LOURDES INTERNATIONAL			16	0	2	38	19	6	19	19	0	79	56	12	16
TOULOUSE (BLAGNAC)	AIR LIB	S	186	0	0	78	15	3	3	1	0	13	0	0	0
TOTAL TOULOUSE (BLAGNAC)			186	0	0	78	15	3	3	1	0	13	64	21	180
TOURS	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	8	0	0	0
TOTAL TOURS			2	0	0	50	0	50	0	0	0	8	0	0	0
TOTAL FRANCE			1294	3	10	73	16	8	2	1	0	12	66	18	1365
GABON															
LIBREVILLE	AIR GABON	S	9	0	0	33	22	33	11	0	0	35	44	57	9
TOTAL LIBREVILLE			9	0	0	33	22	33	11	0	0	35	44	57	9
TOTAL GABON			9	0	0	33	22	33	11	0	0	35	44	57	9
GAMBIA															
BANJUL	MONARCH AIRLINES	C	10	0	0	0	30	10	60	0	0	74	40	46	10
TOTAL BANJUL			10	0	0	0	30	10	60	0	0	74	40	46	10
TOTAL GAMBIA			10	0	0	0	30	10	60	0	0	74	40	46	10
GERMANY															
BERLIN (SCHONEFELD)	AB AIRLINES	S	52	0	0	40	23	15	19	2	0	36	0	0	0
TOTAL BERLIN (SCHONEFELD)			52	0	0	40	23	15	19	2	0	36	0	0	0
BREMEN	CITY FLYER EXPRESS	S	227	0	1	74	16	7	4	0	0	11	72	12	173
TOTAL BREMEN			227	0	1	74	16	7	4	0	0	11	72	12	173

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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)										
COLOGNE (BONN)	CITY FLYER EXPRESS	S	212	0	0	83	12	2	2	0	0	7	73	12	153
<b>TOTAL COLOGNE (BONN)</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>153</b>
DUSSELDORF	CITY FLYER EXPRESS	S	204	0	1	75	12	9	3	0	8	63	21	128	
<b>TOTAL DUSSELDORF</b>			<b>204</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>21</b>	<b>128</b>	
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	175	0	1	75	16	7	2	0	9	79	8	176	
<b>TOTAL FRANKFURT MAIN</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>8</b>	<b>176</b>	
HAMBURG	DEUTSCHE BA	S	114	0	0	78	18	4	0	0	8	89	2	144	
<b>TOTAL HAMBURG</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>2</b>	<b>144</b>	
MUNICH	DEUTSCHE BA	S	114	0	0	59	30	11	0	0	15	66	15	164	
<b>TOTAL MUNICH</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>15</b>	<b>164</b>	
<b>TOTAL GERMANY</b>			<b>1098</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>1223</b>	
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	30	0	1	83	17	0	0	0	1	39	92	18	
<b>TOTAL ACCRA</b>			<b>30</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>92</b>	<b>18</b>	
<b>TOTAL GHANA</b>			<b>30</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>92</b>	<b>18</b>	
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	98	0	0	84	8	5	3	0	10	62	16	52	
<b>TOTAL GIBRALTAR</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>16</b>	<b>52</b>	
<b>TOTAL GIBRALTAR</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>16</b>	<b>52</b>	
<b>GREECE</b>															
ATHENS	AIR 2000	C	26	0	0	77	8	12	4	0	5	36	44	36	
	AIRWORLD AVIATION LTD	C	10	0	0	40	20	10	10	0	145	0	0	0	
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	66	21	11	2	0	4	31	33	62	
	CALEDONIAN AIRWAYS	C	13	0	0	62	0	15	23	0	25	42	43	12	
	MONARCH AIRLINES	C	27	0	0	78	7	4	0	11	28	47	18	36	
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	80	15	4	2	0	-1	64	10	53	
<b>TOTAL ATHENS</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>15</b>	<b>44</b>	<b>27</b>	<b>201</b>	
CHANIA	AIR 2000	C	7	0	0	71	14	0	14	0	15	14	54	7	
	CALEDONIAN AIRWAYS	C	16	0	0	69	13	13	6	0	8	31	30	16	
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	12	0	33	4	
<b>TOTAL CHANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>22</b>	<b>37</b>	<b>27</b>	
CORFU	AIR 2000	C	19	0	1	58	21	11	11	0	25	19	59	21	
	AIRWORLD AVIATION LTD	C	8	0	0	63	13	0	25	0	18	100	0	1	
	BRITANNIA AIRWAYS	C	23	1	1	48	35	13	0	4	27	52	47	23	
	CALEDONIAN AIRWAYS	C	27	0	4	70	11	7	7	0	36	65	17	23	
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	50	50	167	0	0	0	
	LEISURE INTERNATIONAL	C	28	0	2	50	11	11	11	7	86	30	57	23	
	MONARCH AIRLINES	C	15	0	1	53	27	0	13	0	72	50	37	16	
	MY TRAVEL AIRWAYS UK	C	16	0	2	75	0	13	13	0	21	50	42	16	
	THOMAS COOK AIRLINES LTD	C	9	0	1	89	11	0	0	0	89	9	9	9	
<b>TOTAL CORFU</b>			<b>147</b>	<b>1</b>	<b>12</b>	<b>60</b>	<b>16</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>43</b>	<b>48</b>	<b>41</b>	<b>132</b>	

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				Actual (7)	Plan (8)										
HERAKLION	AIR 2000	C	25	0	1	36	16	20	28	0	0	46	58	28	26
	AIRWORLD AVIATION LTD	C	8	0	0	25	13	25	25	13	0	70	0	103	7
	BRITANNIA AIRWAYS	C	14	0	0	43	7	29	7	7	7	74	39	48	18
	CALEDONIAN AIRWAYS	C	25	0	0	36	12	12	28	12	0	62	30	22	20
	EXCEL AIRWAYS LTD	C	7	0	1	57	29	0	14	0	0	20	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	25	38	13	0	25	0	85	38	93	8
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	13	13	77	38	105	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	0	20	0	20	164	67	15	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	100	0	0	0	0	0	-7	29	24	7
<b>TOTAL HERAKLION</b>			<b>112</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>13</b>	<b>13</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>66</b>	<b>41</b>	<b>45</b>	103
KALAMATA	AIR 2000	C	9	0	1	33	11	33	0	22	0	72	29	51	7
	CALEDONIAN AIRWAYS	C	9	0	0	67	33	0	0	0	0	13	14	77	7
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	4	75	15	4
<b>TOTAL KALAMATA</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>35</b>	<b>33</b>	<b>53</b>	18
KAVALLA	AIRWORLD AVIATION LTD	C	7	0	0	29	43	14	14	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	9	1	0	44	11	11	33	0	0	43	43	46	7
	EXCEL AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	3	0	0	0
<b>TOTAL KAVALLA</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>29</b>	<b>41</b>	14
KEFALLINIA	AIR 2000	C	9	0	1	56	33	11	0	0	0	14	29	26	7
	AIRWORLD AVIATION LTD	C	10	0	0	50	20	10	20	0	0	20	38	33	8
	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	36	44	21	9
	CALEDONIAN AIRWAYS	C	9	0	1	0	22	56	0	22	0	103	0	67	6
	EXCEL AIRWAYS LTD	C	7	0	1	57	14	0	29	0	0	34	0	0	0
	LEISURE INTERNATIONAL	C	9	0	1	33	44	0	0	22	0	78	25	26	4
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	14	0	0	0	11	57	9	7
<b>TOTAL KEFALLINIA</b>			<b>59</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>22</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>34</b>	<b>29</b>	41
KOS	AIR 2000	C	16	0	2	69	0	13	19	0	0	22	50	26	22
	AIRWORLD AVIATION LTD	C	8	0	0	50	25	13	13	0	0	26	86	9	7
	BRITANNIA AIRWAYS	C	16	1	0	25	25	25	6	19	0	75	61	20	18
	CALEDONIAN AIRWAYS	C	21	0	1	38	5	10	38	10	0	63	44	139	9
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	58	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	29	0	29	0	0	44	78	10	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	14	0	0	0	0	5	0	0	0
<b>TOTAL KOS</b>			<b>79</b>	<b>1</b>	<b>5</b>	<b>47</b>	<b>13</b>	<b>13</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>60</b>	<b>36</b>	65
LEMNOS	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	10	67	10	3
	CALEDONIAN AIRWAYS	C	8	0	0	25	0	63	13	0	0	39	0	0	0
<b>TOTAL LEMNOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>20</b>	<b>29</b>	10
MIKONOS	CALEDONIAN AIRWAYS	C	11	0	1	55	18	9	0	9	9	73	0	49	2
<b>TOTAL MIKONOS</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>73</b>	<b>0</b>	<b>49</b>	2
MITILINI	AIR 2000	C	8	0	0	25	38	13	0	0	25	121	17	91	18
	AIRWORLD AVIATION LTD	C	6	0	2	17	33	33	17	0	0	32	0	0	0
<b>TOTAL MITILINI</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>36</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>16</b>	<b>88</b>	19
PREVEZA	AIR 2000	C	7	0	1	71	29	0	0	0	0	10	7	39	14
	AIRWORLD AVIATION LTD	C	10	0	0	80	0	0	0	20	0	41	38	72	8
	CALEDONIAN AIRWAYS	C	6	0	0	33	0	0	33	33	0	103	0	130	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PREVEZA	EXCEL AIRWAYS LTD	C	18	1	1	61	11	6	6	11	6	56	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7	50	34	6
<b>TOTAL PREVEZA</b>			<b>49</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>12</b>	<b>2</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>44</b>	<b>19</b>	<b>66</b>	<b>36</b>
RHODES	AIR 2000	C	26	0	0	46	12	19	12	4	8	67	52	18	25
	BRITANNIA AIRWAYS	C	19	1	0	32	47	0	5	11	5	97	31	41	16
	CALEDONIAN AIRWAYS	C	26	0	1	46	31	15	8	0	0	24	36	82	11
	LEISURE INTERNATIONAL	C	4	0	0	0	50	0	0	50	0	186	100	6	2
	MONARCH AIRLINES	C	15	0	1	80	13	7	0	0	0	5	39	53	23
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	0	29	29	0	0	49	57	33	7
<b>TOTAL RHODES</b>			<b>97</b>	<b>1</b>	<b>3</b>	<b>46</b>	<b>25</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>55</b>	<b>44</b>	<b>41</b>	<b>84</b>
SALONIKA	AIR 2000	C	8	0	0	25	0	0	63	13	0	93	0	0	0
	BRITANNIA AIRWAYS	C	5	0	0	20	40	40	0	0	0	23	75	42	8
	MONARCH AIRLINES	C	6	0	6	33	17	0	17	33	0	84	39	35	18
	MY TRAVEL AIRWAYS UK	C	4	3	1	75	0	0	25	0	0	23	88	8	8
<b>TOTAL SALONIKA</b>			<b>23</b>	<b>3</b>	<b>7</b>	<b>35</b>	<b>13</b>	<b>9</b>	<b>30</b>	<b>13</b>	<b>0</b>	<b>63</b>	<b>56</b>	<b>34</b>	<b>36</b>
TOTAL SAMOS	BRITANNIA AIRWAYS	C	10	0	0	30	20	40	10	0	0	25	25	48	8
<b>TOTAL SAMOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>48</b>	<b>8</b>
SKIATHOS	AIR 2000	C	9	0	1	33	22	22	11	11	0	53	44	17	9
	AIRWORLD AVIATION LTD	C	32	0	2	66	6	13	9	6	0	29	29	46	24
	CALEDONIAN AIRWAYS	C	10	0	1	40	20	20	0	10	10	155	57	23	7
	LEISURE INTERNATIONAL	C	7	0	1	71	14	14	0	0	0	4	57	65	7
<b>TOTAL SKIATHOS</b>			<b>58</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>12</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>52</b>	<b>40</b>	<b>40</b>	<b>47</b>
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	4	0	0	0	50	25	0	25	0	101	50	13	2
<b>TOTAL THIRA (SANTORINI)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>50</b>	<b>13</b>	<b>2</b>
VOLOS	EXCEL AIRWAYS LTD	C	8	0	1	25	13	13	38	0	13	147	0	0	0
<b>TOTAL VOLOS</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>147</b>	<b>50</b>	<b>29</b>	<b>4</b>
ZAKINTHOS	AIR 2000	C	28	0	0	75	18	0	7	0	0	11	40	33	15
	AIRWORLD AVIATION LTD	C	7	0	1	43	14	14	29	0	0	32	11	54	9
	BRITANNIA AIRWAYS	C	16	1	0	44	6	25	25	0	0	48	50	34	16
	CALEDONIAN AIRWAYS	C	17	0	3	82	12	6	0	0	0	5	44	40	16
	EXCEL AIRWAYS LTD	C	11	0	1	64	18	0	18	0	0	15	0	43	4
	MONARCH AIRLINES	C	22	0	3	64	18	18	0	0	0	6	50	16	14
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	43	14	14	0	0	31	43	25	7
<b>TOTAL ZAKINTHOS</b>			<b>108</b>	<b>1</b>	<b>9</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>34</b>	<b>81</b>
<b>TOTAL GREECE</b>			<b>1050</b>	<b>9</b>	<b>56</b>	<b>55</b>	<b>17</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>40</b>	<b>42</b>	<b>38</b>	<b>930</b>
GRENADA	BRITISH AIRWAYS PLC	S	13	0	0	77	8	8	8	0	0	6	74	28	19
	CALEDONIAN AIRWAYS	C	4	0	0	25	50	25	0	0	0	24	0	57	4
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>33</b>	<b>23</b>
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>33</b>	<b>23</b>
INDIA															
<b>TOTAL GOA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>122</b>	<b>25</b>	<b>128</b>	<b>4</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 INDIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>122</b>	<b>25</b>	<b>128</b>	<b>4</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	26	0	0	58	4	23	8	4	4	46	0	107	4
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>46</b>	<b>0</b>	<b>107</b>	<b>4</b>
<b>TOTAL INDONESIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>46</b>	<b>19</b>	<b>53</b>	<b>26</b>
<b>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	150	0	0	69	20	9	2	0	0	10	50	28	149
<b>TOTAL CORK</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>28</b>	<b>149</b>
DUBLIN	CITY FLYER EXPRESS	S	248	0	0	68	14	11	6	0	0	16	30	41	243
	RYANAIR	S	249	0	0	83	13	3	1	0	0	6	62	20	246
<b>TOTAL DUBLIN</b>			<b>497</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>46</b>	<b>30</b>	<b>489</b>
SHANNON	AB AIRLINES	S	177	0	0	74	13	4	8	1	0	16	75	11	161
<b>TOTAL SHANNON</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>11</b>	<b>161</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>824</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>26</b>	<b>799</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	20	0	0	0
<b>TOTAL OVDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
TEL AVIV	AIR 2000	C	11	0	0	27	18	36	18	0	0	47	0	83	11
	BRITISH AIRWAYS PLC	S	62	0	0	53	31	16	0	0	0	17	55	12	62
	CALEDONIAN AIRWAYS	C	11	1	5	36	18	9	18	18	0	78	0	39	6
	EL AL	C	8	0	0	100	0	0	0	0	0	0	38	22	8
	MONARCH AIRLINES	C	35	0	1	37	20	23	17	3	0	41	13	66	24
<b>TOTAL TEL AVIV</b>			<b>127</b>	<b>1</b>	<b>6</b>	<b>48</b>	<b>24</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>36</b>	<b>33</b>	<b>111</b>
<b>TOTAL ISRAEL</b>			<b>136</b>	<b>1</b>	<b>6</b>	<b>48</b>	<b>24</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>36</b>	<b>33</b>	<b>111</b>
<b>ITALY</b>															
BOLOGNA	ALITALIA	S	62	0	0	85	10	3	2	0	0	6	63	15	62
	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	19	70	18	10
<b>TOTAL BOLOGNA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>15</b>	<b>73</b>
BRINDISI	AIR 2000	C	4	0	0	0	25	25	50	0	0	87	0	40	2
<b>TOTAL BRINDISI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>40</b>	<b>2</b>
CAGLIARI (ELMAS)	MONARCH AIRLINES	C	4	0	0	0	25	25	0	50	0	154	0	96	4
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>154</b>	<b>31</b>	<b>35</b>	<b>62</b>
CATANIA (FONTANAROSSA)	AIRWORLD AVIATION LTD	C	7	0	1	29	0	43	0	29	0	84	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	20	20	10	0	0	21	10	99	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>12</b>	<b>29</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>47</b>	<b>9</b>	<b>116</b>	<b>11</b>
FLORENCE	MERIDIANA AIR	S	124	0	0	57	16	15	10	2	0	28	48	26	56
<b>TOTAL FLORENCE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>26</b>	<b>56</b>
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	77	15	6	2	0	0	6	63	17	123
	CALEDONIAN AIRWAYS	C	2	0	2	0	0	0	100	0	0	72	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL GENOA</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>18</b>	125
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	65	20	13	2	0	0	13	59	18	115
<b>TOTAL MILAN (LINATE)</b>			<b>124</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>26</b>	133
MILAN (MALPENSA)	AIRWORLD AVIATION LTD	C	7	0	1	57	14	0	0	29	0	81	19	84	16
	BRITISH WORLD AIRLINES LTD	C	7	0	1	29	0	0	71	0	0	80	0	0	0
	CALEDONIAN AIRWAYS	C	13	0	2	69	8	8	8	8	0	32	0	40	4
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	60	5	10
	LEISURE INTERNATIONAL	C	4	0	0	75	25	0	0	0	0	8	57	80	7
<b>TOTAL MILAN (MALPENSA)</b>			<b>35</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>9</b>	<b>3</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>37</b>	<b>54</b>	41
NAPLES	AIR 2000	C	10	0	0	10	10	20	60	0	0	83	5	61	19
	BRITANNIA AIRWAYS	C	18	0	0	44	17	6	22	11	0	65	72	21	18
	BRITISH AIRWAYS (EURO OPS) LG	S	132	0	0	84	10	4	2	0	0	0	74	15	124
	CALEDONIAN AIRWAYS	C	8	0	0	13	13	25	50	0	0	70	56	31	9
	EXCEL AIRWAYS LTD	C	4	0	0	0	25	0	75	0	0	86	0	0	0
	MONARCH AIRLINES	C	12	0	0	33	17	17	33	0	0	47	50	17	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	0	40	0	0	61	11	55	9
<b>TOTAL NAPLES</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>6</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>23</b>	190
OLBIA	CALEDONIAN AIRWAYS	C	6	0	0	33	33	17	17	0	0	23	0	0	0
	MERIDIANA AIR	S	10	0	0	30	20	30	20	0	0	48	20	32	10
	MONARCH AIRLINES	C	6	0	0	67	17	17	0	0	0	11	0	62	4
<b>TOTAL OLBIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>14</b>	<b>36</b>	21
PALERMO	CALEDONIAN AIRWAYS	C	4	0	0	0	50	0	50	0	0	76	0	0	0
	MERIDIANA AIR	S	52	0	2	46	29	19	6	0	0	20	50	22	54
<b>TOTAL PALERMO</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>30</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>30</b>	59
PARMA	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	31	0	0	0
<b>TOTAL PARMA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	0
PISA	ALITALIA	S	61	0	1	56	31	10	3	0	0	18	61	13	62
	BRITISH AIRWAYS (EURO OPS) LG	S	152	0	0	76	14	10	0	0	0	5	69	15	124
	CALEDONIAN AIRWAYS	C	11	0	6	64	9	9	18	0	0	19	13	36	8
	EUROPEAN AIR CHARTER	C	8	0	0	63	25	13	0	0	0	12	26	30	19
	MONARCH AIRLINES	C	28	2	0	46	14	14	25	0	0	37	10	41	20
<b>TOTAL PISA</b>			<b>260</b>	<b>2</b>	<b>7</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>21</b>	245
RIMINI	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	-1	63	34	8
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>63</b>	<b>34</b>	8
ROME (CIAMPINO)	AIR 2000	C	14	0	0	43	29	7	7	14	0	46	25	36	8
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	44	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	7	60	11	10
	EXCEL AIRWAYS LTD	C	6	0	2	100	0	0	0	0	0	-2	0	0	0
	MONARCH AIRLINES	C	18	0	0	78	22	0	0	0	0	8	39	26	18
<b>TOTAL ROME (CIAMPINO)</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>39</b>	40
ROME (FIUMICINO)	ALITALIA	S	61	0	1	92	7	2	0	0	0	1	60	14	62
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	74	13	10	2	0	0	10	66	16	62
<b>TOTAL ROME (FIUMICINO)</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>15</b>	124

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	89	8	3	0	0	0	-5	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	ALITALIA	S	82	0	4	40	28	23	6	2	0	32	0	0	0
<b>TOTAL TURIN</b>			<b>82</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>28</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	AIR 2000	C	8	0	0	75	0	0	25	0	0	34	17	37	6
	ALITALIA	S	124	0	0	66	23	9	2	0	0	12	65	19	124
	BRITANNIA AIRWAYS	C	9	0	1	56	0	11	22	11	0	47	0	121	9
	BRITISH WORLD AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	44	21	35	14
	CALEDONIAN AIRWAYS	C	5	0	0	60	0	40	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	10	0	0	30	20	30	20	0	0	42	0	98	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	6	0	0	0
<b>TOTAL VENICE</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>39</b>	<b>168</b>
VERONA	BRITISH AIRWAYS (EURO OPS) LG	S	165	0	1	81	12	6	2	0	0	6	71	11	134
	BRITISH WORLD AIRLINES LTD	C	18	0	0	44	22	17	11	0	6	95	0	59	4
	LEISURE INTERNATIONAL	C	17	0	1	65	12	6	0	0	18	84	56	35	18
	MONARCH AIRLINES	C	17	0	1	59	18	6	18	0	0	28	63	17	16
	MY TRAVEL AIRWAYS UK	C	6	0	1	100	0	0	0	0	0	-10	50	22	4
<b>TOTAL VERONA</b>			<b>223</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>63</b>	<b>18</b>	<b>197</b>
<b>TOTAL ITALY</b>			<b>1817</b>	<b>2</b>	<b>39</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>25</b>	<b>1563</b>
IVORY COAST															
ABIDJAN	BRITISH AIRWAYS PLC	S	5	0	0	80	0	20	0	0	0	8	0	0	0
<b>TOTAL ABIDJAN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IVORY COAST</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
JAMAICA															
MONTEGO BAY	BRITANNIA AIRWAYS	C	4	0	0	25	25	50	0	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	35	1	0	51	14	11	20	3	0	27	41	65	27
	MONARCH AIRLINES	C	4	0	0	25	25	25	25	0	0	19	25	41	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	41	13	76	8
<b>TOTAL MONTEGO BAY</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>59</b>	<b>51</b>
<b>TOTAL JAMAICA</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>59</b>	<b>51</b>
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	9	0	0	67	0	22	0	11	0	45	25	45	8
	MONARCH AIRLINES	C	8	0	0	38	13	13	38	0	0	55	63	18	8
<b>TOTAL MOMBASA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>33</b>	<b>24</b>
NAIROBI	BRITISH AIRWAYS PLC	S	18	0	0	83	0	6	11	0	0	17	100	1	9
<b>TOTAL NAIROBI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>1</b>	<b>9</b>
<b>TOTAL KENYA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>58</b>	<b>25</b>	<b>33</b>
LATVIA															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	45	0	0	64	22	13	0	0	0	7	59	15	34
	RIGA AIRLINES EXPRESS	S	34	0	1	79	9	6	0	0	6	28	68	12	44
<b>TOTAL RIGA</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>64</b>	<b>13</b>	<b>78</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LATVIA</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>64</b>	<b>13</b>	<b>78</b>
<b>LITHUANIA</b>															
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	35	0	0	80	14	6	0	0	0	8	0	0	0
<b>TOTAL VILNIUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	154	1	1	78	12	6	4	0	0	12	53	16	125
<b>TOTAL LUXEMBOURG</b>			<b>154</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>16</b>	<b>125</b>
<b>TOTAL LUXEMBOURG</b>			<b>154</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>16</b>	<b>125</b>
<b>MALAWI</b>															
LILONGWE	AIR MALAWI	S	8	0	0	25	25	38	13	0	0	32	0	0	0
	BRITISH AIRWAYS PLC	S	18	0	0	78	11	11	0	0	0	8	70	89	10
<b>TOTAL LILONGWE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>89</b>	<b>10</b>
<b>TOTAL MALAWI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>89</b>	<b>10</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	CALEDONIAN AIRWAYS	C	8	0	0	50	13	13	13	0	13	223	0	0	0
	MONARCH AIRLINES	C	9	0	0	56	11	33	0	0	0	11	75	30	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>111</b>	<b>63</b>	<b>45</b>	<b>16</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>111</b>	<b>63</b>	<b>45</b>	<b>16</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	18	0	0	72	6	0	22	0	0	32	0	63	18
	AIR MALTA	C	10	0	0	90	10	0	0	0	0	5	40	27	10
	AIR MALTA	S	80	0	0	78	16	4	0	3	0	5	64	18	80
	BRITANNIA AIRWAYS	C	18	0	0	33	22	17	17	11	0	57	44	29	18
	GB AIRWAYS LTD	S	62	0	0	66	19	13	2	0	0	12	74	12	62
	MONARCH AIRLINES	C	10	0	0	50	10	10	10	20	0	72	0	65	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-1	25	61	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	9	100	1	10
<b>TOTAL MALTA</b>			<b>214</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>24</b>	<b>219</b>
<b>TOTAL MALTA</b>			<b>214</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>24</b>	<b>219</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	85	8	4	4	0	0	10	53	140	17
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>140</b>	<b>17</b>
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>140</b>	<b>17</b>
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	10	0	0	40	0	20	20	0	20	114	54	72	13
	BRITISH AIRWAYS PLC	S	8	0	0	75	0	25	0	0	0	12	0	0	0
	LEISURE INTERNATIONAL	C	9	1	1	33	11	22	33	0	0	48	75	29	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	25	13	231	8

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CANCUN</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>6</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>48</b>	<b>104</b>	<b>29</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	6	0	0	50	17	33	0	0	0	20	44	95	9
	LEISURE INTERNATIONAL	C	8	0	0	63	13	0	0	0	25	261	50	35	8
<b>TOTAL PUERTO VALLARTA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>158</b>	<b>35</b>	<b>96</b>	<b>23</b>
<b>TOTAL MEXICO</b>			<b>49</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>8</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>51</b>	<b>73</b>	<b>77</b>
<b>MOROCCO</b>															
AGADIR	AIRWORLD AVIATION LTD	C	8	0	0	50	0	0	38	13	0	65	0	0	0
<b>TOTAL AGADIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>65</b>	<b>100</b>	<b>-1</b>	<b>5</b>
CASABLANCA MOHAMED V	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	22	0	0	0
	GB AIRWAYS LTD	S	62	0	0	76	10	6	6	2	0	15	0	0	0
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>6</b>	<b>18</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	20	0	0	15	20	50	15	0	0	43	50	22	18
<b>TOTAL KATHMANDU</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>50</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>22</b>	<b>18</b>
<b>TOTAL NEPAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>50</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>22</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	258	2	2	53	31	12	4	0	0	18	41	32	233
	TRANSVIA	S	215	0	3	48	27	17	6	1	0	25	63	16	218
	TRANSBRASIL	S	17	1	1	76	18	6	0	0	0	6	56	26	18
<b>TOTAL AMSTERDAM</b>			<b>490</b>	<b>3</b>	<b>6</b>	<b>52</b>	<b>29</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>24</b>	<b>469</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	34	0	8	71	21	9	0	0	0	8	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>34</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROTTERDAM	CITY FLYER EXPRESS	S	172	0	0	82	6	5	7	0	0	11	72	13	206
<b>TOTAL ROTTERDAM</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>207</b>
<b>TOTAL NETHERLANDS</b>			<b>696</b>	<b>3</b>	<b>14</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>21</b>	<b>676</b>
<b>NORWAY</b>															
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	38	0	0	68	29	3	0	0	0	12	55	16	53
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>16</b>	<b>53</b>
OSLO (FORNEBU)	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	81	15	3	2	0	0	8	70	12	115
<b>TOTAL OSLO (FORNEBU)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>195</b>
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	16	0	0	38	44	19	0	0	0	18	76	10	51
<b>TOTAL STAVANGER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>10</b>	<b>51</b>
<b>TOTAL NORWAY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>361</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	62	27	12	0	0	0	14	60	86	25
<b>TOTAL ISLAMABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>86</b>	<b>25</b>

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PAKISTAN			26	0	0	62	27	12	0	0	0	14	60	86	25
POLAND															
GDANSK	LOT-POLISH AIRLINES	S	18	0	0	67	17	6	11	0	0	23	0	0	0
TOTAL GDANSK			18	0	0	67	17	6	11	0	0	23	0	0	0
KRAKOW	BRITISH AIRWAYS (EURO OPS) LG	S	35	0	0	54	26	14	6	0	0	17	44	18	18
	LOT-POLISH AIRLINES	S	36	0	0	92	3	6	0	0	0	4	65	22	34
TOTAL KRAKOW			71	0	0	73	14	10	3	0	0	10	58	21	52
TOTAL POLAND			89	0	0	72	15	9	4	0	0	13	58	21	52
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	55	0	1	42	16	16	16	7	2	58	44	26	52
	AIRWORLD AVIATION LTD	C	16	0	0	69	13	6	13	0	0	17	60	35	10
	BRITANNIA AIRWAYS	C	17	1	1	59	18	0	18	0	6	56	78	22	18
	CALEDONIAN AIRWAYS	C	37	2	5	24	43	22	11	0	0	27	40	33	47
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	17	0	0	0
	GB AIRWAYS LTD	S	80	0	0	65	16	5	14	0	0	26	80	10	110
	LEISURE INTERNATIONAL	C	34	0	0	35	26	3	18	0	12	89	40	46	30
	MONARCH AIRLINES	C	64	0	0	50	17	16	14	3	0	35	24	47	46
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	0	26	25	43	8
TOTAL FARO			316	4	8	49	21	11	15	3	2	41	56	26	332
LISBON	AB AIRLINES	S	54	4	8	72	7	11	7	2	0	20	52	30	102
	EUROPEAN AIR CHARTER	C	5	3	0	80	20	0	0	0	4	4	0	0	0
	GB AIRWAYS LTD	S	62	0	0	81	5	6	5	3	0	15	0	0	0
TOTAL LISBON			122	7	9	77	7	8	6	2	0	17	57	27	173
OPORTO	GB AIRWAYS LTD	S	114	0	0	87	6	4	2	1	0	6	81	6	105
TOTAL OPORTO			114	0	0	87	6	4	2	1	0	6	81	6	107
TOTAL PORTUGAL(EXCLUDING MADEIRA)			552	11	17	63	15	9	10	2	1	29	61	23	612
PORTUGAL(MADEIRA)															
FUNCHAL	AIR 2000	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	AIRWORLD AVIATION LTD	C	8	0	0	63	13	0	25	0	0	39	19	97	16
	CALEDONIAN AIRWAYS	C	21	3	0	81	14	0	0	0	5	70	50	22	16
	GB AIRWAYS LTD	S	28	0	0	86	4	11	0	0	0	8	73	23	26
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	7	50	28	8
TOTAL FUNCHAL			73	3	0	82	8	5	3	0	1	28	52	41	66
TOTAL PORTUGAL(MADEIRA)			73	3	0	82	8	5	3	0	1	28	52	41	66
PUERTO RICO															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	19	0	0	74	16	5	5	0	0	14	38	227	8
TOTAL SAN JUAN (PUERTO RICO)			19	0	0	74	16	5	5	0	0	14	38	227	8
TOTAL PUERTO RICO			19	0	0	74	16	5	5	0	0	14	38	227	8
REPUBLIC OF MOLDOVA															
KISHINEV	AIR MOLDOVA INTERNATIONAL	S	12	0	0	75	17	8	0	0	0	7	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 KISHINEV			12	0	0	75	17	8	0	0	0	7	0	0	0
TOTAL REPUBLIC OF MOLDOVA			12	0	0	75	17	8	0	0	0	7	0	0	0
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	17	17	22	39	6	0	66	63	23	16
TOTAL SANAA			18	0	0	17	17	22	39	6	0	66	63	23	16
TOTAL REPUBLIC OF YEMEN			18	0	0	17	17	22	39	6	0	66	63	23	16
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	84	0	2	83	8	5	4	0	0	6	60	14	89
TOTAL BUCHAREST (OTOPENI)			84	0	2	83	8	5	4	0	0	6	60	14	89
TOTAL RUMANIA			84	0	2	83	8	5	4	0	0	6	60	14	89
RUSSIA															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	79	13	8	0	0	0	3	87	-4	60
TOTAL MOSCOW (SHEREMETYEVO)			62	0	0	79	13	8	0	0	0	3	87	-4	60
ST PETERSBURG	AEROFLOT	S	22	0	0	86	9	5	0	0	0	2	95	3	20
	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	80	11	9	0	0	0	3	75	4	44
TOTAL ST PETERSBURG			68	0	0	82	10	7	0	0	0	2	81	4	64
TOTAL RUSSIA			130	0	0	81	12	8	0	0	0	2	84	0	124
SAINT KITTS AND NEVIS															
ST KITTS	CALEDONIAN AIRWAYS	C	5	0	0	20	60	20	0	0	0	23	0	171	4
TOTAL ST KITTS			5	0	0	20	60	20	0	0	0	23	0	171	4
TOTAL SAINT KITTS AND NEVIS			5	0	0	20	60	20	0	0	0	23	0	171	4
SAUDI ARABIA															
DHAHRAN	BRITISH AIRWAYS PLC	S	54	0	0	81	15	2	2	0	0	-2	0	0	0
TOTAL DHAHRAN			54	0	0	81	15	2	2	0	0	-2	0	0	0
TOTAL SAUDI ARABIA			54	0	0	81	15	2	2	0	0	-2	0	0	0
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	33	33	17	17	0	0	37	81	7	16
	BRITISH AIRWAYS PLC	S	18	0	0	94	0	0	6	0	0	5	0	0	0
TOTAL SEYCHELLES			36	0	0	64	17	8	11	0	0	21	81	7	16
TOTAL SEYCHELLES			36	0	0	64	17	8	11	0	0	21	81	7	16
SLOVENIA															
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	92	0	8	0	0	0	2	0	0	0
TOTAL LJUBLJANA			26	0	0	92	0	8	0	0	0	2	100	2	1
TOTAL SLOVENIA			26	0	0	92	0	8	0	0	0	2	100	2	1
SPAIN															
ALICANTE	AIR 2000	C	34	0	0	88	0	6	6	0	0	4	30	54	40
	AIRWORLD AVIATION LTD	C	4	0	0	75	25	0	0	0	0	4	0	0	0

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				Actual (7)	Plan (8)										
ALICANTE	BRITANNIA AIRWAYS	C	18	0	0	50	11	17	17	6	0	48	41	41	17
	CALEDONIAN AIRWAYS	C	43	0	1	56	12	12	12	9	0	40	68	15	28
	LEISURE INTERNATIONAL	C	18	0	1	72	22	6	0	0	0	6	38	33	26
	MONARCH AIRLINES	C	47	0	1	47	19	13	11	11	0	46	42	40	43
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-9	63	42	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	12	50	64	10
<b>TOTAL ALICANTE</b>			<b>182</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>39</b>	<b>195</b>
ALMERIA	AIRWORLD AVIATION LTD	C	15	0	0	33	0	47	13	0	7	100	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	39	17	22	11	0	11	90	67	39	18
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	-3	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	21	40	80	10
<b>TOTAL ALMERIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>10</b>	<b>27</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>50</b>	<b>51</b>	<b>36</b>
ASTURIAS	IBERIA	S	25	0	1	76	8	16	0	0	0	2	0	0	0
<b>TOTAL ASTURIAS</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	78	7	8	6	1	0	14	65	13	122
	EUROPEAN AIR CHARTER	C	8	0	0	38	50	13	0	0	0	23	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	50	50	0	173	0	0	0
<b>TOTAL BARCELONA</b>			<b>135</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>13</b>	<b>185</b>
GERONA	AIR 2000	C	17	0	1	100	0	0	0	0	0	-2	31	26	13
	BRITANNIA AIRWAYS	C	16	0	0	25	19	13	31	13	0	82	69	26	16
	CALEDONIAN AIRWAYS	C	4	0	2	100	0	0	0	0	0	-6	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	7	100	0	5
	THOMAS COOK AIRLINES LTD	C	20	0	0	60	25	5	10	0	0	14	83	28	18
<b>TOTAL GERONA</b>			<b>65</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>12</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>23</b>	<b>56</b>
IBIZA	AIR 2000	C	24	0	2	54	4	17	13	8	4	60	68	13	25
	AIRWORLD AVIATION LTD	C	19	0	0	63	11	16	11	0	0	28	25	94	8
	BRITANNIA AIRWAYS	C	68	0	1	46	7	10	28	4	4	71	59	39	59
	CALEDONIAN AIRWAYS	C	7	0	3	43	43	14	0	0	0	6	13	45	8
	LEISURE INTERNATIONAL	C	30	0	3	77	17	0	0	7	0	27	20	53	20
	MONARCH AIRLINES	C	34	0	0	65	12	9	3	12	0	34	60	42	25
	MY TRAVEL AIRWAYS UK	C	25	0	3	64	4	24	0	4	4	38	36	46	25
<b>TOTAL IBIZA</b>			<b>208</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>47</b>	<b>49</b>	<b>42</b>	<b>184</b>
JEREZ	GB AIRWAYS LTD	S	18	0	0	50	33	6	6	6	0	27	82	6	22
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>90</b>	<b>0</b>	<b>48</b>
MADRID	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	80	10	3	5	2	0	13	74	9	186
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	6	0	259	2
	IBERIA	S	50	0	2	62	20	6	8	4	0	31	56	18	52
	SPANAIR	S	18	0	0	11	39	28	22	0	0	44	61	18	18
<b>TOTAL MADRID</b>			<b>259</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>12</b>	<b>309</b>
MAHON	AIR 2000	C	27	0	1	41	30	7	19	4	0	35	24	59	21
	AIRWORLD AVIATION LTD	C	9	0	0	78	11	0	11	0	0	12	10	51	10
	BRITANNIA AIRWAYS	C	31	2	1	23	16	16	35	3	6	94	34	56	32
	CALEDONIAN AIRWAYS	C	20	0	1	50	25	10	10	5	0	43	15	47	13
	EUROPEAN AIR CHARTER	C	10	0	0	60	30	0	10	0	0	15	0	0	0
	EXCEL AIRWAYS LTD	C	11	0	3	64	9	0	27	0	0	25	14	49	7

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				Actual (7)	Plan (8)										
MAHON	LEISURE INTERNATIONAL	C	13	0	1	77	0	8	8	0	8	74	46	48	13
	MONARCH AIRLINES	C	35	0	1	34	20	20	11	14	0	64	34	31	38
	MY TRAVEL AIRWAYS UK	C	18	2	0	56	17	0	28	0	0	35	40	70	20
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	13	6	13	0	0	16	61	27	18
	TRANSAER	C	8	0	0	25	13	0	38	25	0	113	25	35	8
<b>TOTAL MAHON</b>			<b>199</b>	<b>4</b>	<b>8</b>	<b>47</b>	<b>18</b>	<b>9</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>55</b>	<b>33</b>	<b>47</b>	<b>180</b>
MALAGA	AIR 2000	C	32	0	0	31	16	13	34	6	0	59	12	72	57
	AIRWORLD AVIATION LTD	C	14	0	0	50	14	21	0	14	0	45	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	17	11	17	39	6	11	123	11	107	18
	CALEDONIAN AIRWAYS	C	55	2	4	38	16	11	22	7	5	72	26	63	54
	EXCEL AIRWAYS LTD	C	6	0	0	50	50	0	0	0	0	16	33	92	15
	GB AIRWAYS LTD	S	107	1	1	69	17	6	6	3	0	20	86	5	134
	LEISURE INTERNATIONAL	C	34	0	0	32	12	3	24	18	12	126	37	63	30
	MONARCH AIRLINES	C	72	0	0	38	21	19	13	10	0	55	36	49	72
	MY TRAVEL AIRWAYS UK	C	17	0	2	59	6	12	18	6	0	43	50	31	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	20	10	0	0	26	0	0	0
TRANSAER	C	29	0	0	59	21	7	0	7	7	56	11	53	18	
<b>TOTAL MALAGA</b>			<b>394</b>	<b>3</b>	<b>7</b>	<b>48</b>	<b>17</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>55</b>	<b>46</b>	<b>44</b>	<b>424</b>
MURCIA SAN JAVIER	CALEDONIAN AIRWAYS	C	10	0	0	60	0	0	40	0	0	40	56	20	9
	GB AIRWAYS LTD	S	36	0	0	69	11	8	11	0	0	18	75	13	24
<b>TOTAL MURCIA SAN JAVIER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>15</b>	<b>33</b>
PALMA DE MALLORCA	AIR 2000	C	63	0	1	48	22	14	14	2	0	30	39	35	54
	AIR EUROPA	C	9	0	0	22	22	11	44	0	0	53	36	30	11
	AIRWORLD AVIATION LTD	C	27	0	5	48	19	15	11	7	0	41	0	90	9
	BRITANNIA AIRWAYS	C	102	4	5	34	8	17	32	4	5	82	43	44	108
	CALEDONIAN AIRWAYS	C	20	0	0	20	15	20	25	20	0	78	30	28	10
	FUTURA AIRLINES	S	28	0	0	61	18	14	4	4	0	24	72	11	18
	FUTURA AIRLINES	C	10	0	0	10	30	0	40	0	20	128	38	20	13
	GB AIRWAYS LTD	S	44	0	2	66	11	5	14	2	2	30	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	20	20	0	20	20	20	160	10	127	10
	MONARCH AIRLINES	C	46	0	2	50	20	7	17	7	0	43	32	58	57
	MY TRAVEL AIRWAYS UK	C	66	1	0	35	8	8	29	15	6	109	48	34	63
	SPANAIR	C	10	0	0	20	20	20	20	0	20	143	67	23	3
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	10	63	15	8
	VIRGIN EXPRESS	C	4	0	0	50	0	25	25	0	0	35	60	18	5
	VIVA	C	4	0	0	25	25	0	0	0	50	485	13	50	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>451</b>	<b>5</b>	<b>15</b>	<b>42</b>	<b>14</b>	<b>12</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>69</b>	<b>40</b>	<b>42</b>	<b>379</b>
REUS	AIR 2000	C	7	0	1	71	29	0	0	0	5	75	9	8	
	BRITANNIA AIRWAYS	C	18	0	0	22	33	6	28	11	0	63	56	59	16
	MONARCH AIRLINES	C	5	2	1	100	0	0	0	0	0	-2	100	-13	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	13	0	25	0	73	69	9	16
<b>TOTAL REUS</b>			<b>38</b>	<b>2</b>	<b>2</b>	<b>42</b>	<b>29</b>	<b>5</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>46</b>	<b>70</b>	<b>23</b>	<b>47</b>
SEVILLE	AIR 2000	C	8	0	0	13	13	25	25	25	0	96	0	0	0
<b>TOTAL SEVILLE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>93</b>	<b>100</b>	<b>-10</b>	<b>4</b>
VALENCIA	GB AIRWAYS LTD	S	52	0	0	63	21	8	8	0	0	17	87	15	52
<b>TOTAL VALENCIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>15</b>	<b>52</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZARAGOZA	IBERIA	S	26	0	0	62	19	15	4	0	0	13	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>2156</b>	<b>14</b>	<b>54</b>	<b>55</b>	<b>15</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>44</b>	<b>54</b>	<b>32</b>	2160
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	16	1	0	69	19	0	13	0	0	14	61	41	18
	BRITANNIA AIRWAYS	C	8	0	0	13	38	13	38	0	0	67	88	2	8
	CALEDONIAN AIRWAYS	C	16	0	2	44	31	6	19	0	0	34	50	71	18
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	7	30	38	10
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	-23	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	50	25	0	25	0	0	27	80	-13	10
	MONARCH AIRLINES	C	16	1	0	50	19	6	25	0	0	32	45	22	20
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	6	11	0	0	11	55	35	99	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	19	0	0	0
<b>TOTAL ARRECIFE</b>			<b>100</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>47</b>	<b>48</b>	114
FUERTEVENTURA	AIR 2000	C	9	0	0	44	11	0	22	22	0	78	50	62	8
	BRITANNIA AIRWAYS	C	8	0	0	25	50	13	0	13	0	48	50	27	8
	MONARCH AIRLINES	C	12	0	0	58	25	17	0	0	0	16	50	41	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	17	11	0	0	15	28	44	18
<b>TOTAL FUERTEVENTURA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>41</b>	<b>41</b>	46
LAS PALMAS	AIR 2000	C	18	0	0	67	6	22	6	0	0	15	14	51	7
	AIRWORLD AVIATION LTD	C	10	0	0	70	30	0	0	0	0	9	44	27	9
	BRITANNIA AIRWAYS	C	16	0	0	13	6	25	50	6	0	79	11	114	18
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	13	25	0	0	32	75	13	8
	EXCEL AIRWAYS LTD	C	7	0	1	100	0	0	0	0	0	1	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	100	0	0	0	0	0	-8	0	74	8
	MONARCH AIRLINES	C	16	0	0	63	13	19	6	0	0	14	63	17	16
	MY TRAVEL AIRWAYS UK	C	32	1	2	63	6	9	9	13	0	48	76	10	29
	THOMAS COOK AIRLINES LTD	C	27	0	0	63	4	26	7	0	0	18	19	68	16
<b>TOTAL LAS PALMAS</b>			<b>142</b>	<b>1</b>	<b>3</b>	<b>61</b>	<b>8</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>41</b>	<b>49</b>	120
TENERIFE (SURREINA SOFIA)	AIR 2000	C	48	0	0	46	21	17	17	0	0	30	38	31	42
	BRITANNIA AIRWAYS	C	27	0	0	26	7	11	22	26	7	128	31	68	26
	CALEDONIAN AIRWAYS	C	20	0	2	35	20	25	15	0	5	52	58	19	26
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	62	50	63	4
	LEISURE INTERNATIONAL	C	18	0	0	28	17	11	22	22	0	105	28	79	18
	MONARCH AIRLINES	C	47	0	0	64	11	6	11	9	0	38	25	44	44
	MY TRAVEL AIRWAYS UK	C	26	1	0	54	15	0	23	8	0	45	22	60	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	17	0	0	0	11	61	13	18
	TRANSAER	C	10	0	0	40	20	10	10	20	0	62	30	127	10
	VIVA	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>220</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>14</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>54</b>	<b>36</b>	<b>47</b>	206
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>509</b>	<b>5</b>	<b>7</b>	<b>54</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>41</b>	<b>41</b>	<b>47</b>	486
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	9	0	0	33	11	0	33	11	11	188	50	117	10
	BRITISH AIRWAYS PLC	S	18	0	0	72	6	11	11	0	0	14	68	7	25
	CALEDONIAN AIRWAYS	C	10	0	0	40	50	10	0	0	0	16	13	43	8

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ST LUCIA (HEWANORRA)			37	0	0	54	19	8	14	3	3	57	51	41	45
TOTAL ST LUCIA			37	0	0	54	19	8	14	3	3	57	51	41	45
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	74	21	5	0	0	0	9	58	15	62
TOTAL GOTEBORG			62	0	0	74	21	5	0	0	0	9	58	15	62
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	80	14	5	1	0	0	6	74	7	62
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	50	0	50	0	187	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	0	44	11	22	22	0	0	41	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	52	0	0	0
	FUTURA AIRLINES	C	4	0	0	50	0	0	0	50	0	125	0	0	0
	LEISURE INTERNATIONAL	C	6	0	0	50	0	17	0	33	0	86	0	0	0
	MONARCH AIRLINES	C	10	0	0	10	20	0	50	20	0	106	0	0	0
	TRANSAER	C	2	0	0	50	0	0	0	50	0	110	0	0	0
TOTAL STOCKHOLM (ARLANDA)			224	2	0	72	13	7	4	4	0	20	58	18	132
TOTAL SWEDEN			286	4	0	72	15	7	3	3	0	18	58	17	194
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	91	6	3	1	0	0	3	79	9	175
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	50	13	2
	TRANSAER	C	2	0	0	0	50	0	50	0	0	45	0	44	2
TOTAL GENEVA			180	0	0	90	6	3	1	0	0	3	78	10	179
ZURICH	CITY FLYER EXPRESS	S	186	0	0	68	21	8	3	0	0	14	0	0	0
TOTAL ZURICH			186	0	0	68	21	8	3	0	0	14	67	11	125
TOTAL SWITZERLAND			366	0	0	79	14	5	2	0	0	8	73	10	304
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	88	8	4	0	0	0	-2	81	57	27
TOTAL DAR-ES-SALAAM			26	0	0	88	8	4	0	0	0	-2	81	57	27
TOTAL TANZANIA			26	0	0	88	8	4	0	0	0	-2	81	57	27
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	0	0	25	179	0	0	0
TOTAL PHUKET			4	0	0	50	0	25	0	0	25	179	0	0	0
TOTAL THAILAND			4	0	0	50	0	25	0	0	25	179	100	-42	1
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	10	0	0	60	10	10	20	0	0	34	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	0	89	11	0	0	0	0	5	0	178	8
TOTAL TOBAGO			19	0	0	74	11	5	11	0	0	20	0	178	8
TOTAL TRINIDAD AND TOBAGO			19	0	0	74	11	5	11	0	0	20	0	178	8
<b>TUNISIA</b>															
MONASTIR	AIRWORLD AVIATION LTD	C	10	0	0	50	30	0	20	0	0	42	0	0	0
	MONARCH AIRLINES	C	9	0	1	33	22	22	11	11	0	50	38	60	8



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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)										
MONASTIR	MY TRAVEL AIRWAYS UK	C	27	0	0	52	15	4	19	11	0	48	50	20	24
	NOUVELAIR TUNISIE	C	15	2	10	60	27	13	0	0	0	15	33	37	24
<b>TOTAL MONASTIR</b>			<b>61</b>	<b>2</b>	<b>11</b>	<b>51</b>	<b>21</b>	<b>8</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>41</b>	<b>33</b>	<b>56</b>
SFAX	CALEDONIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	14	0	0	0
<b>TOTAL SFAX</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>48</b>	<b>8</b>
TUNIS	GB AIRWAYS LTD	S	34	0	0	50	35	12	3	0	0	20	41	35	32
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>35</b>	<b>32</b>
<b>TOTAL TUNISIA</b>			<b>103</b>	<b>2</b>	<b>11</b>	<b>51</b>	<b>26</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>39</b>	<b>35</b>	<b>96</b>
<b>TURKEY</b>															
ANTALYA	AIRWORLD AVIATION LTD	C	16	0	0	63	6	13	19	0	0	31	0	163	4
	BRITANNIA AIRWAYS	C	7	0	0	29	29	14	29	0	0	35	57	23	7
	MONARCH AIRLINES	C	9	0	0	33	33	22	11	0	0	25	29	76	14
<b>TOTAL ANTALYA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>16</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>27</b>	<b>71</b>	<b>52</b>
BODRUM (MILAS)	AIR 2000	C	21	0	3	90	10	0	0	0	0	3	0	0	0
	CALEDONIAN AIRWAYS	C	11	0	1	64	9	9	18	0	0	27	25	32	4
	EXCEL AIRWAYS LTD	C	15	0	2	27	27	33	13	0	0	38	67	-6	3
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-2	0	0	0
	MY TRAVEL AIRWAYS UK	C	15	0	1	60	13	13	0	7	7	102	0	0	0
	PEGASUS AIRLINES	C	6	0	2	67	17	17	0	0	0	13	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>76</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>43</b>	<b>16</b>	<b>7</b>
<b>DALAMAN</b>															
DALAMAN	AIR 2000	C	21	0	3	76	19	0	5	0	0	12	45	61	31
	AIRWORLD AVIATION LTD	C	15	0	1	53	20	13	13	0	0	28	19	64	16
	BRITANNIA AIRWAYS	C	17	0	0	41	12	18	29	0	0	37	39	34	23
	CALEDONIAN AIRWAYS	C	28	1	0	46	21	11	18	4	0	37	23	120	26
	EXCEL AIRWAYS LTD	C	9	0	0	33	33	11	11	11	0	55	25	473	8
	LEISURE INTERNATIONAL	C	8	0	2	25	63	13	0	0	0	19	100	10	2
	MONARCH AIRLINES	C	26	0	2	54	27	4	12	4	0	28	60	26	15
	MY TRAVEL AIRWAYS UK	C	17	0	1	35	18	0	35	6	6	134	32	100	25
	ONUR AIR	C	7	0	0	100	0	0	0	0	0	-10	11	76	9
	PEGASUS AIRLINES	C	8	0	1	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	2	81	6	13	0	0	0	8	33	55	15
	<b>TOTAL DALAMAN</b>			<b>172</b>	<b>3</b>	<b>12</b>	<b>56</b>	<b>20</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>35</b>	<b>86</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	8	0	0	13	25	50	13	0	0	39	0	64	12
<b>TOTAL ISTANBUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>46</b>	<b>28</b>
IZMIR (ADNAM MENDERES)	AIRWORLD AVIATION LTD	C	14	0	0	50	7	14	29	0	0	29	33	64	3
	CALEDONIAN AIRWAYS	C	3	0	0	33	67	0	0	0	0	14	20	83	10
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	10	53	36	17
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>42</b>	<b>86</b>
<b>TOTAL TURKEY</b>			<b>313</b>	<b>3</b>	<b>21</b>	<b>56</b>	<b>19</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>36</b>	<b>68</b>	<b>351</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	77	16	5	2	0	0	7	73	21	44
	UKRAINE INTERNATIONAL AIRLINE	S	44	0	0	75	20	5	0	0	0	9	80	10	40

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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)
TOTAL KIEV (BORISPOL)			88	0	0	76	18	5	1	0	0	8	76	16	84
TOTAL UKRAINE			88	0	0	76	18	5	1	0	0	8	76	16	84
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	68	21	10	2	0	0	11	44	25	55
TOTAL DUBAI			62	0	0	68	21	10	2	0	0	11	44	25	55
TOTAL UNITED ARAB EMIRATES			62	0	0	68	21	10	2	0	0	11	40	27	62
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	228	0	0	85	12	2	1	0	0	5	84	7	220
TOTAL ABERDEEN			228	0	0	85	12	2	1	0	0	5	84	7	220
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	346	0	2	87	6	4	3	0	0	6	84	8	340
TOTAL BELFAST CITY			346	0	2	87	6	4	3	0	0	6	84	8	340
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	36	0	2	75	14	6	6	0	0	16	83	12	36
TOTAL BRISTOL			36	0	2	75	14	6	6	0	0	16	83	12	36
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	320	0	3	83	10	5	2	0	0	9	77	13	328
TOTAL EDINBURGH			320	0	3	83	10	5	2	0	0	9	77	13	328
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	4	89	4	3	4	0	0	6	82	11	277
TOTAL GLASGOW			328	0	4	89	4	3	4	0	0	6	82	11	277
GUERNSEY	CITY FLYER EXPRESS	C	4	0	0	100	0	0	0	0	0	1	100	-14	2
	CITY FLYER EXPRESS	S	228	0	0	86	8	6	0	0	0	5	60	18	177
	FLYBE.BRITISH EUROPEAN	S	236	1	2	94	4	1	0	0	0	1	89	6	235
TOTAL GUERNSEY			468	1	2	90	6	4	0	0	0	3	77	11	414
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	183	0	3	72	18	5	4	1	0	16	0	0	0
TOTAL INVERNESS			183	0	3	72	18	5	4	1	0	16	0	0	0
JERSEY	CITY FLYER EXPRESS	S	294	0	10	82	13	4	1	0	0	6	65	23	282
	FLYBE.BRITISH EUROPEAN	S	272	1	11	81	13	5	1	0	0	11	77	14	267
TOTAL JERSEY			567	1	21	81	13	5	1	0	0	9	70	19	549
MANCHESTER	AIRWORLD AVIATION LTD	C	11	0	0	64	0	18	18	0	0	27	33	44	6
	BRITANNIA AIRWAYS	C	8	4	2	88	0	13	0	0	0	8	100	-19	2
	BRITISH AIRWAYS (EURO OPS) LG	S	331	0	1	85	10	5	1	0	0	7	82	10	331
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	8	0	1	25	25	13	38	0	0	48	70	13	10
	TRANSAER	C	3	0	0	67	0	33	0	0	0	5	0	405	2
TOTAL MANCHESTER			368	6	6	82	10	6	2	0	0	9	80	13	369
NEWCASTLE	CITY FLYER EXPRESS	S	312	0	6	86	11	3	1	0	0	5	67	16	302
TOTAL NEWCASTLE			312	0	6	86	11	3	1	0	0	5	67	16	302
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	92	0	1	65	17	14	3	0	0	14	80	13	91
TOTAL NEWQUAY			92	0	1	65	17	14	3	0	0	14	80	13	91
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	1	65	19	15	1	0	0	13	78	13	153
TOTAL PLYMOUTH			154	0	1	65	19	15	1	0	0	13	78	13	153

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 UNITED KINGDOM			3402	8	51	83	10	5	2	0	0	8	77	13	3269
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	68	15	8	10	0	0	15	85	25	62
	DELTA AIRLINES	S	124	0	0	62	19	15	4	0	0	16	79	5	124
<b>TOTAL ATLANTA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>12</b>	186
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	77	18	3	2	0	0	8	82	5	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>5</b>	62
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	11	5	2	0	2	22	77	20	62
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>77</b>	<b>20</b>	62
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	66	18	5	8	3	0	21	79	7	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>7</b>	62
CINCINNATI	DELTA AIRLINES	S	62	0	0	65	21	10	5	0	0	14	63	11	62
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>11</b>	62
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	124	0	0	79	9	6	6	1	0	12	78	7	124
	BRITISH AIRWAYS PLC	S	62	0	0	82	3	11	0	3	0	14	78	10	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>8</b>	184
DETROIT	AMERICAN TRANS AIR	C	4	0	0	50	25	25	0	0	0	18	25	27	4
	NORTHWEST AIRLINES	S	60	1	4	62	13	17	5	3	0	25	77	13	62
<b>TOTAL DETROIT</b>			<b>64</b>	<b>1</b>	<b>4</b>	<b>61</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>14</b>	66
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	53	27	18	0	0	2	26	45	39	60
	CONTINENTAL AIRLINES	S	124	0	0	75	11	12	2	0	0	11	71	20	116
<b>TOTAL HOUSTON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>62</b>	<b>27</b>	176
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	88	8	3	0	0	0	-2	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	71	13	10	5	2	0	16	73	16	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>24</b>	145
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	57	1	5	53	7	23	14	4	0	35	79	9	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>57</b>	<b>1</b>	<b>5</b>	<b>53</b>	<b>7</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>79</b>	<b>9</b>	62
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	76	11	5	6	2	0	14	90	-1	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>-1</b>	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	1	0	72	13	6	8	1	0	16	63	26	122
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	4	55	21	19	5	0	0	19	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>182</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>26</b>	122
ORLANDO	BRITISH AIRWAYS PLC	S	54	0	0	63	22	7	4	2	2	23	66	22	35
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	55	18	26	2	0	0	18	76	11	62
<b>TOTAL ORLANDO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>70</b>	<b>17</b>	102
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	66	16	11	5	2	0	17	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	74	16	8	2	0	0	11	77	20	62
<b>TOTAL PITTSBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>20</b>	62

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RALEIGH	AMERICAN AIRLINES	S	62	0	0	79	11	3	6	0	0	10	89	-5	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>-5</b>	<b>62</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	84	8	6	2	0	0	3	71	11	62
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>11</b>	<b>62</b>
SANFORD	BRITANNIA AIRWAYS	C	36	0	0	44	6	25	17	6	3	56	59	48	27
	CALEDONIAN AIRWAYS	C	32	0	2	31	16	31	22	0	0	39	16	71	19
	LEISURE INTERNATIONAL	C	18	0	1	22	11	22	33	6	6	138	19	87	27
	MONARCH AIRLINES	C	9	0	1	11	22	22	11	33	0	125	40	55	10
	MY TRAVEL AIRWAYS UK	C	43	0	0	26	9	26	33	2	5	71	11	181	27
<b>TOTAL SANFORD</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>30</b>	<b>11</b>	<b>26</b>	<b>25</b>	<b>5</b>	<b>3</b>	<b>72</b>	<b>28</b>	<b>95</b>	<b>110</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	124	0	0	57	18	17	8	0	0	20	68	12	94
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>12</b>	<b>94</b>
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	77	14	9	0	0	0	5	26	107	27
<b>TOTAL TAMPA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>107</b>	<b>27</b>
<b>TOTAL USA</b>			<b>1963</b>	<b>4</b>	<b>17</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>22</b>	<b>1795</b>
VENEZUELA															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	9	75	18	4
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>18</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>18</b>	<b>4</b>
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	27	0	0	85	7	4	4	0	0	8	50	41	16
<b>TOTAL LUSAKA</b>			<b>27</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>8</b>	<b>50</b>	<b>41</b>	<b>16</b>
<b>TOTAL ZAMBIA</b>			<b>27</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>8</b>	<b>50</b>	<b>41</b>	<b>16</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	36	0	0	64	31	0	6	0	0	9	50	19	36
<b>TOTAL HARARE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>31</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>18</b>	<b>45</b>
<b>TOTAL ZIMBABWE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>31</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>18</b>	<b>45</b>
<b>TOTAL GATWICK</b>			<b>20781</b>	<b>83</b>	<b>353</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>62</b>	<b>24</b>	<b>20166</b>

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	4	0	8	50	0	25	25	0	0	24	100	-3	6
TOTAL SALZBURG			4	0	8	50	0	25	25	0	0	24	89	1	9
TOTAL AUSTRIA			4	0	8	50	0	25	25	0	0	24	89	1	9
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	174	0	2	83	14	3	0	0	6	77	8	112	
TOTAL BRUSSELS			174	0	2	83	14	3	0	0	6	77	8	112	
TOTAL BELGIUM			174	0	2	83	14	3	0	0	6	77	8	112	
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	3	0	1	33	33	33	0	0	18	0	63	1	
TOTAL BURGAS			3	0	1	33	33	33	0	0	18	0	63	1	
TOTAL BULGARIA			3	0	1	33	33	33	0	0	18	0	63	1	
<b>CANADA</b>															
TORONTO	AIR CANADA	S	61	0	1	56	20	18	5	2	22	65	15	60	
	AIR TRANSAT	C	20	0	0	65	15	10	10	0	14	36	87	28	
	CANADA 3000 AIRLINES	C	25	2	1	68	12	0	16	4	24	61	19	18	
	ROYAL AIRLINES	C	16	0	0	38	6	44	13	0	33	30	45	10	
TOTAL TORONTO			122	2	2	57	16	16	9	2	22	54	35	116	
VANCOUVER	AIR TRANSAT	C	10	0	0	40	20	40	0	0	21	0	74	8	
	CANADA 3000 AIRLINES	C	10	0	0	30	10	40	10	10	56	90	-11	10	
TOTAL VANCOUVER			20	0	0	35	15	40	5	5	39	50	27	18	
TOTAL CANADA			142	2	2	54	15	20	8	2	25	54	34	134	
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	7	0	2	71	14	14	0	0	11	67	20	3	
	EUROCYPRIA AIRLINES LTD	C	14	0	1	21	36	36	7	0	32	33	29	9	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	12	63	31	8	
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	14	14	0	29	66	100	-10	4	
TOTAL LARNACA			37	0	4	41	24	27	3	5	31	50	26	32	
PAPHOS	AIR 2000	C	8	0	0	38	50	0	0	13	33	38	24	8	
TOTAL PAPHOS			9	1	0	33	44	11	0	11	33	50	20	12	
TOTAL CYPRUS			46	1	4	39	28	24	2	7	31	50	24	44	
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	80	0	19	96	4	0	0	0	-1	95	-1	104	
TOTAL COPENHAGEN			80	0	19	96	4	0	0	0	-1	95	-1	104	
TOTAL DENMARK			80	0	19	96	4	0	0	0	-1	95	-1	104	
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	3	0	0	33	33	33	0	0	23	33	52	3	
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	0	14	43	0	51	44	60	9	

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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 PUERTO PLATA			10	0	1	40	10	20	30	0	0	43	50	52	16
TOTAL DOMINICAN REPUBLIC			10	0	1	40	10	20	30	0	0	43	50	52	16
FRANCE															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	24	1	0	75	17	4	4	0	0	12	64	14	22
	FLYBE.BRITISH EUROPEAN	S	114	0	0	71	18	9	2	0	0	10	68	12	111
TOTAL PARIS (CHARLES DE GAULLE)			138	1	0	72	18	8	2	0	0	10	67	13	133
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	25	100	9	1
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	50	0	50	0	0	0	25	100	9	1
TOTAL FRANCE			140	1	0	71	18	9	2	0	0	10	67	13	134
GERMANY															
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	20	0	1	85	5	10	0	0	0	9	0	0	0
	ROYAL AIRLINES	C	8	0	0	50	25	0	25	0	0	24	0	0	0
TOTAL FRANKFURT MAIN			28	0	1	75	11	7	7	0	0	13	78	4	18
HAMBURG	BRITISH AIRWAYS PLC	S	21	0	0	95	0	5	0	0	0	4	91	1	22
TOTAL HAMBURG			21	0	0	95	0	5	0	0	0	4	91	1	22
HANOVER	BRITISH AIRWAYS PLC	S	19	0	0	89	0	11	0	0	0	7	0	0	0
TOTAL HANOVER			19	0	0	89	0	11	0	0	0	7	0	0	0
TOTAL GERMANY			68	0	1	85	4	7	3	0	0	8	85	2	40
GREECE															
CORFU	AIR 2000	C	10	0	0	30	30	20	0	20	0	59	86	9	7
	BRITANNIA AIRWAYS	C	7	0	0	29	14	29	29	0	0	48	67	14	3
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	0	13	0	36	100	-12	4
TOTAL CORFU			25	0	0	48	16	16	8	12	0	49	86	4	14
HERAKLION	AIR 2000	C	7	0	1	100	0	0	0	0	0	4	71	9	7
	BRITANNIA AIRWAYS	C	7	0	0	43	14	29	0	14	0	49	33	24	3
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	64	100	4	4
	TRANSAER	C	9	0	1	22	0	44	33	0	0	46	0	0	0
TOTAL HERAKLION			31	0	2	58	3	19	10	10	0	42	71	11	14
RHODES	AIR 2000	C	8	0	0	50	38	13	0	0	0	12	71	11	7
	BRITANNIA AIRWAYS	C	7	0	0	43	0	14	29	0	14	171	33	17	3
TOTAL RHODES			15	0	0	47	20	13	13	0	7	86	60	13	10
ZAKINTHOS	AIR 2000	C	9	0	1	78	11	11	0	0	0	9	29	46	7
	THOMAS COOK AIRLINES LTD	C	7	0	2	57	43	0	0	0	0	12	0	95	4
TOTAL ZAKINTHOS			16	0	3	69	25	6	0	0	0	11	17	61	12
TOTAL GREECE			87	0	5	55	14	15	8	7	1	46	60	21	50
ICELAND															
KEFLAVIK	ICELANDAIR	S	62	0	0	76	13	8	3	0	0	9	67	26	46
TOTAL KEFLAVIK			62	0	0	76	13	8	3	0	0	9	67	26	46
TOTAL ICELAND			62	0	0	76	13	8	3	0	0	9	67	26	46

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
DONEGAL	BRIGHT AIR BV	S	63	1	15	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL DONEGAL</b>			<b>63</b>	<b>1</b>	<b>15</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>78</b>	<b>24</b>	<b>36</b>
DUBLIN	AER LINGUS	S	204	0	0	97	1	2	0	0	0	-2	91	3	190
<b>TOTAL DUBLIN</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>91</b>	<b>3</b>	<b>190</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>267</b>	<b>1</b>	<b>15</b>	<b>97</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>6</b>	<b>226</b>
<b>ITALY</b>															
NAPLES	BRITANNIA AIRWAYS	C	17	0	1	29	6	18	47	0	0	56	20	35	10
<b>TOTAL NAPLES</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>6</b>	<b>18</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>30</b>	<b>12</b>
PISA	BMI BRITISH MIDLAND	C	6	0	0	17	33	17	0	33	0	105	63	18	8
<b>TOTAL PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>105</b>	<b>63</b>	<b>18</b>	<b>8</b>
ROME (CIAMPINO)	EXCEL AIRWAYS LTD	C	3	0	1	33	67	0	0	0	0	18	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	LEISURE INTERNATIONAL	C	9	0	1	33	33	0	0	0	33	148	56	48	9
<b>TOTAL VERONA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>148</b>	<b>59</b>	<b>39</b>	<b>17</b>
<b>TOTAL ITALY</b>			<b>36</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>25</b>	<b>11</b>	<b>22</b>	<b>6</b>	<b>8</b>	<b>83</b>	<b>51</b>	<b>32</b>	<b>37</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	8	0	0	75	13	13	0	0	0	14	50	13	10
	AIR MALTA	C	18	0	2	50	17	22	11	0	0	19	20	23	15
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	75	5	8
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>14</b>	<b>37</b>
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>14</b>	<b>37</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	184	1	1	47	29	19	3	2	0	23	69	13	239
<b>TOTAL AMSTERDAM</b>			<b>184</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>29</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>15</b>	<b>249</b>
<b>TOTAL NETHERLANDS</b>			<b>184</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>29</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>15</b>	<b>249</b>
<b>NORWAY</b>															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	40	0	2	73	20	8	0	0	0	10	0	0	0
<b>TOTAL STAVANGER</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	27	0	1	44	22	7	26	0	0	36	82	5	28
	BMI BRITISH MIDLAND	C	10	0	0	40	30	10	0	20	0	58	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	29	57	31	7
	MONARCH AIRLINES	C	10	0	0	40	10	20	10	20	0	63	40	27	10
	MY TRAVEL AIRWAYS UK	C	9	0	1	22	56	0	0	22	0	71	63	86	8
<b>TOTAL FARO</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>25</b>	<b>8</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>48</b>	<b>63</b>	<b>29</b>	<b>57</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>25</b>	<b>8</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>48</b>	<b>63</b>	<b>29</b>	<b>57</b>

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	SATA	C	8	0	0	75	0	25	0	0	0	4	0	0	0
<b>TOTAL FUNCHAL</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>4</b>	<b>63</b>	<b>36</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>4</b>	<b>63</b>	<b>36</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	10	0	0	20	30	10	40	0	0	56	9	41	11
	BRITANNIA AIRWAYS	C	16	0	0	56	6	6	31	0	0	40	46	63	13
	MONARCH AIRLINES	C	11	0	0	82	0	0	0	9	9	58	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	0	0	20	0	65	0	102	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	33	0	75	6
<b>TOTAL ALICANTE</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>4</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>49</b>	<b>34</b>	<b>51</b>	<b>59</b>
<b>GERONA</b>	AIR 2000	C	7	0	1	57	0	14	29	0	0	36	0	33	7
	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	11	100	-2	7
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	-6	56	37	9
	THOMAS COOK AIRLINES LTD	C	9	0	1	56	22	11	11	0	0	33	57	27	7
<b>TOTAL GERONA</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>25</b>	<b>30</b>
<b>IBIZA</b>	AIR 2000	C	9	0	1	56	11	11	22	0	0	33	54	29	13
	BMI BRITISH MIDLAND	C	9	0	1	33	33	22	11	0	0	32	0	0	0
	BRITANNIA AIRWAYS	C	15	1	0	40	0	20	27	0	13	104	35	39	17
	MY TRAVEL AIRWAYS UK	C	7	0	2	14	57	0	29	0	0	38	29	116	7
<b>TOTAL IBIZA</b>			<b>40</b>	<b>1</b>	<b>4</b>	<b>38</b>	<b>20</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>44</b>	<b>47</b>	<b>39</b>
<b>MAHON</b>	AIRWORLD AVIATION LTD	C	9	0	0	33	33	22	0	11	0	39	30	37	10
	BRITANNIA AIRWAYS	C	9	0	0	22	11	0	44	0	22	345	44	44	9
	FUTURA AIRLINES	C	16	0	0	81	13	0	6	0	0	8	79	8	14
	MY TRAVEL AIRWAYS UK	C	9	0	1	56	11	0	22	11	0	57	33	35	9
	THOMAS COOK AIRLINES LTD	C	6	1	1	83	0	17	0	0	0	4	50	27	4
<b>TOTAL MAHON</b>			<b>49</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>6</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>84</b>	<b>49</b>	<b>27</b>	<b>55</b>
<b>MALAGA</b>	AIR 2000	C	24	0	0	42	13	21	4	21	0	68	50	21	28
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	41	25	46	8
	FUTURA AIRLINES	C	6	0	0	17	17	17	50	0	0	63	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	1	50	20	20	0	10	0	41	0	86	8
	SPANAIR	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	40	0	0	20	0	50	0	0	0
<b>TOTAL MALAGA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>21</b>	<b>13</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>56</b>	<b>36</b>	<b>36</b>	<b>55</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	15	0	1	60	13	7	20	0	0	27	40	42	25
	AIR EUROPA	C	19	0	1	11	11	42	26	0	11	95	50	39	10
	BRITANNIA AIRWAYS	C	50	1	0	32	10	10	46	2	0	58	32	50	44
	FUTURA AIRLINES	C	10	0	0	30	30	10	0	20	10	127	0	0	0
	MONARCH AIRLINES	C	17	1	0	53	24	6	6	12	0	48	44	33	18
	MY TRAVEL AIRWAYS UK	C	46	0	3	35	17	17	24	7	0	50	11	87	53
	SPANAIR	C	19	0	1	32	21	16	11	21	0	83	83	4	6
	THOMAS COOK AIRLINES LTD	C	22	0	2	64	9	0	9	18	0	55	14	41	14
<b>TOTAL PALMA DE MALLORCA</b>			<b>200</b>	<b>2</b>	<b>9</b>	<b>38</b>	<b>15</b>	<b>14</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>63</b>	<b>28</b>	<b>54</b>	<b>179</b>
<b>REUS</b>	AIR 2000	C	7	0	1	71	29	0	0	0	0	6	86	1	7



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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)										
REUS	BMI BRITISH MIDLAND	C	9	0	1	89	0	0	11	0	0	12	0	16	1
	BRITANNIA AIRWAYS	C	8	1	0	25	0	13	38	0	25	184	44	51	9
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	0	14	0	0	4	75	56	8	
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	14	0	0	0	2	100	-8	9	
<b>TOTAL REUS</b>			<b>38</b>	<b>1</b>	<b>4</b>	<b>71</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>78</b>	<b>22</b>	<b>40</b>
<b>TOTAL SPAIN</b>			<b>475</b>	<b>5</b>	<b>23</b>	<b>47</b>	<b>15</b>	<b>11</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>58</b>	<b>39</b>	<b>43</b>	<b>461</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	38	25	13	25	0	0	37	40	63	10
	BRITANNIA AIRWAYS	C	8	0	0	50	0	13	13	0	25	197	25	197	4
	FUTURA AIRLINES	C	8	0	0	75	0	0	25	0	0	21	50	20	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	8	60	34	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	11	100	-9	4	
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>60</b>	<b>41</b>	<b>47</b>
LAS PALMAS	AIR 2000	C	9	0	0	100	0	0	0	0	0	-6	75	48	8
	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	47	63	11	8
	MONARCH AIRLINES	C	10	0	0	40	10	30	0	20	0	75	13	73	8
	MY TRAVEL AIRWAYS UK	C	17	0	1	65	12	6	6	12	0	41	59	50	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	0	20	0	0	33	0	77	5
<b>TOTAL LAS PALMAS</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>52</b>	<b>46</b>	<b>50</b>
<b>TENERIFE (SURREINA SOFIA)</b>															
AIR 2000	AIR 2000	C	10	0	0	70	10	0	10	10	0	33	40	25	20
	AIR EUROPA	C	8	0	0	88	13	0	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	6	38	148	8
	MONARCH AIRLINES	C	10	0	0	20	20	40	20	0	0	45	50	42	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	0	0	20	0	67	28	62	18
	SPANAIR	C	10	0	0	30	20	30	0	20	0	87	100	-4	4
	THOMAS COOK AIRLINES LTD	C	20	0	0	80	5	0	15	0	0	17	83	15	6
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>49</b>	<b>45</b>	<b>74</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>42</b>	<b>53</b>	<b>44</b>	<b>171</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	6	0	1	67	33	0	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	14	57	29	0	0	0	28	0	0	0
	ONUR AIR	C	7	0	0	0	14	71	14	0	0	44	0	0	0
	PEGASUS AIRLINES	C	7	0	1	43	29	0	29	0	0	37	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>33</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	AIR 2000	C	7	0	1	71	0	0	29	0	0	16	43	23	7
	BRITANNIA AIRWAYS	C	7	0	0	43	43	14	0	0	0	14	57	35	7
	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	37	56	149	9
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	14	0	0	0	0	-7	57	16	7
	ONUR AIR	C	7	0	0	0	14	71	14	0	0	50	33	29	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	100	0	0	0	0	0	1	100	3	3
<b>TOTAL DALAMAN</b>			<b>45</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>30</b>	<b>57</b>
IZMIR (ADNAM MENDERES)	ONUR AIR	C	7	0	0	57	0	29	14	0	0	32	25	53	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>37</b>	<b>27</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

## Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TURKEY			80	0	5	49	20	20	11	0	0	24	52	37	95
UNITED KINGDOM															
ABERDEEN	BRITISH REGIONAL AIRLINES LTD	S	75	0	9	92	3	4	1	0	0	2	82	7	128
TOTAL ABERDEEN			75	0	9	92	3	4	1	0	0	2	82	7	128
BARRA	LOGANAIR	S	53	0	3	75	13	2	9	0	0	5	78	12	58
TOTAL BARRA			53	0	3	75	13	2	9	0	0	5	78	12	58
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	169	1	7	75	9	11	6	0	0	11	90	5	160
TOTAL BELFAST CITY			169	1	7	75	9	11	6	0	0	11	90	5	160
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	182	0	6	92	5	2	1	0	0	4	82	9	175
TOTAL BELFAST INTERNATIONAL			182	0	6	92	5	2	1	0	0	4	82	9	175
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	71	15	12	2	0	0	11	74	19	54
TOTAL BENBECULA			52	0	0	71	15	12	2	0	0	11	74	19	54
BIRMINGHAM	BRITISH AIRWAYS PLC	S	282	0	11	91	5	3	1	0	0	5	89	5	382
TOTAL BIRMINGHAM			282	0	11	91	5	3	1	0	0	5	89	5	382
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	74	0	0	89	8	0	3	0	0	3	0	0	0
TOTAL BOURNEMOUTH			74	0	0	89	8	0	3	0	0	3	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	275	2	8	82	9	4	4	0	0	8	84	9	234
TOTAL BRISTOL			275	2	8	82	9	4	4	0	0	8	84	9	234
CAMPBELTOWN	LOGANAIR	S	79	2	9	78	9	11	1	0	0	7	87	4	82
TOTAL CAMPBELTOWN			79	2	9	78	9	11	1	0	0	7	83	6	108
CARDIFF WALES	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	128	0	8	89	7	4	0	0	0	4	76	11	116
TOTAL CARDIFF WALES			130	0	8	88	8	4	0	0	0	4	76	11	116
EAST MIDLANDS	BMI BRITISH MIDLAND	S	183	0	1	75	11	10	3	1	0	12	85	12	170
TOTAL EAST MIDLANDS			183	0	1	75	11	10	3	1	0	12	85	12	170
GATWICK	AIR TRANSAT	C	6	0	0	67	0	33	0	0	0	14	50	102	4
	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	2	86	5	6	3	0	0	7	78	13	277
TOTAL GATWICK			334	0	2	85	5	7	3	0	0	7	78	14	281
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	52	0	1	85	12	2	2	0	0	7	0	0	0
TOTAL GUERNSEY			52	0	1	85	12	2	2	0	0	7	79	17	14
HEATHROW	BMI BRITISH MIDLAND	S	477	0	0	66	23	9	2	0	0	16	82	9	478
	BRITISH AIRWAYS PLC	S	634	0	12	89	7	3	1	0	0	6	83	9	648
TOTAL HEATHROW			1111	0	12	79	14	6	1	0	0	11	83	9	1126
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	48	1	4	73	17	4	6	0	0	14	74	8	42
TOTAL INVERNESS			48	1	4	73	17	4	6	0	0	14	74	8	42
ISLAY	LOGANAIR	S	97	4	3	73	10	11	4	1	0	12	0	0	0
TOTAL ISLAY			97	4	3	73	10	11	4	1	0	12	76	10	70
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	95	3	0	0	2	0	5	85	6	65

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	65
JERSEY	BMI BRITISH MIDLAND	S	27	0	1	67	19	4	11	0	0	18	52	36	29
	BRITISH REGIONAL AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	14	0	0	0
	FLYBE.BRITISH EUROPEAN	S	21	3	1	71	14	5	10	0	0	13	0	0	0
<b>TOTAL JERSEY</b>			<b>52</b>	<b>3</b>	<b>2</b>	<b>67</b>	<b>19</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>54</b>	35
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	125	2	6	85	6	5	4	0	0	9	91	6	125
<b>TOTAL LEEDS BRADFORD</b>			<b>125</b>	<b>2</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>6</b>	125
LONDONDERRY	LOGANAIR	S	62	0	0	60	16	11	10	3	0	28	0	0	0
<b>TOTAL LONDONDERRY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>90</b>	<b>4</b>	62
LUTON	EASYJET AIRLINE COMPANY LTD	S	215	1	3	60	17	8	10	4	0	28	0	0	0
<b>TOTAL LUTON</b>			<b>215</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>51</b>	<b>44</b>	255
MANCHESTER	AIR CANADA	S	58	0	4	57	26	17	0	0	0	15	69	12	58
	BMI REGIONAL	S	127	1	5	75	16	6	3	0	0	13	84	8	129
	BRITISH AIRWAYS PLC	S	214	3	0	80	14	4	2	0	0	9	84	7	224
<b>TOTAL MANCHESTER</b>			<b>399</b>	<b>4</b>	<b>9</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	421
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	19	0	2	95	5	0	0	0	0	6	82	12	55
<b>TOTAL PLYMOUTH</b>			<b>19</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>12</b>	55
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	168	0	10	85	8	7	1	0	0	8	96	-2	134
<b>TOTAL SOUTHAMPTON</b>			<b>168</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>-2</b>	134
STANSTED	KLM UK LTD	S	254	1	12	66	9	15	9	0	0	18	86	5	259
<b>TOTAL STANSTED</b>			<b>254</b>	<b>1</b>	<b>12</b>	<b>66</b>	<b>9</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>5</b>	259
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	107	0	0	79	11	7	3	0	0	10	79	10	113
<b>TOTAL STORNOWAY</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	113
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	103	0	1	80	7	5	9	0	0	12	81	9	62
<b>TOTAL SUMBURGH</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	62
TEESSIDE	MY TRAVEL AIRWAYS UK	C	14	0	4	43	7	21	29	0	0	39	24	75	17
<b>TOTAL TEESSIDE</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>7</b>	<b>21</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>24</b>	<b>75</b>	17
TIREE	LOGANAIR	S	52	0	0	81	13	6	0	0	0	4	45	75	53
<b>TOTAL TIREE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>75</b>	53
<b>TOTAL UNITED KINGDOM</b>			<b>4828</b>	<b>21</b>	<b>133</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>12</b>	4774
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	77	8	10	5	0	0	12	81	7	32
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>7</b>	32
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	34	0	2	21	12	29	35	3	0	58	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>12</b>	<b>29</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	0
SANFORD	BRITANNIA AIRWAYS	C	20	0	0	35	15	15	35	0	0	47	80	124	15
	MONARCH AIRLINES	C	21	0	1	33	10	14	33	10	0	66	45	59	22
	MY TRAVEL AIRWAYS UK	C	18	0	0	17	33	17	33	0	0	47	6	123	18
<b>TOTAL SANFORD</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>19</b>	<b>15</b>	<b>34</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>42</b>	<b>98</b>	55

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL USA		153	0	3	46	13	16	23	2	0	38	60	50	129
TOTAL GLASGOW		7161	32	234	74	12	8	5	1	0	16	75	16	6952

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	28	0	0	18	29	21	32	0	0	46	15	59	26
<b>TOTAL ALGIERS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>21</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>59</b>	<b>26</b>
<b>TOTAL ALGERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>21</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>59</b>	<b>26</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	72	17	6	6	0	0	8	0	0	0
<b>TOTAL YEREVAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	62	0	0	81	8	11	0	0	0	6	74	14	27
<b>TOTAL BRISBANE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>27</b>
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	79	6	10	3	0	2	21	54	19	35
	QANTAS	S	31	0	0	87	10	3	0	0	0	3	73	12	52
<b>TOTAL MELBOURNE</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>66</b>	<b>15</b>	<b>87</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	71	13	13	2	2	0	15	45	22	62
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>22</b>	<b>62</b>
SYDNEY	QANTAS	S	93	0	0	66	17	8	8	2	0	20	43	27	72
<b>TOTAL SYDNEY</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>27</b>	<b>72</b>
<b>TOTAL AUSTRALIA</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>20</b>	<b>248</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	234	0	0	79	12	5	4	0	0	8	80	7	205
	BRITISH AIRWAYS PLC	S	186	0	0	72	20	5	3	0	0	10	84	7	186
<b>TOTAL VIENNA</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>391</b>
<b>TOTAL AUSTRIA</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>391</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	62	0	0	71	16	8	5	0	0	10	70	14	54
<b>TOTAL BAHRAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>14</b>	<b>54</b>
<b>TOTAL BAHRAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>14</b>	<b>54</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	43	0	2	51	12	12	21	5	0	44	26	219	38
	BRITISH AIRWAYS PLC	S	43	1	1	79	5	12	2	0	2	19	55	43	44
<b>TOTAL DACCA</b>			<b>86</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>41</b>	<b>125</b>	<b>82</b>
<b>TOTAL BANGLADESH</b>			<b>86</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>41</b>	<b>125</b>	<b>82</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	343	0	1	75	17	5	2	0	0	9	73	9	349
	BRITISH AIRWAYS PLC	S	282	0	0	82	13	5	0	0	0	5	73	11	291
	BRITISH AIRWAYS PLC	C	2	0	2	50	0	50	0	0	0	24	0	0	0
	SABENA	S	507	0	1	68	19	9	4	0	0	14	59	19	503

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BRUSSELS	UNITED AIRLINES	S	60	0	2	90	8	0	2	0	0	2	75	9	60
<b>TOTAL BRUSSELS</b>			<b>1194</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>14</b>	<b>1203</b>
<b>TOTAL BELGIUM</b>			<b>1194</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>14</b>	<b>1203</b>
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	83	6	6	6	0	0	4	41	23	17
<b>TOTAL GABORONE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>23</b>	<b>17</b>
<b>TOTAL BOTSWANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>23</b>	<b>17</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	37	0	0	73	14	5	8	0	0	13	75	10	32
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>32</b>
SAO PAULO (GUARULHOS)	VARIG	S	9	0	0	11	44	11	11	22	0	85	93	1	14
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>85</b>	<b>93</b>	<b>1</b>	<b>14</b>
<b>TOTAL BRAZIL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>80</b>	<b>8</b>	<b>46</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	52	26	16	6	0	0	20	63	15	62
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>15</b>	<b>62</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>15</b>	<b>62</b>
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	46	0	0	63	17	9	7	4	0	30	68	7	44
<b>TOTAL SOFIA</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>30</b>	<b>68</b>	<b>7</b>	<b>44</b>
<b>TOTAL BULGARIA</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>30</b>	<b>68</b>	<b>7</b>	<b>44</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	35	0	0	77	17	6	0	0	0	10	89	9	18
	CANADIAN AIRLINES INT/L	S	52	0	0	65	13	8	10	4	0	26	74	12	62
<b>TOTAL CALGARY</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>80</b>
EDMONTON	AIR CANADA	S	27	0	0	52	33	15	0	0	0	15	68	8	44
<b>TOTAL EDMONTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>8</b>	<b>44</b>
HALIFAX INT	AIR CANADA	S	62	0	0	42	31	18	10	0	0	24	70	12	61
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>31</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>12</b>	<b>61</b>
MONTREAL (DORVAL)	AIR CANADA	S	35	0	0	23	40	23	14	0	0	34	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	63	24	11	2	0	0	14	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	56	0	0	52	23	14	9	2	0	26	65	14	71
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>14</b>	<b>71</b>
TORONTO	AIR CANADA	S	171	0	0	48	25	22	4	1	0	22	50	22	165
	BRITISH AIRWAYS PLC	S	62	0	0	56	29	13	2	0	0	14	63	18	81
	CANADIAN AIRLINES INT/L	S	124	0	0	46	31	19	4	0	0	20	74	10	124
<b>TOTAL TORONTO</b>			<b>358</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>28</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>17</b>	<b>371</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	62	0	0	39	34	26	2	0	0	22	53	31	62
	BRITISH AIRWAYS PLC	S	62	0	0	77	18	5	0	0	3	63	23	62	
	CANADIAN AIRLINES INT/L	S	10	0	0	50	20	10	20	0	31	0	0	0	
<b>TOTAL VANCOUVER</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>27</b>	<b>124</b>	
<b>TOTAL CANADA</b>			<b>821</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>20</b>	<b>65</b>	<b>16</b>	<b>823</b>	
<b>CHINA</b>															
BEIJING	AIR CHINA	S	25	1	1	80	8	4	8	0	1	88	-7	34	
	BRITISH AIRWAYS PLC	S	26	0	0	77	19	4	0	0	3	65	17	26	
<b>TOTAL BEIJING</b>			<b>51</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>60</b>	
<b>TOTAL CHINA</b>			<b>51</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>60</b>	
<b>COLOMBIA</b>															
BOGOTA	AVIANCA COLOMBIA	S	18	0	0	33	44	22	0	0	19	56	20	18	
<b>TOTAL BOGOTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>20</b>	<b>18</b>	
<b>TOTAL COLOMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>20</b>	<b>18</b>	
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	10	0	0	0	40	60	0	0	35	30	37	10	
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>30</b>	<b>37</b>	<b>10</b>	
ZAGREB	CROATIA AIRLINES	S	62	0	0	55	29	10	6	0	19	55	16	62	
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>29</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>16</b>	<b>62</b>	
<b>TOTAL CROATIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>31</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>19</b>	<b>72</b>	
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	82	0	0	66	16	18	0	0	10	71	17	72	
	CYPRUS AIRWAYS	S	82	0	0	74	17	6	1	1	13	53	15	83	
<b>TOTAL LARNACA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>61</b>	<b>16</b>	<b>155</b>	
<b>TOTAL CYPRUS</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>61</b>	<b>16</b>	<b>155</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	80	0	0	78	16	5	1	0	9	79	8	80	
	BRITISH AIRWAYS PLC	S	124	0	0	79	15	4	2	0	10	77	8	124	
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	17	100	-4	2	
	CSA	S	125	0	0	75	14	8	3	0	10	85	6	124	
<b>TOTAL PRAGUE</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>330</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>330</b>	
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	44	4	0	86	9	0	5	0	10	85	4	62	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>44</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>62</b>	
<b>COPENHAGEN</b>															
	BMI BRITISH MIDLAND	S	48	0	14	73	21	6	0	0	10	79	6	62	
	BRITISH AIRWAYS PLC	S	238	0	0	74	14	8	1	2	14	85	8	238	
	SAS	S	218	12	3	82	10	6	3	0	8	85	6	302	
	VARIG	S	20	0	8	70	15	5	10	0	15	54	19	24	

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				Actual (7)	Plan (8)										
TOTAL COPENHAGEN			524	12	25	77	13	7	2	1	0	11	83	7	626
TOTAL DENMARK			568	16	25	78	13	6	2	1	0	11	83	7	688
EGYPT															
ALEXANDRIA ( NOUZHA )	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	76	6	18	0	0	0	4	0	0	0
TOTAL ALEXANDRIA ( NOUZHA )			17	0	0	76	6	18	0	0	0	4	0	0	0
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	89	6	5	0	0	0	0	66	20	62
	EGYPT AIR	S	62	0	11	26	26	35	13	0	0	32	27	44	62
TOTAL CAIRO			124	0	11	57	16	20	6	0	0	16	47	32	124
LUXOR	EGYPT AIR	S	8	0	0	50	13	25	13	0	0	24	50	26	8
TOTAL LUXOR			8	0	0	50	13	25	13	0	0	24	50	26	8
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	C	3	0	0	33	0	67	0	0	0	38	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			3	0	0	33	0	67	0	0	0	38	0	0	0
TOTAL EGYPT			152	0	11	59	14	21	6	0	0	15	47	31	132
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	46	0	0	54	20	11	11	4	0	23	55	21	42
TOTAL ADDIS ABABA			46	0	0	54	20	11	11	4	0	23	55	21	42
TOTAL ETHIOPIA			46	0	0	54	20	11	11	4	0	23	55	21	42
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	S	36	0	0	56	22	14	8	0	0	19	80	2	44
TOTAL BELGRADE			36	0	0	56	22	14	8	0	0	19	80	2	44
TOTAL FED REP YUGO SERBIA M'ENEGRO			36	0	0	56	22	14	8	0	0	19	80	2	44
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	65	24	10	1	0	0	11	74	8	124
	FINNAIR	S	186	0	0	69	19	10	1	1	0	12	70	10	185
TOTAL HELSINKI			310	0	0	67	21	10	1	1	0	12	72	9	309
TOTAL FINLAND			310	0	0	67	21	10	1	1	0	12	72	9	309
FRANCE															
AJACCIO	BMI BRITISH MIDLAND	C	8	0	0	38	38	25	0	0	0	20	0	0	0
TOTAL AJACCIO			8	0	0	38	38	25	0	0	0	20	0	0	0
LYON	BRITISH AIRWAYS PLC	S	186	0	0	78	16	4	2	0	0	8	68	13	186
	FLYBE.BRITISH EUROPEAN	S	164	0	1	82	12	4	2	0	0	6	76	10	175
TOTAL LYON			350	0	1	80	14	4	2	0	0	7	72	12	361
NICE	AIR JET	C	2	0	0	0	50	0	50	0	0	59	0	0	0
	BMI BRITISH MIDLAND	S	124	0	0	57	23	13	6	0	0	19	74	10	124
	BRITISH AIRWAYS PLC	S	269	0	0	60	24	13	3	0	0	16	65	14	202
	BRITISH AIRWAYS PLC	C	4	0	0	0	50	50	0	0	0	33	25	26	4
TOTAL NICE			400	0	0	59	24	14	4	0	0	18	68	13	334
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	739	3	0	32	22	31	15	0	0	32	65	14	556



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				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	BMI BRITISH MIDLAND	S	420	0	0	70	20	10	1	0	0	12	87	4	414
	BRITISH AIRWAYS PLC	C	4	0	2	50	25	25	0	0	0	20	0	27	2
	BRITISH AIRWAYS PLC	S	390	0	0	72	17	9	2	0	0	10	81	6	395
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1554</b>	<b>3</b>	<b>31</b>	<b>53</b>	<b>20</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>9</b>	1372
PARIS (ORLY)	AIR LIB	S	184	0	2	70	19	8	3	0	0	13	0	0	0
	BRITISH AIRWAYS PLC	S	176	0	0	86	9	4	1	0	0	4	84	6	176
<b>TOTAL PARIS (ORLY)</b>			<b>360</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	361
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	186	0	0	70	19	7	4	0	0	12	71	10	185
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>10</b>	185
<b>TOTAL FRANCE</b>			<b>2858</b>	<b>3</b>	<b>34</b>	<b>61</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>10</b>	2764
<b>GEORGIA</b>															
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	2	0	0	100	0	0	0	0	0	-3	91	-7	22
<b>TOTAL TBILISI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>91</b>	<b>-7</b>	22
<b>TOTAL GEORGIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>91</b>	<b>-7</b>	22
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	318	0	2	68	21	9	3	0	0	11	83	8	246
<b>TOTAL BERLIN (TEGEL)</b>			<b>318</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	362
BREMEN	LUFTHANSA	S	62	0	0	82	10	8	0	0	0	7	72	12	54
<b>TOTAL BREMEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>12</b>	54
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	82	0	0	89	5	6	0	0	0	3	83	9	12
	BRITISH AIRWAYS PLC	S	117	0	5	76	14	9	1	0	0	6	66	11	114
<b>TOTAL COLOGNE (BONN)</b>			<b>199</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>7</b>	190
DRESDEN	BMI BRITISH MIDLAND	S	42	0	0	67	24	10	0	0	0	13	0	0	0
	LUFTHANSA	S	23	0	2	61	22	13	4	0	0	18	71	11	75
<b>TOTAL DRESDEN</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>11</b>	75
DUSSELDORF	BRITISH AIRWAYS PLC	S	238	0	0	79	11	8	2	0	0	9	82	12	238
	LUFTHANSA	S	195	1	0	78	16	5	1	0	0	7	81	7	180
<b>TOTAL DUSSELDORF</b>			<b>433</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	418
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	248	0	0	79	15	4	1	0	0	7	85	5	248
	BRITISH AIRWAYS PLC	S	289	0	1	73	20	5	2	0	0	10	81	7	290
	LUFTHANSA	S	492	0	0	83	13	4	1	0	0	6	88	4	359
<b>TOTAL FRANKFURT MAIN</b>			<b>1029</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	897
HAMBURG	BRITISH AIRWAYS PLC	S	186	0	0	77	15	7	1	0	1	9	84	6	186
	LUFTHANSA	S	182	0	2	80	12	6	2	0	0	8	83	5	174
<b>TOTAL HAMBURG</b>			<b>368</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	360
HANOVER	BRITISH AIRWAYS PLC	S	102	0	0	81	10	5	3	0	1	13	85	9	72
	LUFTHANSA	S	119	0	1	83	12	5	0	0	0	4	79	10	108
<b>TOTAL HANOVER</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	180
LEIPZIG	LUFTHANSA	S	57	2	3	60	26	12	2	0	0	14	76	8	63
<b>TOTAL LEIPZIG</b>			<b>57</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	124

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MUNICH	BRITISH AIRWAYS PLC	S	300	0	0	79	14	4	2	1	0	9	79	9	300
	LUFTHANSA	S	266	2	0	70	22	6	2	0	0	10	80	6	312
<b>TOTAL MUNICH</b>			<b>566</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>7</b>	<b>612</b>
NUREMBERG	LUFTHANSA	S	62	0	0	92	6	0	2	0	0	0	87	2	62
<b>TOTAL NUREMBERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>62</b>
STUTTGART	BRITISH AIRWAYS PLC	S	186	0	0	76	17	6	1	0	0	7	65	16	62
	LUFTHANSA	S	122	0	0	80	16	2	2	0	0	6	84	8	95
<b>TOTAL STUTTGART</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	<b>157</b>
<b>TOTAL GERMANY</b>			<b>3688</b>	<b>6</b>	<b>16</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>3491</b>
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	36	0	0	42	25	19	8	3	3	41	17	101	30
<b>TOTAL ACCRA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>41</b>	<b>17</b>	<b>101</b>	<b>30</b>
<b>TOTAL GHANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>41</b>	<b>17</b>	<b>101</b>	<b>30</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	43	0	1	95	0	5	0	0	0	-4	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	77	15	6	2	0	0	7	61	14	122
	OLYMPIC AIRWAYS	S	181	1	4	61	15	14	8	2	0	21	52	22	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	87	6	2	5	0	0	3	82	2	61
<b>TOTAL ATHENS</b>			<b>410</b>	<b>1</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>16</b>	<b>369</b>
PREVEZA	BMI BRITISH MIDLAND	C	4	0	0	25	25	25	25	0	0	42	0	0	0
<b>TOTAL PREVEZA</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>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALONIKA	AEGEAN AIRLINES	S	18	1	0	100	0	0	0	0	0	-20	0	0	0
<b>TOTAL SALONIKA</b>			<b>18</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>-20</b>	<b>63</b>	<b>14</b>	<b>62</b>
<b>TOTAL GREECE</b>			<b>432</b>	<b>2</b>	<b>5</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>16</b>	<b>431</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	94	5	2	0	0	0	-2	88	1	72
	CATHAY PACIFIC AIRWAYS	S	108	1	0	73	23	2	1	0	1	14	71	13	96
	UNITED AIRLINES	S	62	0	0	79	15	2	3	2	0	10	60	39	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	90	7	0	3	0	0	-1	87	-3	61
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>292</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>289</b>
<b>TOTAL HONG KONG</b>			<b>292</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>289</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	69	21	5	4	0	1	17	88	8	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	66	25	6	2	0	0	12	69	15	124
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>248</b>
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>248</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	81	0	0	51	27	19	4	0	0	15	73	15	80
<b>TOTAL KEFLAVIK</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>80</b>

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				Actual (7)	Plan (8)										
TOTAL ICELAND			81	0	0	51	27	19	4	0	0	15	73	15	80
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	78	6	17	0	0	0	11	53	13	17
TOTAL CALCUTTA			18	0	0	78	6	17	0	0	0	11	53	13	17
DELHI	AIR CANADA	S	26	2	0	62	15	19	4	0	0	9	54	21	28
TOTAL DELHI			26	2	0	62	15	19	4	0	0	9	54	21	28
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	0	0	67	28	6	0	0	0	3	59	15	17
TOTAL MADRAS/CHENNAI			18	0	0	67	28	6	0	0	0	3	59	15	17
MUMBAI	AIR INDIA	S	89	0	0	31	21	30	16	1	0	38	44	26	81
	BRITISH AIRWAYS PLC	S	62	0	0	66	23	10	2	0	0	8	44	35	62
TOTAL MUMBAI			151	0	0	46	22	22	10	1	0	25	44	30	143
TOTAL INDIA			213	2	0	52	20	20	8	0	0	20	47	26	205
INDONESIA															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	53	1	0	79	15	2	2	0	2	12	62	17	42
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			53	1	0	79	15	2	2	0	2	12	62	17	42
TOTAL INDONESIA			53	1	0	79	15	2	2	0	2	12	62	17	42
IRAN															
TEHRAN	BRITISH AIRWAYS PLC	S	23	3	3	91	0	0	9	0	0	-4	77	16	26
	IRAN AIR	S	26	0	0	81	15	0	4	0	0	3	81	6	26
TOTAL TEHRAN			49	3	3	86	8	0	6	0	0	0	79	11	52
TOTAL IRAN			49	3	3	86	8	0	6	0	0	0	79	11	52
IRISH REPUBLIC															
CORK	AER LINGUS	S	238	0	0	73	16	8	3	0	0	13	74	15	238
TOTAL CORK			238	0	0	73	16	8	3	0	0	13	74	15	238
DUBLIN	AER LINGUS	S	808	2	24	81	11	5	3	0	0	9	75	12	816
	BMI BRITISH MIDLAND	S	506	1	0	56	26	14	4	0	0	17	80	10	500
TOTAL DUBLIN			1314	3	24	71	17	9	4	0	0	12	77	11	1316
SHANNON	AER LINGUS	S	239	4	0	77	10	8	5	0	0	13	71	20	239
TOTAL SHANNON			239	4	0	77	10	8	5	0	0	13	71	20	239
TOTAL IRISH REPUBLIC			1791	7	24	72	16	8	4	0	0	12	76	13	1793
ISRAEL															
OVDA	EL AL	S	8	0	0	88	13	0	0	0	0	0	90	1	10
TOTAL OVDA			8	0	0	88	13	0	0	0	0	0	90	1	10
TEL AVIV	BRITISH AIRWAYS PLC	S	62	0	0	89	5	2	5	0	0	1	77	6	71
	EL AL	S	63	0	4	79	13	5	2	2	0	8	66	14	62
TOTAL TEL AVIV			125	0	4	84	9	3	3	1	0	5	72	9	133
TOTAL ISRAEL			133	0	4	84	9	3	3	1	0	4	73	9	143

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				Actual (7)	Plan (8)										
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	126	0	0	74	14	6	6	0	0	11	64	22	102
<b>TOTAL BOLOGNA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>22</b>	<b>102</b>
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	6	0	0	0	0	67	33	0	0	57	0	42	4
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>42</b>	<b>4</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	10	0	0	50	40	10	0	0	0	17	50	18	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>18</b>	<b>4</b>
MILAN (LINATE)	ALITALIA	S	432	0	2	61	23	12	3	0	0	16	65	16	367
	BRITISH AIRWAYS PLC	S	308	0	2	69	18	10	3	0	0	13	65	18	308
<b>TOTAL MILAN (LINATE)</b>			<b>740</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>17</b>	<b>675</b>
NAPLES	BMI BRITISH MIDLAND	C	10	0	0	80	0	20	0	0	0	11	0	0	0
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL PISA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	ALITALIA	S	375	0	7	65	21	10	5	0	0	14	70	15	308
	BRITISH AIRWAYS PLC	S	310	0	0	68	20	9	2	0	0	12	78	13	310
<b>TOTAL ROME (FIUMICINO)</b>			<b>685</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>629</b>
VENICE	BMI BRITISH MIDLAND	C	10	0	0	70	30	0	0	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	134	0	0	71	20	7	2	0	0	11	66	18	79
<b>TOTAL VENICE</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>18</b>	<b>79</b>
<b>TOTAL ITALY</b>			<b>1723</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>16</b>	<b>1555</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	32	2	2	44	25	19	9	3	0	33	91	-2	34
<b>TOTAL KINGSTON</b>			<b>32</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>91</b>	<b>-2</b>	<b>34</b>
<b>TOTAL JAMAICA</b>			<b>32</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>91</b>	<b>-2</b>	<b>34</b>
<b>JAPAN</b>															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	27	0	0	81	15	4	0	0	0	3	70	19	27
	JAPAN AIRLINES	S	18	0	0	72	11	11	6	0	0	10	0	0	0
<b>TOTAL NAGOYA (AFB)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>19</b>	<b>27</b>
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	46	0	0	91	7	0	2	0	0	6	56	15	18
	BRITISH AIRWAYS PLC	S	45	1	1	96	4	0	0	0	0	-3	80	12	54
	JAPAN AIRLINES	S	52	0	0	75	19	4	2	0	0	5	70	12	44
<b>TOTAL OSAKA (KANSAI)</b>			<b>143</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>116</b>
TOKYO (NARITA)	AEROFLOT	S	23	0	2	52	9	22	17	0	0	27	42	30	26
	ALL NIPPON AIRWAYS	S	62	0	0	79	11	10	0	0	0	5	67	14	63
	BRITISH AIRWAYS PLC	S	114	0	1	88	7	5	0	0	0	1	71	17	113
	JAPAN AIRLINES	S	92	0	1	72	16	12	0	0	0	10	62	15	74
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	72	19	6	4	0	0	7	55	15	53
<b>TOTAL TOKYO (NARITA)</b>			<b>345</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>329</b>
<b>TOTAL JAPAN</b>			<b>533</b>	<b>1</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>472</b>

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Reporting Airport: HEATHROW (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	54	0	0	80	13	2	4	2	0	8	81	9	54
	ROYAL JORDANIAN	S	62	0	0	71	13	6	10	0	0	12	68	21	62
<b>TOTAL AMMAN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>116</b>
<b>TOTAL JORDAN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>116</b>
<b>KAZAKHSTAN</b>															
ALMA ATA	BRITISH AIRWAYS PLC	S	18	0	0	89	6	6	0	0	0	4	0	0	0
<b>TOTAL ALMA ATA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KENYA</b>															
NAIROBI	KENYA AIRWAYS	S	66	0	6	58	14	14	8	5	3	52	56	29	66
<b>TOTAL NAIROBI</b>			<b>66</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>52</b>	<b>56</b>	<b>29</b>	<b>66</b>
<b>TOTAL KENYA</b>			<b>66</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>52</b>	<b>56</b>	<b>29</b>	<b>66</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	90	8	2	0	0	0	-7	97	1	62
	KUWAIT AIRWAYS	S	62	0	0	47	29	16	6	2	0	24	40	25	62
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>13</b>	<b>124</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>13</b>	<b>124</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	6	0	0	83	17	0	0	0	0	-1	20	39	5
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>39</b>	<b>5</b>
<b>TOTAL KYRGYZSTAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>39</b>	<b>5</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	10	0	0	100	0	0	0	0	0	-6	68	13	28
<b>TOTAL RIGA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>68</b>	<b>13</b>	<b>28</b>
<b>TOTAL LATVIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>68</b>	<b>13</b>	<b>28</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	62	0	0	69	13	10	8	0	0	15	77	5	62
	MEA	S	44	0	0	73	14	11	2	0	0	11	67	16	42
<b>TOTAL BEIRUT</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>104</b>
<b>TOTAL LEBANON</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>104</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	54	0	0	89	6	4	2	0	0	2	100	-1	44
<b>TOTAL VILNIUS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>-1</b>	<b>44</b>
<b>TOTAL LITHUANIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>-1</b>	<b>44</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	52	0	0	88	6	4	2	0	0	3	73	8	62

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				Actual (7)	Plan (8)										
LUXEMBOURG	LUXAIR	S	124	0	0	75	18	7	0	0	0	9	81	7	124
TOTAL LUXEMBOURG			176	0	0	79	14	6	1	0	0	7	78	7	186
TOTAL LUXEMBOURG			176	0	0	79	14	6	1	0	0	7	78	7	186
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	124	0	0	67	18	14	2	0	0	11	49	19	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	67	18	14	2	0	0	11	49	19	124
TOTAL MALAYSIA			124	0	0	67	18	14	2	0	0	11	49	19	124
<b>MALTA</b>															
MALTA	AIR MALTA	S	124	0	0	73	15	9	3	0	0	7	62	14	124
TOTAL MALTA			124	0	0	73	15	9	3	0	0	7	62	14	124
TOTAL MALTA			124	0	0	73	15	9	3	0	0	7	62	14	124
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	20	0	0	50	20	25	5	0	0	19	39	37	18
TOTAL MAURITIUS			20	0	0	50	20	25	5	0	0	19	39	37	18
TOTAL MAURITIUS			20	0	0	50	20	25	5	0	0	19	39	37	18
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	81	15	0	4	0	0	9	0	0	0
TOTAL MEXICO CITY			26	0	0	81	15	0	4	0	0	9	0	0	0
TOTAL MEXICO			27	0	0	78	19	0	4	0	0	10	0	0	0
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	55	23	18	0	3	2	29	80	3	54
TOTAL CASABLANCA MOHAMED V			62	0	0	55	23	18	0	3	2	29	81	8	116
TOTAL MOROCCO			62	0	0	55	23	18	0	3	2	29	81	8	116
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	14	0	0	64	14	7	0	14	0	46	82	26	28
TOTAL WINDHOEK			14	0	0	64	14	7	0	14	0	46	82	26	28
TOTAL NAMIBIA			14	0	0	64	14	7	0	14	0	46	82	26	28
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	85	12	0	0	0	4	33	78	5	27
	EVA AIR	S	26	0	0	88	4	8	0	0	0	-4	86	4	28
TOTAL TAIPEI			52	0	0	87	8	4	0	0	2	15	82	4	55
TOTAL NATIONALIST CHINA (TAIWAN)			52	0	0	87	8	4	0	0	2	15	82	4	55
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	475	0	1	63	20	13	4	0	0	15	81	7	478
	BRITISH AIRWAYS PLC	S	414	0	3	62	17	15	6	0	0	17	69	13	416
	KLM	S	554	0	2	69	17	10	3	0	0	12	77	10	496
	UNITED AIRLINES	S	18	0	0	67	11	11	11	0	0	23	75	7	16

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				Actual (7)	Plan (8)										
TOTAL AMSTERDAM			1461	0	6	65	18	13	4	0	0	14	76	10	1406
EINDHOVEN	KLM	S	80	0	4	68	20	6	5	0	1	19	79	9	84
TOTAL EINDHOVEN			80	0	4	68	20	6	5	0	1	19	79	9	84
ROTTERDAM	KLM	S	210	0	0	76	15	8	1	0	0	7	85	4	259
TOTAL ROTTERDAM			210	0	0	76	15	8	1	0	0	7	85	4	259
TOTAL NETHERLANDS			1751	0	10	66	18	12	4	0	0	14	77	9	1749
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	54	0	0	83	2	6	6	4	0	12	63	13	46
TOTAL AUCKLAND INTERNATIONAL			54	0	0	83	2	6	6	4	0	12	63	13	46
TOTAL NEW ZEALAND			54	0	0	83	2	6	6	4	0	12	63	13	46
NORWAY															
BERGEN	BMI BRITISH MIDLAND	S	62	0	0	56	32	10	2	0	0	15	85	4	62
TOTAL BERGEN			62	0	0	56	32	10	2	0	0	15	85	4	62
OSLO (FORNEBU)	BMI BRITISH MIDLAND	S	52	0	0	75	12	12	2	0	0	11	95	-1	62
	BRITISH AIRWAYS PLC	S	185	0	1	64	24	11	1	0	0	12	79	8	183
	SAS	S	295	0	0	80	12	6	1	0	0	6	91	2	230
TOTAL OSLO (FORNEBU)			532	0	1	74	16	8	1	0	0	9	87	4	475
STAVANGER	BRITISH AIRWAYS PLC	S	54	0	6	87	11	2	0	0	0	5	0	0	0
	SAS	S	124	0	0	83	11	5	1	0	0	4	88	5	120
TOTAL STAVANGER			178	0	6	84	11	4	1	0	0	4	88	5	122
TROMSOE	SAS	S	9	0	0	100	0	0	0	0	0	-10	100	-14	8
TOTAL TROMSOE			9	0	0	100	0	0	0	0	0	-10	100	-14	8
TOTAL NORWAY			781	0	7	75	16	7	1	0	0	8	87	4	667
OMAN															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	89	6	3	2	0	0	0	48	26	62
	GULF AIR	S	84	0	2	73	20	4	4	0	0	6	69	15	68
TOTAL MUSCAT			146	0	2	79	14	3	3	0	0	4	59	20	130
TOTAL OMAN			146	0	2	79	14	3	3	0	0	4	59	20	130
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	0	61	6	6	28	0	0	35	39	70	18
TOTAL ISLAMABAD			18	0	0	61	6	6	28	0	0	35	39	70	18
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	56	11	17	11	6	0	36	42	33	12
TOTAL KARACHI			18	0	0	56	11	17	11	6	0	36	42	33	12
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	50	11	17	22	0	0	33	57	31	14
TOTAL LAHORE			18	0	0	50	11	17	22	0	0	33	57	31	14
TOTAL PAKISTAN			54	0	0	56	9	13	20	2	0	35	45	48	44
PHILIPPINES															
MANILA	BRITISH AIRWAYS PLC	S	36	0	0	89	6	3	3	0	0	1	69	11	35

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				Actual (7)	Plan (8)										
MANILA	PHILIPPINE AIRLINES	S	28	0	8	54	14	18	7	4	4	41	19	86	26
<b>TOTAL MANILA</b>			<b>64</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>48</b>	<b>43</b>	<b>61</b>
<b>TOTAL PHILIPPINES</b>			<b>64</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>48</b>	<b>43</b>	<b>61</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	124	0	0	81	10	3	5	1	0	12	77	10	124
	LOT-POLISH AIRLINES	S	149	0	0	86	9	2	3	0	0	4	81	7	139
<b>TOTAL WARSAW</b>			<b>273</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>263</b>
<b>TOTAL POLAND</b>			<b>273</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>263</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	62	0	0	73	18	6	3	0	0	9	81	6	62
	GB AIRWAYS LTD	S	46	0	0	74	15	7	4	0	0	10	0	0	0
<b>TOTAL FARO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>6</b>	<b>66</b>
LISBON	AIR PORTUGAL	S	182	0	4	76	13	7	3	0	1	14	84	7	187
	BRITISH AIRWAYS PLC	S	196	0	0	79	12	7	3	0	0	9	82	9	196
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL LISBON</b>			<b>380</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>383</b>
OPORTO	AIR PORTUGAL	S	60	0	2	93	3	3	0	0	0	2	84	11	61
<b>TOTAL OPORTO</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>61</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>548</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>510</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	100	0	0	0	0	0	-3	100	-5	18
<b>TOTAL FUNCHAL</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>-3</b>	<b>100</b>	<b>-5</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>-3</b>	<b>100</b>	<b>-5</b>	<b>18</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	87	13	0	0	0	0	-1	0	0	0
	GULF AIR	S	11	0	0	55	18	27	0	0	0	15	90	6	10
	QATAR AIRWAYS	S	62	0	0	77	11	11	0	0	0	6	69	9	39
<b>TOTAL DOHA</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>8</b>	<b>49</b>
<b>TOTAL QATAR</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>8</b>	<b>49</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	KOREAN AIR	S	46	0	0	78	13	4	4	0	0	5	84	4	44
<b>TOTAL SEOUL (KIMPO)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>9</b>	<b>77</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>9</b>	<b>77</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	44	0	0	89	9	2	0	0	0	-2	80	47	35
	SOUTH AFRICAN AIRWAYS	S	32	0	0	81	16	3	0	0	0	3	76	11	25
<b>TOTAL CAPE TOWN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>32</b>	<b>60</b>
DURBAN	BRITISH AIRWAYS PLC	S	36	0	0	92	6	0	3	0	0	6	71	14	28
	SOUTH AFRICAN AIRWAYS	S	15	1	6	47	33	13	7	0	0	19	62	28	26



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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DURBAN			51	1	6	78	14	4	4	0	0	9	67	21	54
JOHANNESBURG	BRITISH AIRWAYS PLC	S	62	0	0	87	8	3	2	0	0	7	82	49	66
	SOUTH AFRICAN AIRWAYS	S	57	0	24	63	23	11	4	0	17	58	16	52	
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	79	10	8	2	0	2	14	69	13	51
TOTAL JOHANNESBURG			180	1	25	77	13	7	2	0	1	12	70	28	169
TOTAL REPUBLIC OF SOUTH AFRICA			307	2	31	79	13	6	2	0	0	9	71	27	283
RUMANIA															
BUCHAREST (OTOPENI)	TAROM	S	68	0	8	54	15	19	12	0	0	23	56	18	72
TOTAL BUCHAREST (OTOPENI)			68	0	8	54	15	19	12	0	0	23	56	18	72
TOTAL RUMANIA			68	0	8	54	15	19	12	0	0	23	56	18	72
RUSSIA															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	90	0	1	69	27	4	0	0	0	11	80	10	89
	BRITISH AIRWAYS PLC	S	62	0	0	90	5	3	2	0	0	0	87	-1	60
TOTAL MOSCOW (SHEREMETYEVO)			152	0	1	78	18	4	1	0	0	6	83	6	149
ST PETERSBURG	AEROFLOT	S	10	0	0	100	0	0	0	0	0	-5	80	1	10
TOTAL ST PETERSBURG			10	0	0	100	0	0	0	0	0	-5	80	1	10
TOTAL RUSSIA			162	0	1	79	17	4	1	0	0	6	82	5	159
SAUDI ARABIA															
DHAHRAN	SAUDI ARABIAN AIRLINES	S	16	0	0	75	13	6	6	0	0	13	63	14	16
TOTAL DHAHRAN			16	0	0	75	13	6	6	0	0	13	63	5	70
JEDDAH	BRITISH AIRWAYS PLC	S	34	1	0	76	21	3	0	0	0	8	86	4	35
	SAUDI ARABIAN AIRLINES	S	36	0	0	83	11	3	3	0	0	9	78	18	36
TOTAL JEDDAH			70	1	0	80	16	3	1	0	0	8	81	13	72
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	88	4	0	4	4	0	13	92	4	26
	SAUDI ARABIAN AIRLINES	S	10	0	0	40	20	20	20	0	0	27	70	30	10
TOTAL RIYADH			36	0	0	75	8	6	8	3	0	17	86	11	36
TOTAL SAUDI ARABIA			122	1	0	78	13	4	4	1	0	11	83	10	178
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	154	0	0	72	18	7	3	0	0	11	60	16	124
TOTAL SINGAPORE			154	0	0	72	18	7	3	0	0	11	58	18	152
TOTAL SINGAPORE			154	0	0	72	18	7	3	0	0	11	58	18	152
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	71	18	11	0	0	0	10	73	7	62
TOTAL LJUBLJANA			62	0	0	71	18	11	0	0	0	10	73	7	62
TOTAL SLOVENIA			62	0	0	71	18	11	0	0	0	10	73	7	62
SPAIN															
ALICANTE	IBERIA	S	60	0	2	72	17	5	3	3	0	20	76	9	62

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>9</b>	62
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	210	0	0	72	17	6	4	0	0	11	79	9	208
	IBERIA	S	186	0	0	89	6	1	4	1	0	7	83	8	185
<b>TOTAL BARCELONA</b>			<b>396</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	393
<b>BILBAO</b>	BRITISH AIRWAYS PLC	S	124	0	0	84	9	4	3	0	0	6	90	1	122
	IBERIA	S	62	0	0	94	3	2	2	0	0	0	90	0	62
<b>TOTAL BILBAO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>0</b>	184
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	246	0	0	61	21	12	4	0	1	21	70	13	248
	IBERIA	S	271	0	8	76	13	7	3	1	0	14	79	9	297
<b>TOTAL MADRID</b>			<b>517</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>75</b>	<b>11</b>	571
<b>MALAGA</b>	GB AIRWAYS LTD	S	62	0	0	60	27	5	5	3	0	20	0	0	0
	IBERIA	S	60	0	2	53	20	15	10	2	0	26	87	12	62
<b>TOTAL MALAGA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>24</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>12</b>	62
<b>PALMA DE MALLORCA</b>	BMI BRITISH MIDLAND	S	72	0	0	63	13	18	7	0	0	24	66	17	62
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>16</b>	65
<b>SANTIAGO DE COMPOSTELA</b>	IBERIA	S	60	0	2	72	12	7	7	3	0	18	79	11	62
<b>TOTAL SANTIAGO DE COMPOSTELA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>11</b>	62
<b>SEVILLE</b>	IBERIA	S	60	2	1	38	35	13	12	2	0	32	98	-3	62
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>35</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>98</b>	<b>-3</b>	62
<b>VALENCIA</b>	IBERIA	S	62	0	0	81	13	5	2	0	0	8	87	1	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>1</b>	62
<b>TOTAL SPAIN</b>			<b>1535</b>	<b>2</b>	<b>15</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>8</b>	1523
<b>SPAIN(CANARY ISLANDS)</b>															
<b>TENERIFE (NORTE LOS RODEOS)</b>	IBERIA	S	31	0	0	68	10	10	13	0	0	23	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	0
<b>SRI LANKA</b>															
<b>COLOMBO</b>	SRILANKAN AIRLINES	S	40	0	4	58	25	10	3	5	0	26	42	22	36
<b>TOTAL COLOMBO</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>42</b>	<b>22</b>	36
<b>TOTAL SRI LANKA</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>42</b>	<b>22</b>	36
<b>SUDAN</b>															
<b>KHARTOUM</b>	SUDAN AIRWAYS	S	10	0	0	10	30	40	20	0	0	42	0	0	0
<b>TOTAL KHARTOUM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SUDAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	0
<b>SWEDEN</b>															
<b>GOTEBORG</b>	BRITISH AIRWAYS PLC	S	123	0	1	89	9	2	0	0	0	0	76	7	123
	SAS	S	134	0	0	83	8	9	0	0	0	5	85	4	130
<b>TOTAL GOTEBORG</b>			<b>257</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>5</b>	315

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				Actual (7)	Plan (8)										
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	302	0	4	69	18	10	3	0	0	12	84	5	305
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	SAS	S	300	1	0	75	13	8	4	0	0	10	83	5	296
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>604</b>	<b>1</b>	<b>4</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>5</b>	<b>601</b>
<b>TOTAL SWEDEN</b>			<b>861</b>	<b>1</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>5</b>	<b>916</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	124	0	0	72	23	5	1	0	0	8	71	11	124
	SWISS AIRLINES	S	181	0	4	59	25	15	1	0	0	15	69	10	183
<b>TOTAL BASLE MULHOUSE</b>			<b>305</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>10</b>	<b>307</b>
GENEVA	BRITISH AIRWAYS PLC	S	284	0	0	79	12	5	4	0	0	10	79	9	282
	SWISSAIR	S	248	0	0	90	9	1	0	0	0	1	92	1	248
<b>TOTAL GENEVA</b>			<b>532</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>5</b>	<b>530</b>
ZURICH	BRITISH AIRWAYS PLC	S	280	0	2	77	19	4	1	0	0	6	73	10	238
	SWISSAIR	S	369	0	3	77	18	3	1	0	0	10	77	8	372
<b>TOTAL ZURICH</b>			<b>649</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>9</b>	<b>841</b>
<b>TOTAL SWITZERLAND</b>			<b>1486</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>8</b>	<b>1678</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	26	0	0	62	15	12	8	0	4	45	54	28	26
<b>TOTAL DAMASCUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>68</b>	<b>15</b>	<b>53</b>
<b>TOTAL SYRIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>68</b>	<b>15</b>	<b>53</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	ALLIANCE	S	19	0	0	47	16	26	5	5	0	35	56	14	18
<b>TOTAL DAR-ES-SALAAM</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>26</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>56</b>	<b>14</b>	<b>18</b>
KILIMANJARO	ALLIANCE	S	9	0	0	33	22	33	11	0	0	31	0	0	0
<b>TOTAL KILIMANJARO</b>			<b>9</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>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TANZANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>29</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>56</b>	<b>14</b>	<b>18</b>
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	62	0	0	58	23	11	8	0	0	19	60	18	62
<b>TOTAL BANGKOK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>18</b>	<b>62</b>
<b>TOTAL THAILAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>18</b>	<b>62</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	56	0	0	43	29	14	13	2	0	31	57	15	54
<b>TOTAL PORT OF SPAIN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>15</b>	<b>54</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>15</b>	<b>54</b>
<b>TUNISIA</b>															
JERBA	TUNISAIR	S	8	0	0	88	0	13	0	0	0	9	0	0	0
<b>TOTAL JERBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNIS	TUNISAIR	S	38	0	0	66	13	16	5	0	0	18	58	31	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TUNIS			38	0	0	66	13	16	5	0	0	18	58	31	36
TOTAL TUNISIA			46	0	0	70	11	15	4	0	0	17	58	31	36
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	64	19	12	6	0	0	18	62	16	124
	ISTANBUL HAVA YOLLARI	C	20	0	0	45	15	20	20	0	0	33	25	58	16
	THY TURK HAVA YOLLARI TURKIS	S	152	0	1	74	14	7	4	1	0	13	62	13	143
TOTAL ISTANBUL			296	0	1	68	16	10	6	1	0	17	60	17	283
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	67	28	0	6	0	0	11	39	93	18
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	67	28	0	6	0	0	11	39	93	18
TOTAL TURKEY			314	0	1	68	17	9	6	1	0	16	59	21	309
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	90	0	0	10	0	0	-3	100	-1	10
TOTAL ASHKHABAD			10	0	0	90	0	0	10	0	0	-3	100	-1	10
TOTAL TURKMENISTAN			10	0	0	90	0	0	10	0	0	-3	100	-1	10
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	45	0	0	71	11	9	9	0	0	13	64	23	47
TOTAL ABU DHABI INTERNATIONAL			45	0	0	71	11	9	9	0	0	13	76	8	109
DUBAI	BRITISH AIRWAYS PLC	S	62	0	0	85	6	5	2	0	2	13	83	15	23
	EMIRATES	S	124	0	1	52	23	15	9	0	0	23	40	27	124
TOTAL DUBAI			186	0	1	63	18	12	6	0	1	20	47	25	147
TOTAL UNITED ARAB EMIRATES			231	0	1	65	16	11	7	0	0	19	59	18	256
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	373	0	3	80	14	5	1	1	0	8	86	6	375
TOTAL ABERDEEN			373	0	3	80	14	5	1	1	0	8	86	6	375
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	507	0	1	88	7	5	1	0	0	5	91	3	481
	BRITISH AIRWAYS PLC	S	369	0	3	90	7	2	2	0	0	5	84	8	371
TOTAL BELFAST INTERNATIONAL			876	0	4	89	7	3	1	0	0	5	88	5	852
BOURNEMOUTH	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL BOURNEMOUTH			2	0	0	100	0	0	0	0	0	9	0	0	0
EDINBURGH	BMI BRITISH MIDLAND	S	476	0	2	78	14	7	1	0	0	9	82	8	501
	BRITISH AIRWAYS PLC	S	633	0	1	85	10	3	1	0	0	5	79	8	636
TOTAL EDINBURGH			1109	0	3	82	12	5	1	0	0	7	81	8	1137
FILTON	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL FILTON			2	0	0	50	0	50	0	0	0	24	0	0	0
GLASGOW	BMI BRITISH MIDLAND	S	482	0	1	69	20	9	2	0	0	13	81	9	479
	BRITISH AIRWAYS PLC	S	634	0	6	88	8	3	1	0	0	5	82	8	648
TOTAL GLASGOW			1116	0	7	80	13	6	1	0	0	8	82	8	1127
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	166	2	0	81	14	1	2	2	0	13	85	7	169

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ISLE OF MAN</b>			<b>166</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	169
JERSEY	BRITISH AIRWAYS PLC	S	234	1	0	85	7	4	3	1	0	8	78	12	242
<b>TOTAL JERSEY</b>			<b>234</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	242
TOTAL KENT INTERNATIONAL	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL KENT INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	269	0	2	72	20	6	2	0	0	10	86	6	270
<b>TOTAL LEEDS BRADFORD</b>			<b>269</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	270
MANCHESTER	BMI BRITISH MIDLAND	S	465	0	1	88	8	3	1	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	578	0	2	85	9	5	1	0	0	6	79	8	592
<b>TOTAL MANCHESTER</b>			<b>1044</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	593
NEWCASTLE	BRITISH AIRWAYS PLC	S	331	0	1	92	6	1	1	0	0	3	90	3	324
<b>TOTAL NEWCASTLE</b>			<b>331</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>3</b>	324
TEESSIDE	BMI BRITISH MIDLAND	S	268	0	2	81	13	4	1	0	0	7	88	4	273
<b>TOTAL TEESSIDE</b>			<b>268</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>4</b>	273
<b>TOTAL UNITED KINGDOM</b>			<b>5794</b>	<b>4</b>	<b>29</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	5789
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	124	0	0	75	12	8	2	2	1	19	84	5	124
	BRITISH AIRWAYS PLC	S	186	0	0	74	17	6	3	1	0	12	82	9	165
<b>TOTAL BOSTON</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>7</b>	289
CHICAGO (O'HARE)	AIR INDIA	S	27	0	0	41	19	15	22	4	0	37	0	99	2
	AMERICAN AIRLINES	S	248	3	0	73	17	5	5	0	0	11	80	4	244
	BRITISH AIRWAYS PLC	S	124	0	0	77	17	4	2	0	0	8	74	10	124
	UNITED AIRLINES	S	124	0	0	37	27	18	15	4	0	40	71	11	124
<b>TOTAL CHICAGO (O'HARE)</b>			<b>523</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>8</b>	494
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	95	3	2	0	0	0	1	61	15	61
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>15</b>	61
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	77	16	3	3	0	0	-1	97	-5	62
	BRITISH AIRWAYS PLC	S	124	0	0	82	8	5	5	0	0	6	65	53	124
	UNITED AIRLINES	S	62	0	0	56	26	6	11	0	0	18	74	15	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	82	8	6	3	1	0	4	59	16	61
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>26</b>	309
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	73	18	6	3	0	0	6	82	3	62
	BRITISH AIRWAYS PLC	S	62	0	0	65	24	10	2	0	0	13	61	17	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	46	28	20	7	0	0	23	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>10</b>	124
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	29	23	27	21	0	0	36	44	28	62
	AMERICAN AIRLINES	S	372	0	0	72	13	6	7	1	1	18	87	3	372
	BRITISH AIRWAYS PLC	S	432	0	0	71	14	9	5	1	0	19	77	10	421
	KUWAIT AIRWAYS	S	27	0	0	52	15	19	15	0	0	27	63	19	27
	UNITED AIRLINES	S	185	0	1	62	15	12	10	1	0	21	85	7	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	49	24	19	7	1	0	23	64	24	123

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1202</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>10</b>	1131
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	62	0	0	65	15	13	5	3	0	23	0	0	0
	BRITISH AIRWAYS PLC	S	123	0	0	71	13	12	4	0	0	13	79	12	61
	UNITED AIRLINES	S	62	0	0	52	10	19	16	3	0	35	65	16	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	66	15	13	6	0	0	16	77	12	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>14</b>	185
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	62	20	8	10	0	0	19	84	6	122
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>6</b>	122
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	71	18	6	3	1	1	16	60	18	122
	UNITED AIRLINES	S	124	0	0	77	8	11	4	0	0	13	75	12	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	63	26	6	5	0	0	13	55	37	62
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>20</b>	308
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	73	15	10	2	0	2	31	65	14	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>65</b>	<b>14</b>	62
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	123	1	0	64	21	9	4	2	0	18	70	9	122
	UNITED AIRLINES	S	184	0	2	52	17	21	7	2	0	28	67	14	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	56	31	8	3	2	0	20	65	13	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>369</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>12</b>	307
<b>TOTAL USA</b>			<b>3829</b>	<b>4</b>	<b>6</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	3392
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	38	0	0	92	3	5	0	0	0	-7	67	6	36
<b>TOTAL TASHKENT</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>67</b>	<b>6</b>	36
<b>TOTAL UZBEKISTAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>67</b>	<b>6</b>	36
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	8	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL HARARE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL ZIMBABWE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL HEATHROW</b>			<b>37272</b>	<b>61</b>	<b>301</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	36333

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	234	0	2	79	15	5	2	0	0	9	75	10	237
<b>TOTAL ANTWERP</b>			<b>234</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>10</b>	<b>237</b>
BRUSSELS	SABENA	S	267	0	8	69	21	8	3	0	0	12	70	11	233
<b>TOTAL BRUSSELS</b>			<b>267</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>11</b>	<b>233</b>
<b>TOTAL BELGIUM</b>			<b>501</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>11</b>	<b>470</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	134	0	26	80	13	7	0	0	0	10	77	11	168
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>134</b>	<b>0</b>	<b>26</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>236</b>
STRASBOURG	AIR FRANCE	S	143	0	3	57	24	15	5	0	0	18	0	0	0
<b>TOTAL STRASBOURG</b>			<b>143</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>277</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>10</b>	<b>236</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA CITY LINE	S	94	0	0	35	39	24	1	0	0	22	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>94</b>	<b>2</b>	<b>3</b>	<b>35</b>	<b>39</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>16</b>	<b>106</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	204	0	0	53	28	17	2	0	0	17	66	16	201
<b>TOTAL MOENCHENGLADBACH</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>16</b>	<b>201</b>
<b>TOTAL GERMANY</b>			<b>298</b>	<b>4</b>	<b>3</b>	<b>47</b>	<b>32</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>15</b>	<b>321</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	361	0	27	75	15	6	4	1	0	13	79	10	348
<b>TOTAL DUBLIN</b>			<b>361</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>348</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>361</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>350</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	70	0	4	50	17	26	7	0	0	20	0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>70</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>17</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	ALITALIA	S	48	0	0	48	23	23	6	0	0	20	0	0	0
<b>TOTAL TURIN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>26</b>	<b>88</b>
<b>TOTAL ITALY</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>19</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>22</b>	<b>146</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	236	0	0	56	25	17	2	0	0	18	49	20	186
<b>TOTAL AMSTERDAM</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>20</b>	<b>186</b>
ROTTERDAM	VLM (BELGIUM)	S	232	0	4	78	16	5	0	0	0	9	95	2	230
<b>TOTAL ROTTERDAM</b>			<b>232</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>4</b>	<b>383</b>
<b>TOTAL NETHERLANDS</b>			<b>468</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>21</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>569</b>
<b>SWEDEN</b>															
GOTEBORG	MALMO AVIATION	S	94	0	9	71	21	5	2	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GOTEBORG			94	0	9	71	21	5	2	0	0	12	0	0	0
MALMO	MALMO AVIATION	S	94	0	1	50	41	7	1	0	0	15	92	5	96
TOTAL MALMO			94	0	1	50	41	7	1	0	0	15	92	5	96
STOCKHOLM (ARLANDA)	MALMO AVIATION	S	88	0	0	41	42	15	2	0	0	20	0	0	0
TOTAL STOCKHOLM (ARLANDA)			88	0	0	41	42	15	2	0	0	20	0	0	0
TOTAL SWEDEN			276	0	10	54	35	9	2	0	0	16	92	5	96
SWITZERLAND															
BERNE	AIR ENGIADINA	S	104	0	0	43	20	33	4	0	0	24	60	18	100
TOTAL BERNE			104	0	0	43	20	33	4	0	0	24	60	18	100
GENEVA	SWISS AIRLINES	S	156	0	0	76	19	3	3	0	0	10	76	10	148
TOTAL GENEVA			156	0	0	76	19	3	3	0	0	10	76	10	148
ZURICH	SWISS AIRLINES	S	160	1	1	51	34	15	1	0	0	17	39	22	154
TOTAL ZURICH			160	1	1	51	34	15	1	0	0	17	39	22	154
TOTAL SWITZERLAND			420	1	1	58	25	15	2	0	0	16	58	16	402
UNITED KINGDOM															
EDINBURGH	KLM UK LTD	S	187	0	4	56	26	17	2	0	0	15	89	3	138
TOTAL EDINBURGH			187	0	4	56	26	17	2	0	0	15	89	3	138
MANCHESTER	KLM UK LTD	S	178	0	2	88	10	1	1	0	0	2	0	0	0
TOTAL MANCHESTER			178	0	2	88	10	1	1	0	0	2	0	0	0
TOTAL UNITED KINGDOM			365	0	6	72	18	9	1	0	0	9	89	3	138
TOTAL LONDON CITY			3084	7	94	65	22	11	2	0	0	14	71	12	2728



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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	9	0	1	67	0	0	22	0	11	88	83	8	6
	CALEDONIAN AIRWAYS	C	3	0	0	0	33	0	67	0	0	112	0	0	0
	EUROCYPRIA AIRLINES LTD	C	20	0	0	65	10	15	10	0	0	13	33	30	21
	MONARCH AIRLINES	C	6	1	2	17	17	50	0	17	0	62	25	26	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	0	25	0	67	0	0	0
<b>TOTAL LARNACA</b>			<b>46</b>	<b>1</b>	<b>3</b>	<b>48</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>50</b>	<b>40</b>	<b>27</b>	<b>43</b>
PAPHOS	BRITANNIA AIRWAYS	C	18	0	0	22	17	33	6	11	11	122	72	13	25
	EUROCYPRIA AIRLINES LTD	C	11	3	1	82	9	9	0	0	0	-9	0	61	4
	MONARCH AIRLINES	C	15	2	2	93	7	0	0	0	0	-1	0	0	0
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>5</b>	<b>3</b>	<b>61</b>	<b>11</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>47</b>	<b>60</b>	<b>16</b>	<b>43</b>
<b>TOTAL CYPRUS</b>			<b>90</b>	<b>6</b>	<b>6</b>	<b>54</b>	<b>12</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>49</b>	<b>50</b>	<b>21</b>	<b>86</b>
<b>FRANCE</b>															
NICE	DEBONAIR AIRWAYS LTD	S	55	4	10	35	15	18	16	16	0	67	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	221	3	9	48	14	16	18	3	1	40	0	0	0
<b>TOTAL NICE</b>			<b>276</b>	<b>7</b>	<b>19</b>	<b>45</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>45</b>	<b>26</b>	<b>50</b>	<b>144</b>
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	138	0	51	43	33	18	6	0	0	21	63	16	131
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>138</b>	<b>0</b>	<b>51</b>	<b>43</b>	<b>33</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>16</b>	<b>131</b>
TARBES-LOURDES INTERNATIONAL	AERIS	C	16	0	0	44	13	25	19	0	0	26	40	41	15
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>40</b>	<b>41</b>	<b>15</b>
<b>TOTAL FRANCE</b>			<b>430</b>	<b>8</b>	<b>70</b>	<b>44</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>34</b>	<b>290</b>
<b>GERMANY</b>															
MOENCHENGLADBACH	DEBONAIR AIRWAYS LTD	S	104	3	3	51	23	13	11	3	0	30	0	0	0
<b>TOTAL MOENCHENGLADBACH</b>			<b>104</b>	<b>3</b>	<b>3</b>	<b>51</b>	<b>23</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	DEBONAIR AIRWAYS LTD	S	79	0	4	52	16	6	24	1	0	35	0	0	0
<b>TOTAL MUNICH</b>			<b>79</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>16</b>	<b>6</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>62</b>	<b>25</b>	<b>94</b>
<b>TOTAL GERMANY</b>			<b>183</b>	<b>5</b>	<b>7</b>	<b>51</b>	<b>20</b>	<b>10</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>24</b>	<b>95</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	33	1	3	67	12	6	12	3	0	22	76	27	25
<b>TOTAL GIBRALTAR</b>			<b>33</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>27</b>	<b>25</b>
<b>TOTAL GIBRALTAR</b>			<b>33</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>27</b>	<b>25</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	16	0	0	50	13	19	19	0	0	28	86	0	7
	MONARCH AIRLINES	C	4	0	0	75	0	0	25	0	0	19	0	0	0
<b>TOTAL CORFU</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>15</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>86</b>	<b>0</b>	<b>7</b>
HERAKLION	BRITANNIA AIRWAYS	C	6	0	1	33	33	17	17	0	0	35	60	45	5
<b>TOTAL HERAKLION</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>60</b>	<b>45</b>	<b>5</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	7	0	0	57	29	0	0	14	0	38	78	7	9
<b>TOTAL KEFALLINIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>38</b>	<b>78</b>	<b>7</b>	<b>9</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KOS	BRITANNIA AIRWAYS	C	9	0	0	22	0	0	33	22	22	282	100	-14	3
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>282</b>	<b>100</b>	<b>-14</b>	<b>3</b>
RHODES	BRITANNIA AIRWAYS	C	7	0	0	29	0	57	14	0	0	34	83	13	6
<b>TOTAL RHODES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>83</b>	<b>13</b>	<b>6</b>
SALONIKA	BRITANNIA AIRWAYS	C	7	0	0	43	0	0	0	29	29	181	100	4	6
<b>TOTAL SALONIKA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>181</b>	<b>100</b>	<b>4</b>	<b>6</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	9	0	0	33	22	22	22	0	0	53	78	20	9
<b>TOTAL ZAKINTHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>78</b>	<b>20</b>	<b>9</b>
<b>TOTAL GREECE</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>12</b>	<b>15</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>85</b>	<b>82</b>	<b>12</b>	<b>45</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	285	2	15	80	11	6	3	0	0	8	80	12	245
<b>TOTAL DUBLIN</b>			<b>285</b>	<b>2</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>245</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>285</b>	<b>2</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>285</b>
<b>ITALY</b>															
NAPLES	BMI BRITISH MIDLAND	C	10	0	0	70	20	10	0	0	0	13	33	23	6
	BRITANNIA AIRWAYS	C	9	0	1	33	11	22	0	11	22	181	80	7	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	0	10	0	29	0	136	8
<b>TOTAL NAPLES</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>70</b>	<b>38</b>	<b>63</b>	<b>26</b>
PALERMO	BMI BRITISH MIDLAND	C	10	0	0	30	50	20	0	0	0	20	0	51	10
<b>TOTAL PALERMO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>51</b>	<b>10</b>
ROME (CIAMPINO)	DEBONAIR AIRWAYS LTD	S	155	1	11	28	18	21	21	11	1	71	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>155</b>	<b>4</b>	<b>11</b>	<b>28</b>	<b>18</b>	<b>21</b>	<b>21</b>	<b>11</b>	<b>1</b>	<b>71</b>	<b>41</b>	<b>44</b>	<b>54</b>
<b>TOTAL ITALY</b>			<b>194</b>	<b>4</b>	<b>12</b>	<b>33</b>	<b>19</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>68</b>	<b>36</b>	<b>50</b>	<b>90</b>
<b>MALTA</b>															
MALTA	BRITANNIA AIRWAYS	C	10	0	0	20	0	20	20	20	20	173	70	23	10
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>173</b>	<b>70</b>	<b>23</b>	<b>10</b>
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>173</b>	<b>70</b>	<b>23</b>	<b>10</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	166	0	0	37	27	15	16	5	1	44	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>166</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>44</b>	<b>50</b>	<b>44</b>	<b>202</b>
<b>TOTAL NETHERLANDS</b>			<b>166</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>44</b>	<b>50</b>	<b>44</b>	<b>202</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	AIR EUROPA	C	8	0	0	25	38	13	13	13	0	60	0	0	0
	BRITANNIA AB	C	10	0	0	50	30	0	20	0	0	37	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	7	0	1	43	14	14	29	0	0	35	78	20	18
	BRITANNIA AIRWAYS	C	10	2	0	30	10	40	20	0	0	45	50	30	6
	MONARCH AIRLINES	C	17	1	1	71	12	18	0	0	0	11	79	5	24
	SATA	C	9	1	1	89	11	0	0	0	0	5	0	0	0
<b>TOTAL FARO</b>			<b>43</b>	<b>4</b>	<b>3</b>	<b>60</b>	<b>12</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>14</b>	<b>48</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>43</b>	<b>4</b>	<b>3</b>	<b>60</b>	<b>12</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>14</b>	<b>48</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	27	38	241	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>241</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>241</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	13	50	13	25	0	0	56	57	48	7
	MONARCH AIRLINES	C	10	0	1	80	20	0	0	0	0	12	60	17	10
	MONARCH AIRLINES	S	43	1	0	56	26	19	0	0	0	17	61	17	36
<b>TOTAL ALICANTE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>28</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>21</b>	<b>53</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	14	70	10	10
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>10</b>	<b>10</b>
BARCELONA	DEBONAIR AIRWAYS LTD	S	111	2	9	43	14	14	24	4	1	54	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	140	1	4	42	16	16	10	14	2	65	0	0	0
<b>TOTAL BARCELONA</b>			<b>251</b>	<b>3</b>	<b>13</b>	<b>43</b>	<b>15</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>60</b>	<b>46</b>	<b>43</b>	<b>169</b>
GERONA	BRITANNIA AIRWAYS	C	7	0	0	29	14	29	29	0	0	34	33	47	6
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	1	0	0	0
<b>TOTAL GERONA</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>7</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>47</b>	<b>6</b>
IBIZA	BRITANNIA AIRWAYS	C	31	0	1	35	3	19	26	0	16	129	75	-6	24
	MONARCH AIRLINES	C	9	0	1	78	11	0	11	0	0	11	83	1	6
	MY TRAVEL AIRWAYS UK	C	7	0	2	71	0	0	0	29	0	94	0	0	0
<b>TOTAL IBIZA</b>			<b>47</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>4</b>	<b>13</b>	<b>19</b>	<b>4</b>	<b>11</b>	<b>101</b>	<b>81</b>	<b>-4</b>	<b>36</b>
MADRID	DEBONAIR AIRWAYS LTD	S	62	0	0	55	10	8	18	6	3	57	0	0	0
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>57</b>	<b>71</b>	<b>15</b>	<b>114</b>
MAHON	BRITANNIA AIRWAYS	C	22	3	1	23	18	32	27	0	0	45	67	17	15
	MONARCH AIRLINES	S	26	0	0	54	27	0	19	0	0	29	67	42	18
	MONARCH AIRLINES	C	8	2	2	25	38	25	13	0	0	37	40	16	10
	MY TRAVEL AIRWAYS UK	C	9	0	1	56	0	0	22	22	0	71	0	0	0
<b>TOTAL MAHON</b>			<b>65</b>	<b>5</b>	<b>4</b>	<b>40</b>	<b>22</b>	<b>14</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>66</b>	<b>23</b>	<b>50</b>
MALAGA	AIR 2000	C	6	0	0	17	33	17	17	17	0	74	56	48	9
	AIR EUROPA	C	4	0	0	25	25	0	50	0	0	70	0	0	0
	BRITANNIA AIRWAYS	C	8	0	2	38	25	13	25	0	0	43	43	43	7
	MONARCH AIRLINES	S	62	2	0	74	15	5	6	0	0	10	78	7	46
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	40	10	0	20	20	156	0	0	0
<b>TOTAL MALAGA</b>			<b>90</b>	<b>6</b>	<b>2</b>	<b>58</b>	<b>20</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>63</b>	<b>31</b>	<b>70</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	53	2	2	53	13	9	13	8	4	83	65	9	49
	EASYJET AIRLINE COMPANY LTD	S	81	0	17	59	12	7	14	5	2	43	0	0	0
	MONARCH AIRLINES	S	18	0	0	44	33	22	0	0	0	15	28	46	18
	MONARCH AIRLINES	C	18	0	2	50	11	6	28	6	0	46	11	52	9
	MY TRAVEL AIRWAYS UK	C	24	0	2	46	21	4	8	17	4	70	33	113	9
<b>TOTAL PALMA DE MALLORCA</b>			<b>194</b>	<b>2</b>	<b>23</b>	<b>54</b>	<b>15</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>55</b>	<b>48</b>	<b>31</b>	<b>92</b>
REUS	BRITANNIA AIRWAYS	C	7	0	1	71	0	29	0	0	0	16	86	-4	7
<b>TOTAL REUS</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>-4</b>	<b>7</b>
<b>TOTAL SPAIN</b>			<b>799</b>	<b>21</b>	<b>49</b>	<b>50</b>	<b>16</b>	<b>12</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>52</b>	<b>58</b>	<b>27</b>	<b>607</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	19	75	0	8
	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	13	70	3	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-10	0	0	0
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>2</b>	<b>18</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	25	0	75	0	0	0	37	100	-3	8
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	-3	88	-3	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	7	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>-3</b>	<b>16</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	14	1	2	50	7	21	7	14	0	54	100	-2	8
	MONARCH AIRLINES	C	7	0	1	86	0	0	0	0	14	71	57	57	7
	MY TRAVEL AIRWAYS UK	C	8	2	2	63	0	0	0	25	13	122	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>29</b>	<b>3</b>	<b>5</b>	<b>62</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>14</b>	<b>7</b>	<b>77</b>	<b>64</b>	<b>23</b>	<b>22</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	15	1	2	67	7	0	20	7	0	37	29	16	7
	MONARCH AIRLINES	C	9	1	1	0	11	78	0	11	0	59	45	23	20
	MONARCH AIRLINES	S	15	3	0	60	13	0	13	13	0	41	72	11	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	20	20	0	85	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>49</b>	<b>5</b>	<b>3</b>	<b>51</b>	<b>8</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>52</b>	<b>53</b>	<b>17</b>	<b>45</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>126</b>	<b>8</b>	<b>8</b>	<b>60</b>	<b>6</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>42</b>	<b>65</b>	<b>12</b>	<b>101</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	AIR EUROPA	C	8	0	0	25	25	25	0	25	0	85	0	0	0
	BEL AIR - ILE DE FRANCE	C	2	0	0	0	50	0	0	50	0	139	0	0	0
	BRITANNIA AB	C	10	0	0	30	10	20	40	0	0	61	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>21</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>19</b>	<b>24</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>21</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>19</b>	<b>24</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	63	23	11	0	3	0	21	0	0	0
<b>TOTAL GENEVA</b>			<b>62</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	EDELWEISS AIR	C	34	0	10	97	3	0	0	0	0	-16	72	19	54
<b>TOTAL ZURICH</b>			<b>34</b>	<b>0</b>	<b>10</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-16</b>	<b>72</b>	<b>19</b>	<b>54</b>
<b>TOTAL SWITZERLAND</b>			<b>96</b>	<b>2</b>	<b>10</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>19</b>	<b>54</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	25	38	38	0	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	22	0	0	33	0	119	0	0	0
<b>TOTAL MONASTIR</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>74</b>	<b>100</b>	<b>-6</b>	<b>7</b>
<b>TOTAL TUNISIA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>74</b>	<b>100</b>	<b>-6</b>	<b>7</b>
<b>TURKEY</b>															
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	7	0	0	14	43	43	0	0	0	28	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	BRITANNIA AIRWAYS	C	16	0	0	38	6	19	6	13	19	171	78	-7	9
	MONARCH AIRLINES	C	7	0	1	86	14	0	0	0	0	-5	63	21	8
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	0	14	0	0	0	13	0	0	0
<b>TOTAL DALAMAN</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>7</b>	<b>13</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>93</b>	<b>58</b>	<b>15</b>	<b>26</b>
<b>TOTAL TURKEY</b>			<b>37</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>14</b>	<b>19</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>80</b>	<b>58</b>	<b>15</b>	<b>26</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	59	2	3	63	25	12	0	0	0	13	0	0	0
<b>TOTAL ABERDEEN</b>			<b>59</b>	<b>2</b>	<b>3</b>	<b>63</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>34</b>	<b>106</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	60	2	2	80	10	7	0	3	0	12	84	13	62
<b>TOTAL BELFAST CITY</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>13</b>	<b>62</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	248	2	12	56	20	8	11	4	0	31	0	0	0
<b>TOTAL EDINBURGH</b>			<b>248</b>	<b>2</b>	<b>12</b>	<b>56</b>	<b>20</b>	<b>8</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>36</b>	<b>233</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	214	0	3	57	20	10	9	5	0	30	0	0	0
<b>TOTAL GLASGOW</b>			<b>214</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>20</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>51</b>	<b>42</b>	<b>259</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	1	2	52	20	13	10	5	0	37	0	0	0
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>52</b>	<b>20</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>37</b>	<b>49</b>	<b>62</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	47	0	1	91	6	2	0	0	0	2	81	7	42
<b>TOTAL ISLE OF MAN</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>42</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	16	0	0	75	13	0	13	0	0	13	0	0	0
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>32</b>	<b>37</b>
NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	SCOT AIRWAYS	S	38	4	13	55	16	24	5	0	0	22	51	18	74
<b>TOTAL NORWICH</b>			<b>38</b>	<b>4</b>	<b>13</b>	<b>55</b>	<b>16</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>18</b>	<b>74</b>
<b>TOTAL UNITED KINGDOM</b>			<b>744</b>	<b>18</b>	<b>36</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>34</b>	<b>875</b>
<b>TOTAL LUTON</b>			<b>3365</b>	<b>97</b>	<b>224</b>	<b>54</b>	<b>17</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>39</b>	<b>58</b>	<b>29</b>	<b>2978</b>

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Reporting Airport: MANCHESTER (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	100	6	3
	LEISURE INTERNATIONAL	C	5	0	0	0	20	20	40	20	0	92	67	20	3
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>67</b>	<b>83</b>	<b>13</b>	<b>6</b>
<b>SALZBURG</b>															
	CALEDONIAN AIRWAYS	C	10	0	0	40	10	10	10	30	0	87	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	25	25	0	80	0	0	0
	LEISURE INTERNATIONAL	C	4	0	1	0	75	25	0	0	0	22	100	8	1
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>71</b>	<b>39</b>	<b>39</b>	<b>18</b>
<b>VIENNA</b>															
	LAUDA-AIR	S	93	0	0	67	20	11	2	0	0	14	78	9	80
<b>TOTAL VIENNA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	<b>80</b>
<b>TOTAL AUSTRIA</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>14</b>	<b>104</b>
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	3	0	0	33	33	33	0	0	0	29	33	27	3
<b>TOTAL NASSAU</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>27</b>	<b>3</b>
<b>TOTAL BAHAMAS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>27</b>	<b>3</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	4	50	26	8
	MARTINAIR HOLLAND	C	2	0	0	50	50	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	25	0	0	0	26	25	191	8
<b>TOTAL BRIDGETOWN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>38</b>	<b>109</b>	<b>16</b>
<b>TOTAL BARBADOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>38</b>	<b>109</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	185	0	16	60	23	10	6	0	0	15	72	14	89
	SABENA	S	228	0	1	85	9	7	0	0	0	5	79	9	209
<b>TOTAL BRUSSELS</b>			<b>413</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>298</b>
<b>TOTAL BELGIUM</b>			<b>413</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>298</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	6	0	0	83	0	0	17	0	0	15	67	20	6
<b>TOTAL BURGAS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>20</b>	<b>6</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	7	0	1	86	14	0	0	0	0	-6	100	-13	8
<b>TOTAL VARNA</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>100</b>	<b>-13</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>1</b>	<b>14</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	62	0	0	63	21	10	3	3	0	16	67	17	60
	AIR TRANSAT	C	29	1	1	38	10	21	31	0	0	41	43	20	28
	CANADA 3000 AIRLINES	C	18	0	0	61	17	6	11	6	0	29	90	2	20
	ROYAL AIRLINES	C	12	0	0	33	17	17	33	0	0	48	25	113	8
<b>TOTAL TORONTO</b>			<b>121</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>17</b>	<b>12</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>22</b>	<b>117</b>
VANCOUVER	AIR TRANSAT	C	10	0	0	30	60	10	0	0	0	16	20	24	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VANCOUVER	CANADA 3000 AIRLINES	C	4	0	14	25	0	25	0	50	0	144	90	-12	10
<b>TOTAL VANCOUVER</b>			<b>14</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>52</b>	<b>55</b>	<b>6</b>	<b>20</b>
<b>TOTAL CANADA</b>			<b>135</b>	<b>1</b>	<b>16</b>	<b>51</b>	<b>20</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>20</b>	<b>137</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	8	0	0	100	0	0	0	0	0	-17	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-17</b>	<b>0</b>	<b>0</b>	<b>0</b>
PULA	CROATIA AIRLINES	S	4	0	0	50	0	25	25	0	0	26	0	0	0
	LEISURE INTERNATIONAL	C	7	0	1	57	14	0	0	29	0	83	14	225	7
<b>TOTAL PULA</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>225</b>	<b>7</b>
SPLIT	CROATIA AIRLINES	S	8	0	0	63	13	13	13	0	0	20	0	0	0
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>14</b>	<b>225</b>	<b>7</b>
<b>CUBA</b>															
HAVANA	CUBANA	S	7	1	1	29	14	57	0	0	0	37	0	0	0
<b>TOTAL HAVANA</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>14</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MY TRAVEL AIRWAYS UK	C	4	0	1	0	0	50	50	0	0	92	0	0	0
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CUBA</b>			<b>11</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>9</b>	<b>55</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	16	0	1	63	0	25	13	0	0	20	11	68	18
	BRITANNIA AIRWAYS	C	18	0	0	44	11	28	6	0	11	63	44	36	18
	CALEDONIAN AIRWAYS	C	23	1	2	35	13	43	4	0	4	43	25	32	8
	CYPRUS AIRWAYS	S	18	0	0	67	11	17	6	0	0	14	67	13	18
	EUROCYPRIA AIRLINES LTD	C	19	0	1	89	11	0	0	0	0	-2	54	35	13
	MONARCH AIRLINES	C	29	0	1	45	17	17	21	0	0	32	38	30	8
	MY TRAVEL AIRWAYS UK	C	25	0	0	36	24	28	0	12	0	56	33	136	9
	THOMAS COOK AIRLINES LTD	C	9	0	1	44	22	22	11	0	0	21	38	34	8
<b>TOTAL LARNACA</b>			<b>157</b>	<b>1</b>	<b>6</b>	<b>52</b>	<b>14</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>40</b>	<b>46</b>	<b>100</b>
<b>PAPHOS</b>															
	AIR 2000	S	16	0	0	81	6	0	13	0	0	15	6	69	16
	AIR FOYLE PASSENGER AIRLINES	C	3	0	1	0	0	0	67	0	33	222	0	0	0
	AIRWORLD AVIATION LTD	C	11	0	1	64	18	9	9	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	34	0	0	41	18	21	9	9	3	60	72	9	18
	CALEDONIAN AIRWAYS	C	11	0	0	27	27	9	18	9	9	145	0	57	8
	EUROCYPRIA AIRLINES LTD	C	6	0	0	67	0	0	0	0	33	314	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	13	0	0	13	0	28	75	19	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	0	0	44	11	0	88	13	127	8
<b>TOTAL PAPHOS</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>78</b>	<b>37</b>	<b>49</b>	<b>59</b>
<b>TOTAL CYPRUS</b>			<b>255</b>	<b>1</b>	<b>8</b>	<b>52</b>	<b>14</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>50</b>	<b>39</b>	<b>47</b>	<b>159</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	52	0	0	48	31	12	10	0	0	24	72	8	36
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>31</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>8</b>	<b>36</b>

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				Actual (7)	Plan (8)										
TOTAL CZECH REPUBLIC			52	0	0	48	31	12	10	0	0	24	72	8	36
DENMARK															
BILLUND	SUN AIR OF SCANDINAVIA	S	80	2	0	53	26	18	4	0	0	19	59	15	80
TOTAL BILLUND			80	2	0	53	26	18	4	0	0	19	70	10	176
COPENHAGEN	SAS	S	121	0	45	93	4	2	1	0	0	1	88	2	139
TOTAL COPENHAGEN			121	0	45	93	4	2	1	0	0	1	88	2	139
TOTAL DENMARK			201	2	45	77	13	8	2	0	0	8	78	6	315
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	16	0	0	75	6	6	13	0	0	26	44	36	27
	LEISURE INTERNATIONAL	C	4	2	0	25	25	25	25	0	0	50	25	80	4
	MONARCH AIRLINES	C	9	0	1	44	0	22	0	0	33	142	0	0	0
TOTAL PUERTO PLATA			29	2	2	59	7	14	10	0	10	65	43	47	46
SANTO DOMINGO	BRITANNIA AIRWAYS	C	9	0	0	44	22	22	11	0	0	19	50	44	8
TOTAL SANTO DOMINGO			10	1	1	40	20	20	20	0	0	25	39	75	18
TOTAL DOMINICAN REPUBLIC			40	3	3	55	10	15	13	0	7	53	43	53	68
EGYPT															
LUXOR	BRITANNIA AIRWAYS	C	8	0	2	38	25	38	0	0	0	24	50	12	16
TOTAL LUXOR			8	0	2	38	25	38	0	0	0	24	46	19	24
TOTAL EGYPT			8	0	2	38	25	38	0	0	0	24	46	17	26
FINLAND															
HELSINKI	FINNAIR	S	62	0	0	73	18	8	2	0	0	9	88	4	60
TOTAL HELSINKI			62	0	0	73	18	8	2	0	0	9	87	4	86
TOTAL FINLAND			62	0	0	73	18	8	2	0	0	9	87	4	86
FRANCE															
BASTIA	EUROPEAN AIR CHARTER	C	7	0	1	29	43	14	14	0	0	23	0	0	0
TOTAL BASTIA			7	0	1	29	43	14	14	0	0	23	0	0	0
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	72	17	0	11	0	0	12	61	42	18
TOTAL BEAUVAIS			18	0	0	72	17	0	11	0	0	12	61	42	18
BREST	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL BREST			2	0	0	100	0	0	0	0	0	8	0	0	0
NICE	BRITISH AIRWAYS PLC	C	3	0	1	0	33	67	0	0	0	33	33	25	3
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	32	50	25	2
	TRANSAER	C	2	0	0	0	50	0	0	50	0	117	0	0	0
TOTAL NICE			7	0	1	0	43	43	0	14	0	57	40	25	5
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	240	0	1	49	26	17	8	0	0	23	75	10	214
	BRITISH AIRWAYS PLC	S	254	2	2	67	15	14	5	0	0	13	80	8	264
TOTAL PARIS (CHARLES DE GAULLE)			495	2	6	58	20	15	6	0	0	18	78	9	478
TARBES-LOURDES INTERNATIONAL	CALEDONIAN AIRWAYS	C	2	0	0	0	0	100	0	0	0	42	0	0	0



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				Actual (7)	Plan (8)										
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	17	0	1	47	18	24	12	0	0	25	47	29	15
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>16</b>	<b>32</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>29</b>	<b>15</b>
<b>TOTAL FRANCE</b>			<b>548</b>	<b>2</b>	<b>9</b>	<b>57</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>11</b>	<b>522</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	94	0	0	66	21	6	6	0	0	17	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	157	0	1	81	15	3	1	0	0	7	81	8	160
	LUFTHANSA	S	40	0	0	63	18	15	5	0	0	16	83	5	92
	LUFTHANSA CITY LINE	S	52	0	0	71	23	6	0	0	0	9	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>249</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>252</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	164	0	0	78	15	5	2	0	0	7	81	8	165
	LUFTHANSA	S	184	0	0	87	11	2	0	0	0	2	96	-2	172
<b>TOTAL FRANKFURT MAIN</b>			<b>348</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	<b>337</b>
HAMBURG	LUFTHANSA CITY LINE	S	101	3	3	85	7	7	1	0	0	5	76	8	50
<b>TOTAL HAMBURG</b>			<b>101</b>	<b>3</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>8</b>	<b>50</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	82	11	6	0	0	0	0	82	17	62
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>17</b>	<b>62</b>
MUNICH	LUFTHANSA CITY LINE	S	168	0	0	82	12	5	1	0	0	7	80	7	154
<b>TOTAL MUNICH</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>7</b>	<b>154</b>
STUTTGART	LUFTHANSA CITY LINE	S	28	0	2	93	7	0	0	0	0	1	0	0	0
<b>TOTAL STUTTGART</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>1050</b>	<b>4</b>	<b>6</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>855</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	10	0	0	90	10	0	0	0	0	7	88	-1	8
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>-1</b>	<b>8</b>
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>-1</b>	<b>8</b>
<b>GREECE</b>															
ATHENS	AIR 2000	C	4	0	0	0	0	75	25	0	0	54	0	0	0
	AIRWORLD AVIATION LTD	C	14	0	0	29	21	21	29	0	0	39	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	10	0	0	20	0	45	80	6	10
<b>TOTAL ATHENS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>14</b>	<b>21</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>71</b>	<b>11</b>	<b>17</b>
CHANIA	AIR 2000	C	8	0	0	63	13	0	25	0	0	17	0	46	8
	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	7	43	28	7
<b>TOTAL CHANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>20</b>	<b>38</b>	<b>15</b>
<b>CORFU</b>															
	AIR 2000	C	23	0	3	61	9	9	22	0	0	23	17	49	24
	AIRWORLD AVIATION LTD	C	5	0	1	40	0	0	40	0	20	140	29	43	7
	BRITANNIA AIRWAYS	C	41	1	1	41	15	12	20	10	2	61	68	53	25
	CALEDONIAN AIRWAYS	C	22	0	0	45	14	0	9	27	5	95	64	18	14
	LEISURE INTERNATIONAL	C	23	0	3	70	4	0	13	13	0	58	16	85	19
	MONARCH AIRLINES	C	15	0	1	53	20	20	7	0	0	20	40	29	15

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CORFU	MY TRAVEL AIRWAYS UK	C	16	0	2	63	0	13	13	0	13	77	44	29	16
	THOMAS COOK AIRLINES LTD	C	7	0	1	29	14	29	29	0	0	59	100	-5	6
<b>TOTAL CORFU</b>			<b>152</b>	<b>1</b>	<b>12</b>	<b>52</b>	<b>11</b>	<b>9</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>60</b>	<b>43</b>	<b>44</b>	126
HERAKLION	AIR 2000	C	22	0	2	32	14	9	36	9	0	69	52	28	29
	AIRWORLD AVIATION LTD	C	12	0	0	42	25	0	17	0	17	153	75	13	12
	BRITANNIA AIRWAYS	C	13	1	1	46	8	15	31	0	0	36	22	46	18
	CALEDONIAN AIRWAYS	C	30	0	0	67	10	7	3	13	0	30	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	10	63	14	8
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	0	29	14	0	0	37	22	105	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	18	63	47	8
<b>TOTAL HERAKLION</b>			<b>101</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>13</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>52</b>	<b>47</b>	<b>38</b>	86
KALAMATA	CALEDONIAN AIRWAYS	C	8	0	1	75	13	0	0	13	0	33	0	71	6
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>71</b>	6
KAVALLA	AIRWORLD AVIATION LTD	C	6	0	2	33	50	17	0	0	0	21	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	57	43	0	0	0	0	11	57	75	7
<b>TOTAL KAVALLA</b>			<b>13</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>46</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>29</b>	<b>65</b>	14
KEFALLINIA	AIR 2000	C	9	0	1	33	56	11	0	0	0	20	0	48	8
	AIRWORLD AVIATION LTD	C	10	0	0	50	10	0	20	20	0	72	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	1	78	3	9
	CALEDONIAN AIRWAYS	C	5	0	1	100	0	0	0	0	0	2	71	24	7
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	40	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	-2	29	54	7
<b>TOTAL KEFALLINIA</b>			<b>43</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>19</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>31</b>	31
KOS	AIR 2000	C	8	0	1	50	38	13	0	0	0	11	36	44	11
	AIRWORLD AVIATION LTD	C	7	0	1	14	0	57	29	0	0	66	50	14	8
	BRITANNIA AIRWAYS	C	16	0	0	50	13	13	13	0	13	123	24	63	17
	CALEDONIAN AIRWAYS	C	7	0	1	14	14	43	14	14	0	74	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	1	47	12	12	24	6	0	44	28	56	18
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	14	0	0	0	0	-1	100	-10	7
<b>TOTAL KOS</b>			<b>62</b>	<b>0</b>	<b>5</b>	<b>45</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>61</b>	<b>39</b>	<b>42</b>	64
MITILINI	AIRWORLD AVIATION LTD	C	13	0	3	54	15	0	31	0	0	41	0	0	0
<b>TOTAL MITILINI</b>			<b>13</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>15</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>16</b>	<b>55</b>	19
PREVEZA	AIR 2000	C	7	0	1	29	14	29	29	0	0	36	29	18	7
	AIRWORLD AVIATION LTD	C	8	0	2	13	0	38	38	13	0	81	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	1	83	0	17	0	0	0	6	0	0	0
	TRANSAER	C	8	0	0	38	0	13	38	13	0	75	0	64	6
<b>TOTAL PREVEZA</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>37</b>	<b>7</b>	<b>23</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>39</b>	13
RHODES	AIR 2000	C	25	0	1	52	4	8	24	12	0	59	38	30	21
	AIRWORLD AVIATION LTD	C	8	0	0	0	75	13	0	13	0	61	75	6	4
	BRITANNIA AIRWAYS	C	35	0	0	51	3	3	20	23	0	74	47	46	17
	CALEDONIAN AIRWAYS	C	18	0	0	56	6	11	6	11	11	92	40	38	5
	EXCEL AIRWAYS LTD	C	4	0	0	25	25	0	25	25	0	85	0	0	0
	MONARCH AIRLINES	C	7	0	1	29	43	14	0	14	0	46	50	38	8
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	43	29	0	0	0	21	25	102	8
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	29	14	14	0	0	21	57	12	7

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL RHODES</b>			<b>111</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>16</b>	<b>9</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>64</b>	<b>44</b>	<b>40</b>	<b>70</b>
<b>SALONIKA</b>	AIR 2000	C	8	0	0	13	13	0	75	0	0	111	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	38	13	19	31	0	0	46	57	28	14
	MY TRAVEL AIRWAYS UK	C	7	0	1	14	0	29	0	57	0	164	0	0	0
<b>TOTAL SALONIKA</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>10</b>	<b>16</b>	<b>35</b>	<b>13</b>	<b>0</b>	<b>89</b>	<b>48</b>	<b>35</b>	<b>31</b>
<b>SAMOS</b>	BRITANNIA AIRWAYS	C	10	0	0	50	20	10	0	0	20	268	0	0	0
<b>TOTAL SAMOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>268</b>	<b>57</b>	<b>15</b>	<b>7</b>
<b>SKIATHOS</b>	AIRWORLD AVIATION LTD	C	23	0	2	39	17	22	22	0	0	31	39	29	23
	CALEDONIAN AIRWAYS	C	14	0	2	57	14	14	14	0	0	19	71	10	7
	LEISURE INTERNATIONAL	C	7	0	1	29	43	14	14	0	0	19	33	89	6
<b>TOTAL SKIATHOS</b>			<b>44</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>35</b>	<b>36</b>
<b>ZAKINTHOS</b>	AIR 2000	C	16	0	1	75	6	19	0	0	0	11	29	24	14
	AIRWORLD AVIATION LTD	C	24	0	2	25	4	38	25	8	0	77	44	40	16
	BRITANNIA AIRWAYS	C	16	0	0	75	6	19	0	0	0	11	67	12	9
	CALEDONIAN AIRWAYS	C	14	0	0	43	7	7	7	36	0	109	0	0	0
	EXCEL AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	-3	0	0	0
	MONARCH AIRLINES	C	14	0	2	43	21	7	29	0	0	36	78	11	18
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	0	0	29	0	0	19	29	64	7
	THOMAS COOK AIRLINES LTD	C	15	0	2	60	20	0	20	0	0	29	100	-3	16
<b>TOTAL ZAKINTHOS</b>			<b>111</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>9</b>	<b>15</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>60</b>	<b>23</b>	<b>81</b>
<b>TOTAL GREECE</b>			<b>774</b>	<b>2</b>	<b>52</b>	<b>50</b>	<b>14</b>	<b>12</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>54</b>	<b>44</b>	<b>38</b>	<b>616</b>
<b>HONG KONG</b>															
<b>HONG KONG (CHEP LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	62	0	0	76	10	13	2	0	0	8	72	7	58
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>7</b>	<b>58</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>7</b>	<b>58</b>
<b>INDIA</b>															
<b>MUMBAI</b>	AIR INDIA	S	36	0	0	39	22	22	17	0	0	35	50	30	18
<b>TOTAL MUMBAI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>30</b>	<b>18</b>
<b>TOTAL INDIA</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>55</b>	<b>32</b>	<b>22</b>
<b>IRISH REPUBLIC</b>															
<b>CONNAUGHT</b>	BRITISH REGIONAL AIRLINES LTD	S	46	0	0	67	2	9	17	4	0	33	86	3	44
<b>TOTAL CONNAUGHT</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>2</b>	<b>9</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>84</b>	<b>3</b>	<b>45</b>
<b>CORK</b>	BRITISH REGIONAL AIRLINES LTD	S	140	0	4	79	5	10	4	3	0	16	82	15	136
<b>TOTAL CORK</b>			<b>141</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>15</b>	<b>138</b>
<b>DUBLIN</b>	AER LINGUS	S	279	0	0	92	5	1	2	0	0	0	90	3	300
	AER LINGUS	C	4	0	2	100	0	0	0	0	0	-1	0	0	0
	RYANAIR	S	311	4	16	87	6	4	3	0	0	4	77	12	320
<b>TOTAL DUBLIN</b>			<b>594</b>	<b>4</b>	<b>18</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>620</b>
<b>GALWAY</b>	EASTERN AIRWAYS	S	58	0	4	84	12	3	0	0	0	1	0	0	0
<b>TOTAL GALWAY</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

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				Actual (7)	Plan (8)										
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	102	0	2	83	2	0	12	3	0	20	87	12	103
<b>TOTAL SHANNON</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>12</b>	<b>103</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	10	0	0	90	10	0	0	0	0	-3	89	4	18
<b>TOTAL WATERFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>89</b>	<b>4</b>	<b>18</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>951</b>	<b>4</b>	<b>28</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>924</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	-1	0	0	0
<b>TOTAL OVDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
TEL AVIV	EL AL	S	16	0	0	88	13	0	0	0	0	-1	67	5	18
<b>TOTAL TEL AVIV</b>			<b>16</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>67</b>	<b>5</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>67</b>	<b>5</b>	<b>18</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	CALEDONIAN AIRWAYS	C	4	0	0	0	0	0	0	100	0	214	0	48	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>48</b>	<b>4</b>
GENOA	VIRGIN EXPRESS	C	2	0	0	0	100	0	0	0	0	22	0	0	0
<b>TOTAL GENOA</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>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	99	0	1	69	19	8	4	0	0	13	57	18	104
<b>TOTAL MILAN (LINATE)</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>18</b>	<b>104</b>
MILAN (MALPENSA)	CALEDONIAN AIRWAYS	C	8	0	0	50	0	0	0	50	0	108	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	25	25	50	0	0	0	25	38	188	8
<b>TOTAL MILAN (MALPENSA)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>80</b>	<b>33</b>	<b>99</b>	<b>18</b>
NAPLES	AIR 2000	C	9	0	1	0	0	33	44	22	0	119	30	58	10
	BRITANNIA AIRWAYS	C	18	0	0	72	11	0	0	17	0	38	61	18	18
	EXCEL AIRWAYS LTD	C	6	0	0	33	17	33	17	0	0	31	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	10	30	0	0	34	30	92	10
<b>TOTAL NAPLES</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>12</b>	<b>14</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>53</b>	<b>45</b>	<b>48</b>	<b>38</b>
PISA	BRITISH AIRWAYS PLC	C	8	0	0	38	38	25	0	0	0	22	0	57	4
	EUROPEAN AIR CHARTER	C	25	1	1	20	52	16	8	0	4	53	64	12	25
	MONARCH AIRLINES	C	8	0	0	25	25	13	13	25	0	89	25	70	8
<b>TOTAL PISA</b>			<b>41</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>44</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>54</b>	<b>49</b>	<b>29</b>	<b>37</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	7	0	1	57	29	14	0	0	0	19	13	40	8
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>40</b>	<b>8</b>
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	18	0	0	78	22	0	0	0	0	5	44	52	18
<b>TOTAL ROME (CIAMPINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>52</b>	<b>18</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	32	0	2	28	28	13	31	0	0	43	75	11	51
<b>TOTAL ROME (FIUMICINO)</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>28</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>75</b>	<b>11</b>	<b>51</b>
VENICE	AIRWORLD AVIATION LTD	C	18	0	0	39	6	28	6	22	0	70	50	33	10
	BRITANNIA AIRWAYS	C	9	0	0	44	11	11	33	0	0	42	33	52	9
	MONARCH AIRLINES	C	9	0	1	11	0	44	33	11	0	79	100	-1	8

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL VENICE</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>6</b>	<b>28</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>65</b>	<b>55</b>	<b>53</b>	29
<b>VERONA</b>	AIR 2000	C	8	0	0	50	0	13	38	0	0	42	33	61	15
	AIRWORLD AVIATION LTD	C	7	0	1	29	14	14	43	0	0	68	50	57	2
	BRITISH AIRWAYS PLC	C	6	0	0	83	17	0	0	0	0	-4	67	7	3
	EUROPEAN AIR CHARTER	C	7	0	1	71	0	29	0	0	0	12	75	6	8
	MONARCH AIRLINES	C	17	0	1	41	29	6	0	12	12	98	44	25	16
<b>TOTAL VERONA</b>			<b>45</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>16</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>56</b>	<b>48</b>	<b>34</b>	44
<b>TOTAL ITALY</b>			<b>339</b>	<b>1</b>	<b>10</b>	<b>48</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>42</b>	<b>52</b>	<b>33</b>	359
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	MY TRAVEL AIRWAYS UK	C	9	0	0	11	22	44	11	11	0	64	13	40	8
<b>TOTAL MONTEGO BAY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>64</b>	<b>33</b>	<b>26</b>	12
<b>TOTAL JAMAICA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>64</b>	<b>33</b>	<b>26</b>	12
<b>KENYA</b>															
<b>MOMBASA</b>	MONARCH AIRLINES	C	8	0	1	25	25	13	38	0	0	47	75	0	8
<b>TOTAL MOMBASA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>81</b>	<b>-1</b>	16
<b>TOTAL KENYA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>81</b>	<b>-1</b>	16
<b>LITHUANIA</b>															
<b>VILNIUS</b>	LITHUANIA AIRLINES	C	2	0	2	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VILNIUS</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>6</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL LITHUANIA</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>6</b>	<b>0</b>	<b>0</b>	0
<b>LUXEMBOURG</b>															
<b>LUXEMBOURG</b>	LUXAIR	S	40	0	0	88	13	0	0	0	0	3	91	4	44
<b>TOTAL LUXEMBOURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	44
<b>TOTAL LUXEMBOURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	44
<b>MALTA</b>															
<b>MALTA</b>	AIR 2000	C	18	0	0	33	17	39	11	0	0	29	43	60	21
	AIR MALTA	S	20	0	0	60	20	20	0	0	0	7	56	8	18
	AIR MALTA	C	23	0	1	83	9	9	0	0	0	3	76	12	25
	BRITANNIA AIRWAYS	C	18	0	0	44	6	39	11	0	0	30	80	6	10
	MONARCH AIRLINES	C	10	0	0	60	0	0	20	20	0	71	89	2	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	15	25	103	16
	THOMAS COOK AIRLINES LTD	C	17	0	1	59	12	12	12	6	0	27	50	17	16
<b>TOTAL MALTA</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>13</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>32</b>	115
<b>TOTAL MALTA</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>13</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>32</b>	115
<b>MAURITIUS</b>															
<b>MAURITIUS</b>	AIR MAURITIUS LTD	S	8	0	0	75	25	0	0	0	0	3	50	20	6
<b>TOTAL MAURITIUS</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>3</b>	<b>50</b>	<b>20</b>	6
<b>TOTAL MAURITIUS</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>3</b>	<b>50</b>	<b>20</b>	6

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)											
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	5	0	1	60	20	20	0	0	0	3	67	44	6
	LEISURE INTERNATIONAL	C	8	0	0	75	13	13	0	0	0	5	57	41	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	38	25	25	0	0	39	78	-2	9
<b>TOTAL CANCUN</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>24</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>24</b>	<b>22</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	3	0	0	33	67	0	0	0	0	22	75	18	4
	LEISURE INTERNATIONAL	C	2	0	0	0	50	0	0	50	0	126	0	156	4
<b>TOTAL PUERTO VALLARTA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>129</b>	<b>14</b>
<b>TOTAL MEXICO</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>31</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>65</b>	<b>36</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	204	0	2	69	19	8	4	0	0	13	82	6	205
	KLM UK LTD	S	399	0	5	68	11	10	10	1	0	17	81	8	344
<b>TOTAL AMSTERDAM</b>			<b>603</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>7</b>	<b>549</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	62	0	14	81	6	8	5	0	0	7	85	5	66
<b>TOTAL EINDHOVEN</b>			<b>62</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	<b>66</b>
<b>TOTAL NETHERLANDS</b>			<b>665</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>7</b>	<b>615</b>
<b>NORWAY</b>															
OSLO (FORNEBU)	SAS	S	52	0	0	90	8	2	0	0	0	2	92	4	50
<b>TOTAL OSLO (FORNEBU)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>50</b>
<b>TOTAL NORWAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>50</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	58	19	15	8	0	0	13	35	98	26
	PAKISTAN INTL AIRLINES	S	18	0	0	33	22	22	11	11	0	55	6	43	18
<b>TOTAL ISLAMABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>23</b>	<b>76</b>	<b>44</b>
LAHORE	PAKISTAN INTL AIRLINES	S	10	0	0	0	20	20	20	40	0	147	55	24	11
<b>TOTAL LAHORE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>147</b>	<b>55</b>	<b>24</b>	<b>11</b>
<b>TOTAL PAKISTAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>20</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>65</b>	<b>55</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	27	0	1	63	4	7	26	0	0	32	58	26	26
	LOT-POLISH AIRLINES	S	26	0	0	69	12	12	8	0	0	16	81	6	26
<b>TOTAL WARSAW</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>8</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>16</b>	<b>52</b>
<b>TOTAL POLAND</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>8</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>16</b>	<b>52</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	46	0	0	35	17	4	39	4	0	62	50	25	38
	AIRWORLD AVIATION LTD	C	11	0	0	45	27	27	0	0	0	17	88	-1	8
	BRITANNIA AIRWAYS	C	26	0	0	65	4	4	8	19	0	57	39	72	18
	CALEDONIAN AIRWAYS	C	28	0	0	50	7	4	32	7	0	58	65	17	26
	LEISURE INTERNATIONAL	C	6	0	2	67	0	0	33	0	0	35	40	53	10
	MONARCH AIRLINES	C	52	0	0	37	21	21	13	8	0	50	35	43	46
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	11	11	11	0	0	17	25	118	16

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				Actual (7)	Plan (8)										
FARO	THOMAS COOK AIRLINES LTD	C	22	0	0	68	5	27	0	0	0	10	92	0	26
<b>TOTAL FARO</b>			<b>209</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>13</b>	<b>12</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>51</b>	<b>39</b>	198
LISBON	AIRWORLD AVIATION LTD	C	8	0	1	13	13	50	13	13	0	74	14	54	7
	PORTUGALIA	S	52	0	0	79	4	4	13	0	0	11	85	3	20
<b>TOTAL LISBON</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>5</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>16</b>	27
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>269</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>12</b>	<b>12</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>53</b>	<b>37</b>	225
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIRWORLD AVIATION LTD	C	16	0	0	69	0	6	25	0	0	25	63	11	8
	CALEDONIAN AIRWAYS	C	8	0	0	38	0	25	38	0	0	56	63	15	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-3	50	32	8
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>15</b>	32
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>15</b>	32
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	42	0	0	57	12	10	21	0	0	25	31	28	36
<b>TOTAL SINGAPORE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>10</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>31</b>	<b>28</b>	36
<b>TOTAL SINGAPORE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>10</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>31</b>	<b>28</b>	36
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	4	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SLOVENIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	36	1	0	61	19	3	14	3	0	20	78	13	18
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	0	25	50	25	0	0	56	0	0	0
	AIRWORLD AVIATION LTD	C	22	0	0	50	9	14	18	9	0	54	20	63	10
	BRITANNIA AIRWAYS	C	60	0	1	52	13	13	12	3	7	81	58	65	36
	BRITISH AIRWAYS PLC	C	4	0	2	50	50	0	0	0	0	7	60	13	10
	CALEDONIAN AIRWAYS	C	12	0	0	75	8	0	0	0	17	74	64	14	14
	LEISURE INTERNATIONAL	C	10	0	1	80	0	0	0	20	0	58	33	115	15
	MONARCH AIRLINES	C	38	0	0	37	18	16	18	11	0	49	40	44	30
	MY TRAVEL AIRWAYS UK	C	44	0	0	68	16	7	9	0	0	20	30	96	44
	THOMAS COOK AIRLINES LTD	C	28	2	0	61	7	14	14	4	0	30	61	22	36
<b>TOTAL ALICANTE</b>			<b>262</b>	<b>3</b>	<b>4</b>	<b>55</b>	<b>15</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>47</b>	<b>49</b>	<b>54</b>	216
<b>ALMERIA</b>															
ALMERIA	AIRWORLD AVIATION LTD	C	7	0	1	29	14	14	29	0	14	156	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	50	22	6	11	11	0	60	52	41	23
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	38	38	0	0	53	25	26	8
<b>TOTAL ALMERIA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>18</b>	<b>15</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>79</b>	<b>44</b>	<b>37</b>	41
<b>BARCELONA</b>															
BARCELONA	IBERIA	S	60	0	2	77	8	8	7	0	0	15	68	12	62
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>11</b>	70
<b>GERONA</b>															
GERONA	AIR 2000	C	17	0	0	29	12	6	41	12	0	70	21	55	14
	BRITANNIA AIRWAYS	C	23	0	0	57	9	0	26	4	4	57	33	66	15
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	10	20	20	0	69	70	29	20

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GERONA	THOMAS COOK AIRLINES LTD	C	18	0	0	39	11	44	6	0	0	24	72	9	18
<b>TOTAL GERONA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>15</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>53</b>	<b>52</b>	<b>37</b>	<b>67</b>
IBIZA	AIR 2000	C	11	0	1	36	18	18	27	0	0	43	67	9	24
	AIRWORLD AVIATION LTD	C	28	0	1	36	29	7	21	7	0	60	38	49	16
	BRITANNIA AIRWAYS	C	81	2	5	52	12	9	12	2	12	97	58	27	59
	BRITISH AIRWAYS PLC	C	9	0	1	33	22	22	22	0	0	38	0	0	0
	CALEDONIAN AIRWAYS	C	16	0	3	94	0	6	0	0	0	-4	71	4	7
	EXCEL AIRWAYS LTD	C	3	0	1	100	0	0	0	0	0	-1	0	0	0
	LEISURE INTERNATIONAL	C	3	0	1	33	0	0	33	33	0	104	50	109	4
	MONARCH AIRLINES	C	31	0	3	55	10	16	13	3	3	52	63	23	32
	MY TRAVEL AIRWAYS UK	C	43	1	4	51	5	14	14	14	2	67	31	80	32
	THOMAS COOK AIRLINES LTD	C	15	2	1	53	7	27	13	0	0	34	48	23	25
<b>TOTAL IBIZA</b>			<b>240</b>	<b>5</b>	<b>21</b>	<b>52</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>65</b>	<b>53</b>	<b>35</b>	<b>199</b>
MADRID	BRITISH AIRWAYS PLC	S	100	0	0	59	17	14	8	2	0	22	72	9	100
	IBERIA	S	59	3	3	63	27	7	2	2	0	16	0	0	0
<b>TOTAL MADRID</b>			<b>159</b>	<b>3</b>	<b>3</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>9</b>	<b>100</b>
MAHON	AIR 2000	C	17	0	2	53	0	24	18	6	0	37	27	36	15
	AIRWORLD AVIATION LTD	C	25	0	2	28	28	12	16	16	0	59	21	100	19
	BRITANNIA AIRWAYS	C	48	0	0	38	17	2	27	10	6	117	52	39	31
	CALEDONIAN AIRWAYS	C	18	0	4	72	6	0	11	11	0	32	71	9	17
	LEISURE INTERNATIONAL	C	28	0	0	39	25	7	14	14	0	63	5	178	19
	MONARCH AIRLINES	C	19	0	1	58	16	5	16	5	0	40	53	19	19
	MY TRAVEL AIRWAYS UK	C	36	0	0	44	14	17	8	6	11	100	33	75	39
	THOMAS COOK AIRLINES LTD	C	15	0	0	60	20	20	0	0	0	12	72	12	18
<b>TOTAL MAHON</b>			<b>206</b>	<b>0</b>	<b>9</b>	<b>46</b>	<b>17</b>	<b>10</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>71</b>	<b>40</b>	<b>61</b>	<b>186</b>
MALAGA	AIR 2000	C	39	0	1	33	15	13	28	10	0	69	26	82	43
	AIRWORLD AVIATION LTD	C	32	1	1	28	16	9	22	9	16	133	25	19	4
	BRITANNIA AIRWAYS	C	32	1	2	63	3	6	13	13	3	59	36	101	22
	CALEDONIAN AIRWAYS	C	35	1	2	46	11	6	23	11	3	73	60	44	25
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	51	0	0	0
	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	32	0	83	1
	LEISURE INTERNATIONAL	C	20	0	0	30	10	5	25	25	5	111	56	61	18
	MONARCH AIRLINES	C	46	0	0	24	28	22	20	7	0	54	44	46	39
	MY TRAVEL AIRWAYS UK	C	17	0	0	18	29	35	12	6	0	45	29	59	28
	THOMAS COOK AIRLINES LTD	C	22	2	0	45	14	5	27	9	0	49	82	12	17
	TRANSAER	C	34	0	0	35	15	15	29	0	6	94	37	67	19
<b>TOTAL MALAGA</b>			<b>283</b>	<b>6</b>	<b>16</b>	<b>36</b>	<b>16</b>	<b>13</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>75</b>	<b>41</b>	<b>67</b>	<b>237</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	10	0	0	90	10	0	0	0	0	-5	90	-4	10
<b>TOTAL MURCIA SAN JAVIER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>90</b>	<b>-4</b>	<b>10</b>
PALMA DE MALLORCA	AIR 2000	C	41	0	8	49	7	10	29	5	0	49	39	29	59
	AIR EUROPA	C	30	0	8	17	13	23	27	7	13	112	57	27	21
	AIRWORLD AVIATION LTD	C	68	0	5	32	15	21	19	10	3	83	31	50	52
	BRITANNIA AIRWAYS	C	131	3	4	40	17	13	18	7	5	68	50	44	121
	BRITISH AIRWAYS PLC	C	3	0	1	33	0	33	0	33	0	88	100	8	3
	CALEDONIAN AIRWAYS	C	10	0	0	30	10	20	20	20	0	89	29	57	14
	FUTURA AIRLINES	C	12	0	0	33	8	25	17	0	17	100	0	80	12



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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	LEISURE INTERNATIONAL	C	4	0	0	50	0	0	0	50	0	115	0	0	0
	MONARCH AIRLINES	C	44	0	2	52	11	7	23	2	5	52	48	33	52
	MY TRAVEL AIRWAYS UK	C	119	0	2	37	12	12	24	12	3	77	29	69	114
	SPANAIR	C	40	0	0	33	13	25	13	13	5	80	59	32	22
	THOMAS COOK AIRLINES LTD	C	33	2	1	33	18	15	24	9	0	60	59	23	34
	VIVA	C	8	0	0	13	13	0	38	38	0	144	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>543</b>	<b>5</b>	<b>31</b>	<b>37</b>	<b>13</b>	<b>15</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>75</b>	<b>42</b>	<b>46</b>	507
REUS	AIR 2000	C	15	0	1	73	13	7	7	0	0	8	73	14	15
	AIRWORLD AVIATION LTD	C	25	0	1	56	12	8	20	4	0	32	71	7	7
	BRITANNIA AIRWAYS	C	31	0	0	58	26	6	3	0	6	49	74	15	23
	MONARCH AIRLINES	C	7	0	1	43	29	14	14	0	0	25	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	13	6	0	0	0	6	52	83	23
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	6	100	-8	10
<b>TOTAL REUS</b>			<b>102</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>19</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>71</b>	<b>31</b>	78
<b>TOTAL SPAIN</b>			<b>1967</b>	<b>22</b>	<b>90</b>	<b>47</b>	<b>15</b>	<b>12</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>60</b>	<b>49</b>	<b>45</b>	1711
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	24	1	1	38	17	21	25	0	0	36	17	38	18
	BRITANNIA AIRWAYS	C	16	0	3	25	44	19	13	0	0	35	75	17	16
	CALEDONIAN AIRWAYS	C	10	0	0	50	20	10	20	0	0	21	50	16	10
	LEISURE INTERNATIONAL	C	8	0	0	50	25	0	25	0	0	26	60	42	10
	MONARCH AIRLINES	C	24	0	0	38	25	29	8	0	0	23	80	7	30
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	0	0	0	20	95	60	5	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	0	12	12	0	0	7	100	4	10
	<b>TOTAL ARRECIFE</b>			<b>109</b>	<b>1</b>	<b>5</b>	<b>46</b>	<b>21</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>64</b>	<b>17</b>
FUERTEVENTURA	AIR 2000	C	8	0	0	63	25	13	0	0	0	15	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	13	38	39	8
	MONARCH AIRLINES	C	16	0	0	38	19	19	0	25	0	73	75	14	12
	MY TRAVEL AIRWAYS UK	C	26	0	0	15	4	23	35	15	8	118	11	53	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>67</b>	<b>51</b>	<b>28</b>	57
LAS PALMAS	AIR 2000	C	26	0	0	77	12	0	12	0	0	13	29	48	24
	AIR EUROPA	C	7	0	2	29	14	29	0	29	0	102	0	0	0
	AIRWORLD AVIATION LTD	C	18	0	1	56	6	17	22	0	0	28	50	10	8
	BRITANNIA AIRWAYS	C	29	1	2	41	17	10	21	10	0	58	28	78	29
	CALEDONIAN AIRWAYS	C	8	0	0	75	0	0	25	0	0	36	63	20	8
	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	0	-11	0	0	0
	MY TRAVEL AIRWAYS UK	C	25	0	0	32	12	12	36	8	0	70	43	47	28
	SPANAIR	C	12	0	0	58	17	8	17	0	0	29	100	-6	3
	THOMAS COOK AIRLINES LTD	C	36	0	0	64	8	14	8	6	0	28	74	15	35
	<b>TOTAL LAS PALMAS</b>			<b>165</b>	<b>1</b>	<b>5</b>	<b>56</b>	<b>11</b>	<b>10</b>	<b>18</b>	<b>5</b>	<b>40</b>	<b>48</b>	<b>43</b>	142
TENERIFE (SURREINA SOFIA)	AIR 2000	C	38	0	0	63	8	3	21	5	0	38	59	30	46
	AIR EUROPA	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	0	0	50	25	25	0	83	0	0	0
	BRITANNIA AIRWAYS	C	45	1	2	40	13	24	13	7	2	58	35	45	26
	CALEDONIAN AIRWAYS	C	28	0	4	0	29	32	32	7	0	73	25	33	28
	EXCEL AIRWAYS LTD	C	6	0	0	33	17	33	17	0	0	40	0	0	0

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	C	56	1	0	38	21	20	18	4	0	42	52	33	56
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	31	31	0	0	0	17	13	94	8
	SPANAIR	C	10	0	0	20	10	10	40	20	0	80	50	21	24
	THOMAS COOK AIRLINES LTD	C	30	0	0	57	17	10	13	3	0	34	68	11	28
	TRANSAER	C	10	0	0	30	20	10	40	0	0	39	17	134	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>245</b>	<b>2</b>	<b>6</b>	<b>38</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>48</b>	<b>36</b>	<b>236</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>585</b>	<b>4</b>	<b>16</b>	<b>45</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>44</b>	<b>51</b>	<b>33</b>	<b>540</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	5	0	0	20	20	20	40	0	0	48	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ST LUCIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	52	0	0	79	13	8	0	0	0	7	93	0	42
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>0</b>	<b>42</b>
<b>TOTAL SWEDEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>0</b>	<b>42</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	51	0	1	41	29	25	4	0	0	23	66	13	53
<b>TOTAL BASLE MULHOUSE</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>29</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>13</b>	<b>53</b>
GENEVA	AIR ENGIADINA	S	82	0	2	74	13	11	1	0	0	9	68	11	82
	BRITISH AIRWAYS PLC	S	105	0	13	79	12	5	4	0	0	6	82	8	60
<b>TOTAL GENEVA</b>			<b>187</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>10</b>	<b>142</b>
ZURICH	SWISS AIRLINES	S	51	0	1	59	25	10	6	0	0	13	57	14	53
	SWISSAIR	S	124	0	0	75	20	5	0	0	0	8	94	4	62
<b>TOTAL ZURICH</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>22</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>10</b>	<b>163</b>
<b>TOTAL SWITZERLAND</b>			<b>413</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>10</b>	<b>358</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	-1	0	0	0
<b>TOTAL PHUKET</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>50</b>	<b>33</b>	<b>8</b>
<b>TOTAL THAILAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>56</b>	<b>23</b>	<b>9</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	25	0	52	100	0	8
	MONARCH AIRLINES	C	10	0	0	0	30	10	40	20	0	118	13	60	8
	MY TRAVEL AIRWAYS UK	C	27	0	1	56	15	15	15	0	0	18	13	98	16
<b>TOTAL MONASTIR</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>16</b>	<b>11</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>46</b>	<b>40</b>	<b>54</b>	<b>42</b>
<b>TOTAL TUNISIA</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>16</b>	<b>11</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>46</b>	<b>40</b>	<b>54</b>	<b>42</b>
<b>TURKEY</b>															
ANTALYA	AIRWORLD AVIATION LTD	C	20	0	1	25	15	30	15	15	0	76	40	39	15
	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	7	29	58	7
	MONARCH AIRLINES	C	8	0	1	13	13	63	13	0	0	42	0	77	7

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ANTALYA	ONUR AIR	C	2	1	0	50	50	0	0	0	0	12	0	48	8
<b>TOTAL ANTALYA</b>			<b>37</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>19</b>	<b>30</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>69</b>	<b>51</b>
BODRUM (MILAS)	AIR 2000	C	16	0	1	38	0	19	31	13	0	70	0	0	0
	AIRWORLD AVIATION LTD	C	14	0	2	29	36	14	21	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	14	14	43	29	0	0	43	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	43	14	29	14	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	21	0	3	62	24	5	10	0	0	16	0	0	0
	ONUR AIR	C	7	0	0	43	0	57	0	0	0	28	0	0	0
	PEGASUS AIRLINES	C	24	0	2	63	13	4	13	8	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	2	1	33	0	22	22	22	0	84	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>106</b>	<b>2</b>	<b>9</b>	<b>45</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	AIR 2000	C	37	0	6	81	14	3	3	0	0	-2	43	51	37
	AIRWORLD AVIATION LTD	C	27	0	2	30	7	30	33	0	0	59	32	36	31
	BRITANNIA AIRWAYS	C	32	0	1	31	38	6	25	0	0	36	50	58	30
	CALEDONIAN AIRWAYS	C	12	0	0	25	25	8	42	0	0	58	60	18	10
	MONARCH AIRLINES	C	17	0	1	35	29	18	12	6	0	45	44	46	18
	MY TRAVEL AIRWAYS UK	C	31	0	3	29	23	16	32	0	0	45	22	70	41
	ONUR AIR	C	13	0	1	46	8	38	8	0	0	25	28	42	18
	PEGASUS AIRLINES	C	23	0	2	39	30	22	9	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	0	6	6	0	13	63	24	16
<b>TOTAL DALAMAN</b>			<b>210</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>20</b>	<b>14</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>47</b>	<b>218</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	16	0	0	25	44	25	6	0	0	23	33	22	6
	THY TURK HAVA YOLLARI TURKIS	S	26	0	0	81	8	12	0	0	0	8	0	0	0
<b>TOTAL ISTANBUL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>22</b>	<b>6</b>
IZMIR (ADNAM MENDERES)	AIRWORLD AVIATION LTD	C	21	0	3	24	10	24	33	10	0	68	25	107	16
	CALEDONIAN AIRWAYS	C	3	0	1	33	33	33	0	0	0	18	100	-4	5
	MONARCH AIRLINES	C	8	0	0	50	25	0	0	25	0	68	13	60	8
	ONUR AIR	C	5	0	1	60	0	40	0	0	0	17	38	43	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>37</b>	<b>0</b>	<b>5</b>	<b>35</b>	<b>14</b>	<b>22</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>57</b>	<b>36</b>	<b>66</b>	<b>104</b>
<b>TOTAL TURKEY</b>			<b>432</b>	<b>3</b>	<b>32</b>	<b>45</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>55</b>	<b>379</b>
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	82	11	0	6	0	0	9	77	9	44
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>44</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>44</b>
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	182	0	4	72	16	6	4	1	0	13	82	8	142
	BRITISH AIRWAYS CITIEXPRESS L	S	275	0	5	84	11	4	1	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	12	2	0	67	17	8	8	0	0	15	92	2	195
<b>TOTAL ABERDEEN</b>			<b>469</b>	<b>2</b>	<b>9</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>337</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	236	1	4	85	9	3	3	0	0	5	91	2	240
<b>TOTAL BELFAST CITY</b>			<b>236</b>	<b>1</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>240</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	205	1	3	87	4	4	4	0	0	6	87	7	210

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				Actual (7)	Plan (8)										
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>205</b>	<b>3</b>	<b>3</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	210
DUNDEE	BMI REGIONAL	S	41	0	1	66	24	5	5	0	0	14	83	8	86
<b>TOTAL DUNDEE</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>8</b>	86
EDINBURGH	BRITISH AIRWAYS PLC	S	222	3	8	83	13	2	2	0	0	5	89	3	213
<b>TOTAL EDINBURGH</b>			<b>222</b>	<b>3</b>	<b>8</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>3</b>	213
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	330	1	2	90	6	4	1	0	0	2	85	7	331
	BRITISH AIRWAYS PLC	S	26	0	0	69	19	12	0	0	0	8	68	78	25
	CALEDONIAN AIRWAYS	C	2	0	1	0	0	0	0	50	50	295	50	20	8
<b>TOTAL GATWICK</b>			<b>360</b>	<b>2</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>18</b>	393
GLASGOW	BMI REGIONAL	S	126	0	6	74	21	2	3	0	0	10	81	7	130
	BRITISH AIRWAYS PLC	S	240	9	14	77	13	5	5	0	0	11	85	5	223
<b>TOTAL GLASGOW</b>			<b>366</b>	<b>11</b>	<b>22</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>6</b>	358
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	73	0	0	86	4	4	5	0	0	6	96	0	72
	CITY FLYER EXPRESS	C	12	0	2	100	0	0	0	0	0	-6	100	-3	1
<b>TOTAL GUERNSEY</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>-1</b>	73
HEATHROW	BMI BRITISH MIDLAND	S	466	0	0	89	7	3	1	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	578	2	4	84	10	5	1	0	0	6	82	8	591
<b>TOTAL HEATHROW</b>			<b>1045</b>	<b>2</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	592
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	176	2	0	80	8	7	5	0	0	8	96	2	180
<b>TOTAL ISLE OF MAN</b>			<b>176</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>2</b>	180
JERSEY	BA CITIEXPRESS (IOM) LTD	C	10	0	4	50	40	10	0	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	C	24	0	2	54	21	17	8	0	0	19	60	26	40
	BRITISH REGIONAL AIRLINES LTD	S	143	2	0	73	13	6	8	1	0	16	75	15	148
	EUROPEAN AIR CHARTER	C	10	0	0	20	30	20	30	0	0	37	43	22	14
<b>TOTAL JERSEY</b>			<b>187</b>	<b>2</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>19</b>	206
LONDON CITY	KLM UK LTD	S	178	0	2	96	3	0	1	0	0	-4	0	0	0
<b>TOTAL LONDON CITY</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	0
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	65	0	1	86	6	0	8	0	0	5	91	3	64
<b>TOTAL LONDONDERRY</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>3</b>	64
NEWCASTLE	THOMAS COOK AIRLINES LTD	C	5	0	0	60	20	20	0	0	0	15	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>2</b>	82
NORWICH	SCOT AIRWAYS	S	76	0	8	95	4	1	0	0	0	-2	93	2	80
<b>TOTAL NORWICH</b>			<b>76</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>93</b>	<b>2</b>	80
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	118	0	8	88	7	4	1	0	0	4	90	6	122
<b>TOTAL SOUTHAMPTON</b>			<b>118</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	122
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	120	1	15	85	5	5	5	0	0	8	90	1	120
<b>TOTAL STANSTED</b>			<b>120</b>	<b>1</b>	<b>15</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>1</b>	120
TEESSIDE	EASTERN AIRWAYS	S	74	0	10	82	15	1	1	0	0	7	0	0	0
<b>TOTAL TEESSIDE</b>			<b>74</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0

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				Actual (7)	Plan (8)										
TOTAL UNITED KINGDOM			4029	33	111	83	10	4	3	0	0	7	85	7	3440
USA															
ATLANTA	DELTA AIRLINES	S	62	0	0	63	24	6	3	3	0	19	71	11	62
TOTAL ATLANTA			62	0	0	63	24	6	3	3	0	19	71	11	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	79	6	8	6	0	0	9	81	8	62
TOTAL CHICAGO (O'HARE)			62	0	0	79	6	8	6	0	0	9	81	8	62
LAS VEGAS	MONARCH AIRLINES	C	7	0	1	29	0	0	14	29	29	194	0	0	0
TOTAL LAS VEGAS			7	1	1	29	0	0	14	29	29	194	0	209	8
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	37	13	18	31	2	0	43	85	0	62
	DELTA AIRLINES	S	62	1	0	71	19	5	3	2	0	14	0	0	0
TOTAL NEW YORK (JF KENNEDY)			124	1	0	54	16	11	17	2	0	29	85	0	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	1	0	55	16	18	8	2	2	31	48	53	62
TOTAL NEW YORK (NEWARK)			62	1	0	55	16	18	8	2	2	31	48	53	62
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	1	65	19	0	13	2	0	21	85	1	53
TOTAL ORLANDO			52	0	1	65	19	0	13	2	0	21	74	10	78
SANFORD	BRITANNIA AIRWAYS	C	37	0	1	43	32	11	14	0	0	29	61	49	28
	LEISURE INTERNATIONAL	C	28	1	3	11	25	29	29	0	7	87	32	65	28
	MONARCH AIRLINES	C	50	0	6	24	26	18	18	4	10	86	16	79	19
	MY TRAVEL AIRWAYS UK	C	39	0	0	21	10	28	36	3	3	72	26	85	43
TOTAL SANFORD			154	1	10	25	23	21	23	2	5	69	34	71	118
TOTAL USA			523	4	12	50	18	13	15	2	2	39	61	34	452
VENEZUELA															
PORLAMAR	LEISURE INTERNATIONAL	C	5	0	0	20	60	20	0	0	0	26	0	0	0
TOTAL PORLAMAR			5	0	0	20	60	20	0	0	0	26	25	27	4
TOTAL VENEZUELA			5	0	0	20	60	20	0	0	0	26	25	27	4
TOTAL MANCHESTER			14647	88	511	67	13	9	8	2	1	24	69	21	12999

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL SALZBURG			4	0	0	100	0	0	0	0	0	0	67	8	3
TOTAL AUSTRIA			4	0	0	100	0	0	0	0	0	0	67	8	3
<b>BELGIUM</b>															
BRUSSELS	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	56	0	0	0
	SABENA	S	218	0	0	87	9	3	1	0	0	5	79	8	207
TOTAL BRUSSELS			220	0	0	87	9	3	1	0	0	5	79	8	207
TOTAL BELGIUM			220	0	0	87	9	3	1	0	0	5	79	8	207
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	5	0	1	100	0	0	0	0	0	-3	100	7	1
TOTAL BURGAS			5	0	1	100	0	0	0	0	0	-3	100	7	1
VARNA	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-8	0	0	0
TOTAL VARNA			4	0	0	100	0	0	0	0	0	-8	0	0	0
TOTAL BULGARIA			9	0	1	100	0	0	0	0	0	-5	100	7	1
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	7	1	1	43	0	57	0	0	0	31	100	6	4
TOTAL TORONTO			7	1	1	43	0	57	0	0	0	31	100	6	4
TOTAL CANADA			7	1	1	43	0	57	0	0	0	31	100	6	4
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	C	2	0	0	50	0	0	50	0	0	41	0	38	2
TOTAL SPLIT			2	0	0	50	0	0	50	0	0	41	0	38	2
TOTAL CROATIA			2	0	0	50	0	0	50	0	0	41	0	63	6
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	1	1	38	38	25	0	0	0	21	56	87	9
	EUROCYPRIA AIRLINES LTD	C	4	0	0	0	25	75	0	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	63	0	0	0	0	15	75	10	8
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	0	0	14	0	0	11	0	0	0
TOTAL LARNACA			27	1	2	44	33	19	4	0	0	19	65	51	17
PAPHOS	AIR 2000	C	8	0	0	63	13	13	0	13	0	34	38	31	8
	BRITANNIA AIRWAYS	C	7	0	1	43	0	29	29	0	0	41	33	19	3
TOTAL PAPHOS			15	0	1	53	7	20	13	7	0	37	45	33	20
TOTAL CYPRUS			42	1	3	48	24	19	7	2	0	26	54	41	37
<b>DENMARK</b>															
COPENHAGEN	MUK AIR	S	66	0	20	88	9	3	0	0	0	1	0	0	0
TOTAL COPENHAGEN			66	0	20	88	9	3	0	0	0	1	98	-6	97
TOTAL DENMARK			67	1	34	88	9	3	0	0	0	1	98	-6	97

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				Actual (7)	Plan (8)										
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL PUERTO PLATA			3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL DOMINICAN REPUBLIC			3	0	0	100	0	0	0	0	0	0	0	0	0
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	124	0	0	40	27	26	6	2	0	27	68	22	117
	GILL AIRWAYS	S	102	0	2	78	15	7	0	0	0	6	0	0	0
	VLM (BELGIUM)	C	2	0	0	50	0	0	50	0	0	50	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			228	0	2	57	21	17	4	1	0	18	68	22	117
TOTAL FRANCE			228	2	2	57	21	17	4	1	0	18	75	16	157
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	52	0	0	85	2	10	4	0	0	11	64	17	42
TOTAL DUSSELDORF			52	0	0	85	2	10	4	0	0	11	64	17	42
TOTAL GERMANY			52	0	0	85	2	10	4	0	0	11	61	20	44
<b>GREECE</b>															
CORFU	AIR 2000	C	10	0	0	90	10	0	0	0	0	-9	80	11	10
	BRITANNIA AIRWAYS	C	9	0	0	67	0	11	22	0	0	36	89	12	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	-8	86	-1	7
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	14	14	14	0	0	25	0	0	0
TOTAL CORFU			34	0	1	76	6	9	9	0	0	10	85	8	26
HERAKLION	AIR 2000	C	7	0	1	57	29	0	14	0	0	18	29	28	7
	BRITANNIA AIRWAYS	C	7	0	0	29	43	29	0	0	0	21	67	17	3
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
	TRANSAER	C	9	0	0	44	22	0	11	0	22	142	33	52	9
TOTAL HERAKLION			25	0	1	48	28	8	8	0	8	61	37	38	19
KAVALLA	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	0	100	0	254	0	0	0
TOTAL KAVALLA			2	0	0	0	0	0	0	100	0	254	0	0	0
KOS	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	-9	89	-5	9
TOTAL KOS			7	0	1	100	0	0	0	0	0	-9	73	3	11
RHODES	AIR 2000	C	7	0	1	57	0	14	29	0	0	51	57	22	7
	BRITANNIA AIRWAYS	C	7	0	0	43	14	29	14	0	0	28	67	12	3
	THOMAS COOK AIRLINES LTD	C	9	0	1	89	11	0	0	0	0	0	0	0	0
TOTAL RHODES			23	0	2	65	9	13	13	0	0	24	54	27	13
SALONIKA	BRITANNIA AIRWAYS	C	5	0	1	40	20	0	40	0	0	67	57	35	7
TOTAL SALONIKA			5	0	1	40	20	0	40	0	0	67	57	35	7
ZAKINTHOS	BRITANNIA AIRWAYS	C	6	0	1	33	50	17	0	0	0	24	0	63	3
	CALEDONIAN AIRWAYS	C	9	0	1	33	33	22	11	0	0	24	33	112	6
TOTAL ZAKINTHOS			15	0	2	33	40	20	7	0	0	24	22	96	9
TOTAL GREECE			111	0	8	60	16	10	10	2	2	32	59	29	85

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				Actual (7)	Plan (8)										
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	144	0	0	97	2	1	0	0	0	-1	96	0	170
TOTAL DUBLIN			144	0	0	97	2	1	0	0	0	-1	96	0	170
TOTAL IRISH REPUBLIC			144	0	0	97	2	1	0	0	0	-1	96	0	170
<b>ITALY</b>															
VERONA	LEISURE INTERNATIONAL	C	7	0	1	57	43	0	0	0	0	12	57	19	7
TOTAL VERONA			7	0	1	57	43	0	0	0	0	12	57	19	7
TOTAL ITALY			8	0	1	63	38	0	0	0	0	10	57	19	7
<b>MALTA</b>															
MALTA	AIR MALTA	C	7	0	1	57	29	14	0	0	0	13	50	23	16
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-6	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	6	100	-4	8
TOTAL MALTA			24	0	1	75	21	4	0	0	0	3	67	14	24
TOTAL MALTA			24	0	1	75	21	4	0	0	0	3	67	14	24
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	229	0	3	55	17	15	12	1	0	25	79	14	230
TOTAL AMSTERDAM			229	1	3	55	17	15	12	1	0	25	79	14	230
TOTAL NETHERLANDS			229	2	3	55	17	15	12	1	0	25	79	13	232
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	52	0	0	65	27	8	0	0	0	12	94	4	52
TOTAL BERGEN			53	0	0	66	26	8	0	0	0	11	94	4	52
OSLO (FORNEBU)	BRAATHENS ASA	S	52	0	0	71	19	8	2	0	0	11	90	3	52
TOTAL OSLO (FORNEBU)			52	0	0	71	19	8	2	0	0	11	90	3	52
TOTAL NORWAY			105	0	0	69	23	8	1	0	0	11	92	3	104
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	17	0	1	53	24	12	12	0	0	26	78	11	18
	BRITANNIA AIRWAYS	C	9	0	0	56	0	44	0	0	0	21	71	8	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	0	0	30	0	84	38	89	8
	SATA	C	5	0	0	60	0	40	0	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	6	0	0	0
TOTAL FARO			51	0	1	59	14	18	4	6	0	32	67	29	33
TOTAL PORTUGAL(EXCLUDING MADEIRA)			51	0	1	59	14	18	4	6	0	32	67	29	33
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	SATA	C	7	0	1	100	0	0	0	0	0	-2	0	0	0
TOTAL FUNCHAL			7	0	1	100	0	0	0	0	0	-2	0	0	0
TOTAL PORTUGAL(MADEIRA)			7	0	1	100	0	0	0	0	0	-2	0	0	0
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	10	0	0	80	20	0	0	0	0	5	30	31	10



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				Actual (7)	Plan (8)										
ALICANTE	BRITANNIA AIRWAYS	C	18	0	0	83	0	6	11	0	0	16	78	9	18
	MY TRAVEL AIRWAYS UK	C	17	0	1	76	6	12	0	0	6	60	0	53	10
	THOMAS COOK AIRLINES LTD	C	17	0	1	82	6	6	6	0	0	5	0	0	0
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>50</b>	<b>24</b>	<b>48</b>
GERONA	BRITANNIA AIRWAYS	C	9	0	0	67	22	0	0	11	0	26	88	3	16
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	14	0	0	0	5	89	-3	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	40	0	0	0	14	0	0	0
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>1</b>	<b>25</b>
IBIZA	AIR 2000	C	9	0	1	89	11	0	0	0	0	-3	86	10	7
	BRITANNIA AIRWAYS	C	23	0	0	43	13	22	4	17	0	58	78	13	23
	MY TRAVEL AIRWAYS UK	C	15	0	2	67	13	0	20	0	0	27	71	30	7
	THOMAS COOK AIRLINES LTD	C	9	0	1	100	0	0	0	0	0	-10	0	0	0
<b>TOTAL IBIZA</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>17</b>	<b>44</b>
MAHON	AIR 2000	C	9	0	1	22	44	33	0	0	0	25	33	17	9
	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	5	56	24	9
	CALEDONIAN AIRWAYS	C	9	0	1	67	11	11	11	0	0	25	0	57	9
	MY TRAVEL AIRWAYS UK	C	9	0	1	67	11	0	22	0	0	25	67	11	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	43	14	0	0	0	17	75	10	4
<b>TOTAL MAHON</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>26</b>	<b>47</b>
MALAGA	AIR 2000	C	10	0	0	10	30	10	50	0	0	62	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	67	6	0	22	6	0	34	50	23	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	20	0	0	33	75	52	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	9	0	0	0
<b>TOTAL MALAGA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>5</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>47</b>	<b>60</b>	<b>47</b>
PALMA DE MALLORCA	AIR 2000	C	16	0	2	56	38	6	0	0	0	10	50	27	16
	BRITANNIA AIRWAYS	C	47	1	0	62	11	15	13	0	0	24	53	20	43
	MY TRAVEL AIRWAYS UK	C	27	0	1	59	19	4	7	0	11	77	52	55	27
	SPANAIR	C	26	0	2	42	12	19	19	8	0	52	27	54	15
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	11	0	0	0	0	-1	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>134</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>16</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>48</b>	<b>36</b>	<b>118</b>
REUS	BRITANNIA AIRWAYS	C	7	0	0	57	14	29	0	0	0	12	86	-2	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	-2	63	72	8
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	0	0	14	0	0	17	0	0	0
<b>TOTAL REUS</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>38</b>	<b>15</b>
<b>TOTAL SPAIN</b>			<b>392</b>	<b>1</b>	<b>17</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>55</b>	<b>31</b>	<b>351</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	7	1	1	43	29	0	29	0	0	35	0	105	10
	BRITANNIA AIRWAYS	C	10	0	0	60	20	0	20	0	0	19	71	39	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	0	0	0	0
	VIVA	C	7	0	1	57	43	0	0	0	0	8	0	0	0
<b>TOTAL ARRECIFE</b>			<b>32</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>67</b>	<b>27</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	-7	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>

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				Actual (7)	Plan (8)										
LAS PALMAS	AIR 2000	C	9	0	0	78	22	0	0	0	0	7	50	18	8
	BRITANNIA AIRWAYS	C	8	0	0	13	13	0	63	0	13	128	63	16	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	10	0	20	0	50	33	77	9
	SPANAIR	C	9	0	1	44	11	22	11	11	0	53	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	11	0	0	0	4	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>47</b>	<b>63</b>	<b>25</b>	<b>35</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	10	0	0	90	0	0	10	0	0	11	90	12	10
	BRITANNIA AIRWAYS	C	9	0	0	67	22	0	0	0	11	107	63	27	8
	FUTURA AIRLINES	C	20	0	0	40	25	15	10	0	10	67	60	24	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	20	0	0	20	140	40	26	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	2	0	0	0
	VIVA	C	10	0	0	80	0	0	0	0	20	199	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>50</b>	<b>23</b>	<b>48</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>153</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>16</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>55</b>	<b>53</b>	<b>35</b>	<b>110</b>
<b>SWITZERLAND</b>															
ZURICH	CITY FLYER EXPRESS	S	17	0	1	94	0	6	0	0	0	3	0	0	0
<b>TOTAL ZURICH</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	7	0	1	86	14	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-4	0	0	0
	ISTANBUL HAVA YOLLARI	C	7	0	1	29	0	14	57	0	0	44	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	14	29	0	0	0	20	0	0	0
	<b>TOTAL BODRUM (MILAS)</b>			<b>28</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>7</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>
DALAMAN	AIR 2000	C	7	0	1	86	0	14	0	0	0	-4	43	69	7
	BRITANNIA AIRWAYS	C	9	0	0	67	0	11	0	22	0	54	78	22	9
	MY TRAVEL AIRWAYS UK	C	14	0	2	93	7	0	0	0	0	0	100	-2	7
	ONUR AIR	C	14	0	0	21	29	29	21	0	0	37	35	19	17
	PEGASUS AIRLINES	C	7	0	1	71	0	29	0	0	0	12	50	17	4
<b>TOTAL DALAMAN</b>			<b>51</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>20</b>	<b>63</b>
IZMIR (ADNAM MENDERES)	ISTANBUL HAVA YOLLARI	C	7	0	1	57	29	14	0	0	0	8	0	0	0
	ONUR AIR	C	7	0	0	71	29	0	0	0	0	4	13	41	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>23</b>	<b>29</b>
<b>TOTAL TURKEY</b>			<b>93</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>12</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>24</b>	<b>100</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	180	0	1	67	11	14	7	0	0	15	75	16	114
	GILL AIRWAYS	S	63	0	0	94	0	3	3	0	0	1	91	0	43
<b>TOTAL ABERDEEN</b>			<b>243</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>8</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>157</b>
BELFAST CITY	GILL AIRWAYS	S	280	2	7	84	8	4	5	0	0	7	79	12	224
<b>TOTAL BELFAST CITY</b>			<b>280</b>	<b>2</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>224</b>
BIRMINGHAM	DUO AIRWAYS LTD	S	152	0	0	93	5	0	3	0	0	3	94	2	157

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BIRMINGHAM			152	0	0	93	5	0	3	0	0	3	94	2	157
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	145	0	0	83	6	6	5	0	0	9	76	20	141
TOTAL BRISTOL			145	0	0	83	6	6	5	0	0	9	76	20	141
GATWICK	CITY FLYER EXPRESS	S	259	1	5	89	10	0	1	0	0	2	77	12	255
TOTAL GATWICK			259	1	5	89	10	0	1	0	0	2	77	12	255
HEATHROW	BRITISH AIRWAYS PLC	S	331	0	1	93	5	1	1	0	0	3	93	3	324
TOTAL HEATHROW			331	0	1	93	5	1	1	0	0	3	93	3	324
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	5	1	0	100	0	0	0	0	0	-11	100	-6	4
TOTAL ISLE OF MAN			5	1	0	100	0	0	0	0	0	-11	100	-6	4
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	3	0	1	0	67	33	0	0	0	31	0	73	7
	BRITISH AIRWAYS PLC	C	10	0	0	80	0	10	10	0	0	2	80	3	10
	CITY FLYER EXPRESS	S	53	1	1	83	15	2	0	0	0	6	46	69	13
	KLM UK LTD	C	10	0	0	50	10	40	0	0	0	17	25	117	8
TOTAL JERSEY			76	1	2	75	14	9	1	0	0	8	42	62	38
LUTON	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL LUTON			2	0	0	50	50	0	0	0	0	11	0	0	0
MANCHESTER	LEISURE INTERNATIONAL	C	8	0	2	25	13	25	38	0	0	46	0	0	0
TOTAL MANCHESTER			8	1	2	25	13	25	38	0	0	46	90	3	80
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	75	0	9	88	7	0	5	0	0	6	85	4	40
TOTAL SOUTHAMPTON			75	0	9	88	7	0	5	0	0	6	85	4	40
STANSTED	KLM UK LTD	S	128	0	4	79	14	3	3	1	0	11	96	3	136
TOTAL STANSTED			128	0	4	79	14	3	3	1	0	11	96	3	136
WICK	GILL AIRWAYS	S	21	0	0	90	0	0	10	0	0	9	93	4	44
TOTAL WICK			21	0	0	90	0	0	10	0	0	9	93	4	44
TOTAL UNITED KINGDOM			1725	7	31	85	8	4	3	0	0	6	84	9	1826
USA															
SANFORD	BRITANNIA AIRWAYS	C	12	0	0	58	8	25	8	0	0	22	54	20	13
	LEISURE INTERNATIONAL	C	8	0	2	13	13	25	50	0	0	54	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	20	50	10	0	0	35	11	73	9
TOTAL SANFORD			30	0	2	33	13	33	20	0	0	35	36	42	22
TOTAL USA			30	0	2	33	13	33	20	0	0	35	36	42	22
TOTAL NEWCASTLE			3723	16	118	76	11	7	5	1	0	14	78	13	3620

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITISH WORLD AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	88	8	8
TOTAL HASSI MESSAOUD			8	0	0	88	13	0	0	0	0	4	88	8	8
TOTAL ALGERIA			8	0	0	88	13	0	0	0	0	4	88	8	8
<b>AUSTRIA</b>															
GRAZ	VIVA	C	11	2	2	73	0	18	9	0	0	16	0	0	0
TOTAL GRAZ			11	2	2	73	0	18	9	0	0	16	67	12	9
LINZ	VIVA	C	3	1	2	0	0	0	67	33	0	117	0	0	0
TOTAL LINZ			3	1	2	0	0	0	67	33	0	117	100	-11	9
SALZBURG	LEISURE INTERNATIONAL	C	2	1	0	0	50	50	0	0	0	38	20	15	5
TOTAL SALZBURG			2	1	0	0	50	50	0	0	0	38	20	15	5
VIENNA	VIVA	C	18	0	0	61	0	11	22	6	0	33	0	0	0
TOTAL VIENNA			18	0	0	61	0	11	22	6	0	33	89	1	18
TOTAL AUSTRIA			34	4	4	56	3	15	21	6	0	35	78	3	41
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	184	1	10	71	18	7	3	1	0	14	72	10	186
	SABENA	S	72	0	3	74	13	10	4	0	0	11	0	0	0
TOTAL BRUSSELS			256	2	13	71	16	8	4	1	0	13	72	10	186
TOTAL BELGIUM			256	2	13	71	16	8	4	1	0	13	72	10	186
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	14	0	2	57	14	0	29	0	0	29	88	-3	8
	ROYAL AIRLINES	C	28	0	0	7	36	29	14	14	0	73	0	0	0
TOTAL TORONTO			42	0	5	24	29	19	19	10	0	59	64	9	11
TOTAL CANADA			42	0	5	24	29	19	19	10	0	59	64	9	11
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	10	0	0	100	0	0	0	0	0	-12	0	0	0
TOTAL DUBROVNIK			10	0	0	100	0	0	0	0	0	-12	0	0	0
PULA	CROATIA AIRLINES	S	4	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL PULA			4	0	0	50	0	50	0	0	0	22	0	0	0
SPLIT	CROATIA AIRLINES	S	8	0	0	63	13	25	0	0	0	17	0	0	0
TOTAL SPLIT			8	0	0	63	13	25	0	0	0	17	0	0	0
TOTAL CROATIA			22	0	0	77	5	18	0	0	0	4	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	18	0	0	72	11	17	0	0	0	7	63	3	8
TOTAL LARNACA			18	1	0	72	11	17	0	0	0	7	63	3	8
TOTAL CYPRUS			18	1	0	72	11	17	0	0	0	7	63	3	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: STANSTED (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	52	0	0	63	23	13	0	0	0	14	93	5	40
TOTAL PRAGUE			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>5</b>	<b>40</b>
TOTAL CZECH REPUBLIC			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>5</b>	<b>40</b>
<b>DENMARK</b>															
BILLUND	MYTRAVEL AIRWAYS (DENMARK)	C	17	1	1	47	24	12	18	0	0	25	30	25	10
TOTAL BILLUND			<b>17</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>24</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>28</b>	<b>18</b>
COPENHAGEN	MYTRAVEL AIRWAYS (DENMARK)	C	14	3	0	36	36	21	7	0	0	23	22	34	18
TOTAL COPENHAGEN			<b>14</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>13</b>	<b>182</b>
TOTAL DENMARK			<b>31</b>	<b>7</b>	<b>1</b>	<b>42</b>	<b>29</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>14</b>	<b>200</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	20	0	0	40	10	45	5	0	0	29	56	21	34
TOTAL HELSINKI			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>21</b>	<b>34</b>
TOTAL FINLAND			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>21</b>	<b>34</b>
<b>FRANCE</b>															
CALVI	KLM UK LTD	C	10	0	0	70	20	10	0	0	0	12	75	9	8
TOTAL CALVI			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>9</b>	<b>8</b>
FIGARI	EUROPEAN AIR CHARTER	C	10	0	0	70	10	20	0	0	0	14	0	0	0
TOTAL FIGARI			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	BRITISH WORLD AIRLINES LTD	C	8	0	0	38	38	0	13	13	0	55	0	109	5
TOTAL NICE			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>74</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	236	0	5	64	19	15	2	0	0	13	89	3	245
TOTAL PARIS (CHARLES DE GAULLE)			<b>236</b>	<b>1</b>	<b>5</b>	<b>64</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>3</b>	<b>245</b>
ST ETIENNE	RYANAIR	S	46	0	4	76	9	9	7	0	0	14	0	0	0
TOTAL ST ETIENNE			<b>46</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	18	3	9	11	17	28	44	0	0	60	33	27	18
TOTAL TARBES-LOURDES INTERNATIONAL			<b>18</b>	<b>3</b>	<b>9</b>	<b>11</b>	<b>17</b>	<b>28</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>33</b>	<b>27</b>	<b>18</b>
TOTAL FRANCE			<b>328</b>	<b>4</b>	<b>18</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>7</b>	<b>279</b>
<b>GERMANY</b>															
DRESDEN	EUROWINGS LUFTVERKEHRS	S	46	0	2	43	22	22	9	0	4	40	0	0	0
TOTAL DRESDEN			<b>46</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>22</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	KLM UK LTD	S	151	0	11	79	13	5	3	0	0	9	77	11	161
TOTAL DUSSELDORF			<b>151</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>161</b>
FRANKFURT MAIN	EUROPEAN AIR CHARTER	C	3	0	3	67	0	33	0	0	0	24	0	0	0
	KLM UK LTD	S	199	0	15	77	12	6	6	0	0	9	76	11	164
TOTAL FRANKFURT MAIN			<b>203</b>	<b>1</b>	<b>18</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>11</b>	<b>164</b>
HAMBURG	GILL AIRWAYS	S	76	0	2	70	12	12	7	0	0	16	0	0	0

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 HAMBURG			76	0	2	70	12	12	7	0	0	16	87	2	122
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	100	0	0	70	27	3	0	0	0	11	0	0	0
TOTAL NUREMBERG			100	0	0	70	27	3	0	0	0	11	0	0	0
TOTAL GERMANY			576	2	33	73	15	7	4	0	0	13	79	9	577
GIBRALTAR															
GIBRALTAR	TITAN AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	27	0	0	0
TOTAL GIBRALTAR			2	0	0	0	100	0	0	0	0	27	0	0	0
TOTAL GIBRALTAR			2	0	0	0	100	0	0	0	0	27	0	0	0
GREECE															
CORFU	BRITANNIA AIRWAYS	C	7	0	2	57	14	0	29	0	0	31	43	16	7
	LEISURE INTERNATIONAL	C	3	0	1	0	33	0	0	67	0	222	33	10	3
TOTAL CORFU			10	0	3	40	20	0	20	20	0	89	40	14	10
HERAKLION	BRITANNIA AIRWAYS	C	7	0	1	57	14	29	0	0	0	19	100	6	9
	MY TRAVEL AIRWAYS UK	C	6	0	2	67	17	17	0	0	0	12	100	-4	2
TOTAL HERAKLION			13	0	3	62	15	23	0	0	0	16	100	4	11
RHODES	BRITANNIA AIRWAYS	C	9	0	0	56	11	33	0	0	0	20	38	27	8
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	14	0	0	29	0	71	100	-6	8
TOTAL RHODES			16	0	1	56	13	19	0	13	0	42	69	11	16
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	7	0	1	43	14	43	0	0	0	27	86	1	7
TOTAL ZAKINTHOS			7	0	1	43	14	43	0	0	0	27	86	1	7
TOTAL GREECE			46	0	8	52	15	20	4	9	0	42	68	10	47
HUNGARY															
BUDAPEST	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BUDAPEST			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL HUNGARY			2	0	0	100	0	0	0	0	0	0	0	0	0
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	C	19	0	3	53	16	11	21	0	0	25	0	0	0
	RYANAIR	S	113	2	0	49	27	19	5	0	0	21	67	17	70
TOTAL CONNAUGHT			132	2	3	49	25	18	8	0	0	21	67	17	70
CORK	RYANAIR	S	230	1	0	57	19	19	5	0	0	19	39	31	231
	RYANAIR	C	17	0	5	53	29	6	12	0	0	19	0	0	0
TOTAL CORK			247	1	5	56	20	18	6	0	0	19	39	31	231
DUBLIN	AER LINGUS	C	2	0	15	0	50	50	0	0	0	36	0	0	0
	AER LINGUS	S	299	0	0	89	5	4	2	0	0	6	90	8	252
	RYANAIR	S	728	4	0	70	17	11	2	0	0	12	65	17	742
	RYANAIR	C	28	0	15	43	36	18	4	0	0	23	0	0	0
TOTAL DUBLIN			1057	4	30	75	14	9	2	0	0	10	71	15	994
KERRY COUNTY	RYANAIR	S	62	3	0	47	16	23	11	3	0	34	0	0	0
	RYANAIR	C	20	0	1	35	30	35	0	0	0	22	0	0	0

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				Actual (7)	Plan (8)										
TOTAL KERRY COUNTY			82	3	1	44	20	26	9	2	0	31	0	0	0
SHANNON	AB AIRLINES	S	21	0	1	5	33	43	19	0	0	51	0	0	0
TOTAL SHANNON			21	0	1	5	33	43	19	0	0	51	0	0	0
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	77	13	6	3	0	0	9	82	9	61
TOTAL WATERFORD			62	0	0	77	13	6	3	0	0	9	82	9	61
TOTAL IRISH REPUBLIC			1601	10	40	67	16	12	4	0	0	14	66	17	1356
ISRAEL															
TEL AVIV	EL AL	S	22	0	9	82	9	5	5	0	0	8	80	3	30
TOTAL TEL AVIV			22	0	9	82	9	5	5	0	0	8	80	3	30
TOTAL ISRAEL			22	0	9	82	9	5	5	0	0	8	80	3	30
ITALY															
ALGHERO/SASSARI	BRITISH WORLD AIRLINES LTD	C	4	0	0	25	0	25	0	50	0	164	17	37	6
TOTAL ALGHERO/SASSARI			4	2	0	25	0	25	0	50	0	164	17	37	6
MILAN (LINATE)	AIR ONE	S	197	0	1	53	28	11	7	1	0	22	0	0	0
	KLM UK LTD	S	173	0	3	31	24	23	21	1	0	38	38	34	176
TOTAL MILAN (LINATE)			370	0	4	43	26	16	13	1	0	30	38	34	176
MILAN (MALPENSA)	EUROFLY SPA	C	3	1	1	0	67	33	0	0	0	30	33	67	3
	GO FLY LTD	S	31	0	1	71	16	3	10	0	0	14	0	0	0
TOTAL MILAN (MALPENSA)			34	1	2	65	21	6	9	0	0	16	33	67	3
ROME (CIAMPINO)	GO FLY LTD	S	36	1	2	67	22	11	0	0	0	9	0	0	0
TOTAL ROME (CIAMPINO)			36	1	2	67	22	11	0	0	0	9	0	0	0
TREVISO	RYANAIR	S	92	0	10	67	15	13	4	0	0	13	0	0	0
TOTAL TREVISO			92	0	10	67	15	13	4	0	0	13	50	62	8
VENICE	BRITISH WORLD AIRLINES LTD	C	7	0	1	71	29	0	0	0	0	8	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL VENICE			9	2	1	67	33	0	0	0	0	9	0	0	0
TOTAL ITALY			545	6	19	50	24	15	10	1	0	25	37	35	197
KAZAKHSTAN															
URALSK	EUROFLY SPA	C	3	1	1	33	33	33	0	0	0	32	0	76	4
TOTAL URALSK			3	1	1	33	33	33	0	0	0	32	0	76	4
TOTAL KAZAKHSTAN			3	1	1	33	33	33	0	0	0	32	0	76	4
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	94	0	0	77	16	4	1	2	0	15	83	6	96
TOTAL LUXEMBOURG			94	0	0	77	16	4	1	2	0	15	83	6	96
TOTAL LUXEMBOURG			94	0	0	77	16	4	1	2	0	15	83	6	96
MALTA															
MALTA	AIR MALTA	C	8	0	0	38	50	0	13	0	0	20	50	17	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	18	63	17	8

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				Actual (7)	Plan (8)										
TOTAL MALTA			16	0	0	56	25	0	19	0	0	19	56	17	18
TOTAL MALTA			16	0	0	56	25	0	19	0	0	19	56	17	18
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	440	1	13	58	22	11	8	1	0	22	72	13	434
TOTAL AMSTERDAM			440	1	13	58	22	11	8	1	0	22	72	13	434
EINDHOVEN	B A S E BUSINESS AIRLINES	S	54	0	8	85	9	4	2	0	0	2	0	0	0
	KLM EXEL	S	105	9	21	58	25	10	7	0	0	19	0	0	0
TOTAL EINDHOVEN			159	9	29	67	19	8	5	0	0	13	0	0	0
MAASTRICHT	KLM EXEL	S	134	0	12	54	26	17	2	0	0	19	84	7	146
TOTAL MAASTRICHT			134	0	12	54	26	17	2	0	0	19	84	7	146
TOTAL NETHERLANDS			734	11	54	59	22	12	7	1	0	20	71	12	681
NORWAY															
BERGEN	BRAATHENS ASA	S	62	0	0	58	13	27	2	0	0	17	0	0	0
TOTAL BERGEN			62	0	0	58	13	27	2	0	0	17	0	0	0
OSLO (FORNEBU)	BRAATHENS ASA	S	76	0	4	67	25	8	0	0	0	9	0	0	0
TOTAL OSLO (FORNEBU)			76	0	4	67	25	8	0	0	0	9	0	0	0
OSLO (GARDERMOEN)	MYTRAVEL AIRWAYS (DENMARK)	C	9	0	0	22	22	22	33	0	0	37	44	23	18
TOTAL OSLO (GARDERMOEN)			9	0	0	22	22	22	33	0	0	37	44	23	18
SANDEFJORD(TORP)	RYANAIR	S	107	2	6	54	28	15	3	0	0	14	0	0	0
TOTAL SANDEFJORD(TORP)			107	2	6	54	28	15	3	0	0	14	0	0	0
TOTAL NORWAY			254	2	10	58	23	16	3	0	0	14	44	23	18
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	7	1	1	29	43	14	0	0	14	85	60	61	10
	BRITANNIA AIRWAYS	C	9	0	0	33	33	0	33	0	0	36	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	16	0	0	0
	LEISURE INTERNATIONAL	C	21	5	1	38	24	14	24	0	0	44	68	32	28
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	20	0	20	0	73	38	23	8
TOTAL FARO			49	7	2	37	27	14	16	4	2	53	61	37	46
TOTAL PORTUGAL(EXCLUDING MADEIRA)			49	7	2	37	27	14	16	4	2	53	61	37	46
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	0	20	0	58	0	0	0
	KLM UK LTD	C	20	0	0	15	40	35	10	0	0	31	60	23	20
	LEISURE INTERNATIONAL	C	7	0	1	43	14	0	0	43	0	135	100	2	4
TOTAL ALICANTE			37	0	1	30	27	24	5	14	0	58	71	16	28
BARCELONA	BRITISH WORLD AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	15	100	2	2
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	VIRGIN EXPRESS	C	2	0	0	50	0	0	50	0	0	35	0	0	0
TOTAL BARCELONA			7	0	0	57	14	14	14	0	0	21	100	2	2
GERONA	BRITANNIA AIRWAYS	C	9	0	0	22	33	0	22	0	22	192	0	0	0



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				Actual (7)	Plan (8)										
<b>TOTAL GERONA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	33	1	0	61	12	3	12	0	12	102	65	18	17
	MY TRAVEL AIRWAYS UK	C	9	0	1	78	0	0	22	0	0	18	56	11	9
<b>TOTAL IBIZA</b>			<b>42</b>	<b>3</b>	<b>1</b>	<b>64</b>	<b>10</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>62</b>	<b>16</b>	<b>26</b>
<b>MAHON</b>	AIR 2000	C	7	0	1	100	0	0	0	0	0	3	88	3	8
	BRITANNIA AIRWAYS	C	16	0	0	31	38	19	6	6	0	45	69	13	16
	LEISURE INTERNATIONAL	C	7	1	1	0	0	29	71	0	0	97	33	56	9
	MY TRAVEL AIRWAYS UK	C	20	0	0	35	5	30	0	20	10	94	63	9	19
<b>TOTAL MAHON</b>			<b>50</b>	<b>1</b>	<b>2</b>	<b>38</b>	<b>14</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>66</b>	<b>63</b>	<b>17</b>	<b>52</b>
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	10	0	0	60	10	0	10	0	20	104	75	11	8
	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	CALEDONIAN AIRWAYS	C	3	0	0	0	0	0	100	0	0	127	0	0	0
	LEISURE INTERNATIONAL	C	16	3	4	38	13	6	31	13	0	77	30	84	27
	MY TRAVEL AIRWAYS UK	C	9	0	1	33	33	22	0	11	0	54	0	0	0
<b>TOTAL MALAGA</b>			<b>40</b>	<b>3</b>	<b>5</b>	<b>43</b>	<b>15</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>5</b>	<b>79</b>	<b>36</b>	<b>68</b>	<b>39</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	8	0	0	38	50	13	0	0	0	17	29	67	7
	BRITANNIA AIRWAYS	C	41	0	2	51	7	12	20	0	10	77	58	21	43
	BRITISH WORLD AIRLINES LTD	C	9	0	1	11	33	22	33	0	0	49	56	26	9
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	100	0	0	141	0	0	0
	FUTURA AIRLINES	C	9	0	0	56	11	0	11	0	22	131	20	40	10
	LEISURE INTERNATIONAL	C	13	5	5	31	15	8	31	15	0	84	71	31	17
	MY TRAVEL AIRWAYS UK	C	25	0	2	44	12	20	12	4	8	91	86	5	28
<b>TOTAL PALMA DE MALLORCA</b>			<b>107</b>	<b>5</b>	<b>10</b>	<b>42</b>	<b>15</b>	<b>13</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>80</b>	<b>62</b>	<b>24</b>	<b>115</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	7	0	0	71	0	14	14	0	0	21	100	1	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	32	100	-6	7
<b>TOTAL REUS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>-3</b>	<b>14</b>
<b>TOTAL SPAIN</b>			<b>309</b>	<b>12</b>	<b>19</b>	<b>44</b>	<b>16</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>6</b>	<b>74</b>	<b>62</b>	<b>26</b>	<b>277</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	0	11	0	25	0	0	0
	FUTURA AIRLINES	C	8	0	0	75	0	13	13	0	0	13	0	0	0
	LEISURE INTERNATIONAL	C	5	2	1	20	60	0	20	0	0	33	89	-1	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	25	0	0	39	100	-1	10
<b>TOTAL ARRECIFE</b>			<b>30</b>	<b>2</b>	<b>1</b>	<b>57</b>	<b>20</b>	<b>7</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>95</b>	<b>-1</b>	<b>19</b>
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-1	60	36	10
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>60</b>	<b>36</b>	<b>10</b>
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	7	0	1	14	29	29	29	0	0	42	75	6	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	20	0	20	99	33	49	9
	SPANAIR	C	2	0	0	0	0	0	100	0	0	145	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>11</b>	<b>11</b>	<b>32</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>53</b>	<b>29</b>	<b>17</b>
<b>TENERIFE (SURREINA SOFIA)</b>	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	12	50	20	8
	CALEDONIAN AIRWAYS	C	3	0	0	0	0	67	0	33	0	119	0	0	0
	LEISURE INTERNATIONAL	C	8	2	0	0	0	25	50	13	13	196	22	62	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	30	20	20	0	20	190	80	7	10

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	SPANAIR	C	10	0	0	20	30	20	0	30	0	102	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>39</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>18</b>	<b>26</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>127</b>	<b>50</b>	<b>29</b>	<b>28</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>96</b>	<b>4</b>	<b>2</b>	<b>42</b>	<b>16</b>	<b>15</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>76</b>	<b>64</b>	<b>22</b>	<b>74</b>
<b>SWEDEN</b>															
GOTEBORG	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	89	11	0	0	0	0	1	89	5	18
<b>TOTAL GOTEBORG</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>18</b>
KRISTIANSTAD	RYANAIR	S	46	0	2	63	24	9	4	0	0	16	0	0	0
<b>TOTAL KRISTIANSTAD</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALMO	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	2	100	0	0	0	0	0	9	0	0	0
<b>TOTAL MALMO</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	AOM FRENCH AIRLINES	C	4	0	0	0	0	0	25	75	0	270	0	0	0
	BRITISH WORLD AIRLINES LTD	C	4	0	4	0	25	25	25	0	25	163	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	0	100	0	245	0	0	0
	CORSAIR	C	2	0	0	50	0	0	0	50	0	95	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	50	0	50	0	0	102	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	39	11	22	11	17	0	57	73	16	22
	SAS	S	113	0	1	72	19	7	2	0	0	10	0	0	0
	SKYJET (ANTIGUA)	C	2	0	0	0	0	0	0	50	50	310	0	0	0
	STAR EUROPE	C	4	0	0	0	0	0	75	25	0	197	0	0	0
	STERLING EUROPEAN AIRLINES	C	3	0	1	0	0	33	0	67	0	158	0	0	0
	TRANSAER	C	2	0	0	0	0	0	50	50	0	248	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>156</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>46</b>	<b>67</b>	<b>21</b>	<b>30</b>
STOCKHOLM (SKAVSTA)	RYANAIR	C	17	0	9	18	29	47	6	0	0	32	0	0	0
	RYANAIR	S	167	1	0	53	19	21	8	0	0	21	0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>184</b>	<b>1</b>	<b>9</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>406</b>	<b>2</b>	<b>19</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>15</b>	<b>48</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	FLIGHTLINE LTD	C	31	0	1	65	26	10	0	0	0	13	70	27	46
<b>TOTAL BASLE MULHOUSE</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>27</b>	<b>46</b>
ZURICH	FLIGHTLINE LTD	C	68	0	0	43	44	10	3	0	0	19	43	23	63
<b>TOTAL ZURICH</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>44</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>10</b>	<b>221</b>
<b>TOTAL SWITZERLAND</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>38</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>13</b>	<b>269</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	KIBRIS TURKISH AIRLINES - KTHY	C	10	0	0	60	0	40	0	0	0	12	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	21	0	0	71	24	5	0	0	0	6	77	15	26
	LEISURE INTERNATIONAL	C	7	0	1	29	29	0	14	29	0	81	0	0	0
<b>TOTAL ANTALYA</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>25</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>15</b>	<b>26</b>
DALAMAN	BRITANNIA AIRWAYS	C	7	0	0	29	29	29	14	0	0	34	71	7	7
	LEISURE INTERNATIONAL	C	7	0	1	14	14	0	29	29	14	186	67	24	6
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	0	0	29	0	0	23	71	9	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DALAMAN			22	0	2	36	14	14	23	9	5	80	70	13	20
ISTANBUL	ISTANBUL HAVA YOLLARI	C	15	0	1	27	13	60	0	0	0	31	25	29	8
TOTAL ISTANBUL			15	0	1	27	13	60	0	0	0	31	25	29	8
TOTAL TURKEY			75	0	4	47	16	23	8	5	1	40	69	13	62
UNITED KINGDOM															
ABERDEEN	KLM UK LTD	S	161	0	1	60	22	11	6	0	0	14	73	16	163
TOTAL ABERDEEN			161	0	1	60	22	11	6	0	0	14	73	16	163
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	224	0	4	85	10	4	0	1	0	7	92	2	225
TOTAL BELFAST INTERNATIONAL			224	0	4	85	10	4	0	1	0	7	92	2	225
EDINBURGH	KLM UK LTD	S	328	1	10	68	13	10	9	0	0	17	79	8	282
TOTAL EDINBURGH			328	1	10	68	13	10	9	0	0	17	79	8	282
GLASGOW	KLM UK LTD	S	257	0	9	59	16	15	11	0	0	20	81	6	237
TOTAL GLASGOW			257	1	9	59	16	15	11	0	0	20	81	6	237
GUERNSEY	KLM UK LTD	S	181	1	5	79	9	7	4	1	0	9	65	26	94
TOTAL GUERNSEY			181	1	5	79	9	7	4	1	0	9	64	26	95
JERSEY	KLM UK LTD	S	204	2	12	52	24	16	7	0	0	28	70	21	178
TOTAL JERSEY			204	2	12	52	24	16	7	0	0	28	70	21	178
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	120	0	16	85	4	5	4	2	0	12	88	5	116
TOTAL MANCHESTER			120	0	16	85	4	5	4	2	0	12	88	5	117
NEWCASTLE	KLM UK LTD	S	127	0	5	77	16	3	3	1	0	11	96	1	136
TOTAL NEWCASTLE			127	0	5	77	16	3	3	1	0	11	96	1	136
PRESTWICK	RYANAIR	S	248	0	0	73	22	4	1	0	0	10	75	12	271
TOTAL PRESTWICK			248	0	0	73	22	4	1	0	0	10	75	12	271
TOTAL UNITED KINGDOM			1850	5	62	70	15	9	5	0	0	15	80	10	1756
USA															
NEW YORK (NEWARK)	EL AL	S	4	0	4	50	0	50	0	0	0	27	80	7	5
TOTAL NEW YORK (NEWARK)			4	0	4	50	0	50	0	0	0	27	80	7	5
TOTAL USA			5	0	4	60	0	40	0	0	0	22	80	7	5
TOTAL STANSTED			7595	82	328	63	18	12	6	1	0	21	72	14	6380

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	22	2	0	82	14	0	5	0	0	13	87	5	31	
	HEATHROW	SAS	S	D	22	2	0	91	5	0	5	0	0	7	84	3	31	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>44</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>4</b>	
ABERDEEN																		
	EDINBURGH	BMI REGIONAL	S	A	50	0	43	78	14	2	6	0	0	10	85	7	53	
	EDINBURGH	BMI REGIONAL	S	D	48	1	2	65	19	10	6	0	0	18	71	15	48	
	MANCHESTER	BMI REGIONAL	S	A	90	0	3	62	22	9	6	1	0	20	71	13	70	
	MANCHESTER	BMI REGIONAL	S	D	92	0	1	82	11	3	3	1	0	7	92	3	72	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	114	0	0	86	11	2	1	0	0	4	87	6	110	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	114	0	0	84	12	3	1	0	0	6	81	9	110	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	138	0	3	83	12	3	1	0	0	8	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	137	0	2	84	9	5	1	1	0	7	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	89	0	1	67	13	15	4	0	0	14	70	19	57	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	91	0	0	67	9	14	10	0	0	15	79	14	57	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	47	0	0	79	15	2	2	2	0	12	95	2	66	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	47	0	0	66	28	4	2	0	0	13	85	12	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	2	72	19	8	1	1	0	11	82	8	187	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	1	88	9	2	1	1	0	4	89	4	188	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	2	0	80	20	0	0	0	0	8	90	4	97	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	7	0	0	57	14	14	14	0	0	20	94	0	98	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	37	0	5	89	5	3	3	0	0	0	86	6	64	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	38	0	4	95	0	5	0	0	0	5	78	9	64	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	1	1	67	23	10	0	0	0	10	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	1	2	59	28	14	0	0	0	16	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	A	42	0	0	93	0	2	5	0	0	3	90	2	21	
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	95	0	5	0	0	0	-3	91	-1	22	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ABERDEEN	STANSTED	KLM UK LTD	S	A	80	0	1	63	20	13	5	0	0	10	79	13	80	
	STANSTED	KLM UK LTD	S	D	81	0	0	58	25	10	7	0	0	18	67	18	83	
<b>TOTAL ABERDEEN</b>					<b>1800</b>	<b>5</b>	<b>71</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>10</b>	
ABIDJAN	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	20	0	0	0	8	0	0	0	
<b>TOTAL ABIDJAN</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ABU DHABI INTERNATIONAL	HEATHROW	GULF AIR	S	A	29	0	0	69	10	7	14	0	0	14	46	40	26	
	HEATHROW	GULF AIR	S	D	16	0	0	75	13	13	0	0	0	11	86	2	21	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>10</b>	<b>10</b>	
ACCRA	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	1	94	6	0	0	0	0	-7	80	23	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	31	0	0	0	0	11	23	119	13	
	HEATHROW	GHANA AIRWAYS	S	A	18	0	0	50	22	11	11	0	6	47	20	97	15	
	HEATHROW	GHANA AIRWAYS	S	D	18	0	0	33	28	28	6	6	0	35	13	105	15	
<b>TOTAL ACCRA</b>					<b>66</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>25</b>	<b>98</b>	<b>98</b>	
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	23	0	0	43	22	17	13	4	0	24	52	20	21	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	23	0	0	65	17	4	9	4	0	22	57	22	21	
<b>TOTAL ADDIS ABABA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>21</b>	<b>21</b>	
AGADIR	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	0	25	25	0	72	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	0	50	0	0	57	0	0	0	
<b>TOTAL AGADIR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>65</b>	<b>100</b>	<b>-1</b>	<b>-1</b>	
AJACCIO	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	50	25	0	0	0	23	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	25	0	30	1	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
AJACCIO	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	100	0	0	0	39	0	18	1
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	8	0	24	1	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	-1	100	1	1	
<b>TOTAL AJACCIO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>	<b>21</b>	<b>21</b>	
ALEXANDRIA ( NOUZHA )	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	11	0	0	0	-8	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	63	0	38	0	0	17	0	0	0	
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALGHERO/SASSARI	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	0	0	50	0	50	0	170	33	35	3
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	0	0	50	0	158	0	38	3
<b>TOTAL ALGHERO/SASSARI</b>					<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>164</b>	<b>17</b>	<b>37</b>	<b>37</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	14	0	0	29	29	29	14	0	33	23	47	13	
	HEATHROW	AIR ALGERIE	S	D	14	0	0	7	29	14	50	0	58	8	70	13	
<b>TOTAL ALGIERS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>21</b>	<b>32</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>59</b>	<b>59</b>	
ALICANTE	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	40	0	20	0	30	40	21	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	20	40	20	20	0	45	100	6	5	
	GATWICK	AIR 2000	C	A	17	0	0	82	0	6	12	0	8	20	61	20	
	GATWICK	AIR 2000	C	D	17	0	0	94	0	6	0	0	1	40	47	20	
	GLASGOW	AIR 2000	C	A	5	0	0	20	40	0	40	0	52	20	36	5	
	GLASGOW	AIR 2000	C	D	5	0	0	20	20	20	40	0	60	0	46	6	
	MANCHESTER	AIR 2000	C	A	18	1	0	56	28	0	17	0	16	78	13	9	
	MANCHESTER	AIR 2000	C	D	18	0	0	67	11	6	11	6	24	78	13	9	
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	20	0	0	0	3	0	45	5	
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	20	0	0	0	8	60	17	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
ALICANTE																			
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	50	25	25	0	0	49	0	0	0		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	0	0	75	25	0	0	63	0	0	0		
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	50	50	0	0	0	1	0	0	0			
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	7	0	0	0			
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	11	0	0	55	9	9	18	9	0	49	0	75	5		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	11	0	0	45	9	18	18	9	0	59	40	52	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	0	20	20	127	100	4	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	0	20	20	131	50	9	4		
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	38	40	23	5		
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	23	20	32	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	0	22	11	11	0	51	38	43	8		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	22	0	0	45	44	40	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	0	38	0	0	40	33	115	6		
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	13	25	0	0	39	57	19	7		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	52	33	72	3		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	61	75	30	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	30	0	1	53	13	13	10	3	7	79	56	63	18		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	30	0	0	50	13	13	13	3	7	84	61	67	18		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	11	11	0	0	15	78	9	9		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	16	78	10	9		
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	0	20	0	61	0	0	0		
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	54	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	12	100	-17	1		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	4	100	-31	1		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	1	50	50	0	0	0	0	2	60	11	5		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	1	50	50	0	0	0	0	12	60	15	5		
	GATWICK	CALEDONIAN AIRWAYS	C	A	24	0	0	63	4	13	8	13	0	42	79	10	14		
	GATWICK	CALEDONIAN AIRWAYS	C	D	19	0	1	47	21	11	16	5	0	38	57	20	14		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	83	0	0	0	0	17	68	57	10	7		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ALICANTE	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	67	17	0	0	0	17	79	71	19	7
	HEATHROW	IBERIA	S	A	30	0	1	63	27	3	3	3	0	23	61	13	31
	HEATHROW	IBERIA	S	D	30	0	1	80	7	7	3	3	0	18	90	5	31
	STANSTED	KLM UK LTD	C	A	10	0	0	0	40	40	20	0	0	39	40	30	10
	STANSTED	KLM UK LTD	C	D	10	0	0	30	40	30	0	0	0	23	80	17	10
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	67	22	11	0	0	0	6	31	45	13
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	1	78	22	0	0	0	0	6	46	20	13
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	1	80	0	0	0	20	0	59	29	150	7
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	0	0	20	0	58	38	84	8
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	1	33	33	0	0	33	0	106	100	-9	2
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	0	50	0	156	100	12	2
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	57	14	21	0	7	0	28	17	41	12
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	43	14	21	14	7	0	39	9	51	11
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-10	75	5	4
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	25	23	4
	GATWICK	MONARCH AIRLINES	C	A	23	0	1	39	26	13	13	9	0	48	43	44	21
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	54	13	13	8	13	0	45	41	37	22
	GLASGOW	MONARCH AIRLINES	C	A	6	0	0	83	0	0	0	0	17	66	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	48	0	0	0
	LUTON	MONARCH AIRLINES	S	A	21	1	0	43	33	24	0	0	0	22	44	19	18
	LUTON	MONARCH AIRLINES	C	A	5	0	1	60	40	0	0	0	0	15	60	16	5
	LUTON	MONARCH AIRLINES	S	D	22	0	0	68	18	14	0	0	0	13	78	15	18
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	9	60	17	5
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	37	21	16	16	11	0	45	27	58	15
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	37	16	16	21	11	0	53	53	30	15
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	45	25	123	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	47	0	139	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-17	75	35	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-2	50	49	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	53	0	103	5



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	0	20	0	77	0	101	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	0	0	68	14	9	9	0	0	19	23	100	22
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	22	0	0	68	18	5	9	0	0	21	36	92	22
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	0	0	11	106	0	47	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	1	75	13	13	0	0	0	9	0	60	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	24	40	63	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	60	64	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	36	0	70	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	30	0	80	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	1	0	57	0	21	14	7	0	40	56	21	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	1	0	64	14	7	14	0	0	20	67	22	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	1	88	13	0	0	0	1	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	8	0	0	0
<b>TOTAL ALICANTE</b>					<b>796</b>	<b>4</b>	<b>13</b>	<b>59</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>37</b>	<b>49</b>	<b>39</b>	<b>39</b>
ALMA ATA	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL ALMA ATA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALMERIA	GATWICK	AIRWORLD AVIATION LTD	C	A	7	0	0	14	0	57	14	0	14	178	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	50	0	38	13	0	0	32	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	1	33	0	0	33	0	33	306	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	25	25	25	0	0	44	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	0	0	11	76	67	17	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	0	0	11	74	67	22	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	22	11	0	11	90	67	33	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	22	11	0	11	91	67	46	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	18	80	3	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	60	17	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ALMERIA																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	11	11	0	62	64	36	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	11	11	0	58	42	45	12	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-7	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	27	40	92	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	40	67	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	75	0	0	77	0	42	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	75	0	0	0	30	50	11	4	
<b>TOTAL ALMERIA</b>					<b>108</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>68</b>	<b>52</b>	<b>36</b>	<b>36</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	27	0	0	85	15	0	0	0	0	-6	96	-6	27	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	27	0	0	74	11	4	7	4	0	22	67	23	27	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	68	13	3	16	0	0	14	68	25	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	74	13	10	3	0	0	11	68	17	31	
<b>TOTAL AMMAN</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>15</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	237	0	1	62	17	16	5	0	0	16	73	10	239	
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	0	64	23	11	3	0	0	13	88	4	239	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	0	55	19	18	9	0	0	21	53	19	208	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	207	0	3	69	15	13	4	0	0	12	84	7	208	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	102	0	1	72	20	4	4	1	0	13	80	8	103	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	102	0	1	67	18	12	4	0	0	14	84	4	102	
	GATWICK	CITY FLYER EXPRESS	S	A	129	1	1	31	47	16	6	0	0	25	34	35	116	
	GATWICK	CITY FLYER EXPRESS	S	D	129	1	1	76	15	7	2	0	0	12	48	28	117	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	102	0	0	69	23	6	3	0	0	12	71	12	103	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	102	0	0	77	10	9	4	0	0	11	87	7	103	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	41	22	16	16	5	1	45	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	33	31	14	16	6	0	43	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 1997				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		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
					Actual (7)	Plan (8)												
AMSTERDAM	HEATHROW	KLM	S	A	276	0	1	70	18	9	4	0	0	12	74	11	248	
	HEATHROW	KLM	S	D	278	0	1	69	16	12	3	0	0	12	79	8	248	
	BIRMINGHAM	KLM UK LTD	S	A	169	0	2	79	8	7	7	0	0	9	87	1	119	
	BIRMINGHAM	KLM UK LTD	S	D	169	0	2	69	15	9	7	1	0	17	82	14	119	
	EDINBURGH	KLM UK LTD	S	A	130	0	1	61	16	14	9	0	0	16	85	6	151	
	EDINBURGH	KLM UK LTD	S	D	128	1	3	52	27	18	4	0	0	20	69	16	150	
	GLASGOW	KLM UK LTD	S	A	92	1	0	67	18	10	3	1	0	15	70	14	120	
	GLASGOW	KLM UK LTD	S	D	92	0	1	26	40	28	3	2	0	32	68	13	119	
	LONDON CITY	KLM UK LTD	S	A	118	0	0	61	19	19	2	0	0	16	59	14	93	
	LONDON CITY	KLM UK LTD	S	D	118	0	0	51	31	16	3	0	0	20	39	27	93	
	MANCHESTER	KLM UK LTD	S	A	200	0	2	66	13	11	10	1	0	18	78	10	172	
	MANCHESTER	KLM UK LTD	S	D	199	0	3	71	9	10	10	1	0	16	84	7	172	
	NEWCASTLE	KLM UK LTD	S	A	114	0	2	50	19	18	11	2	0	25	81	14	114	
	NEWCASTLE	KLM UK LTD	S	D	115	0	1	60	14	11	13	1	1	24	78	13	116	
	STANSTED	KLM UK LTD	S	A	219	1	10	57	20	13	8	1	0	23	78	10	219	
	STANSTED	KLM UK LTD	S	D	221	0	3	58	23	10	9	1	0	22	66	16	215	
	GATWICK	TRANSVIA	S	A	108	0	1	31	38	24	6	2	0	31	51	19	109	
	GATWICK	TRANSVIA	S	D	107	0	2	66	16	10	7	1	0	20	74	12	109	
	GATWICK	TRANSBRASIL	S	A	8	1	1	75	13	13	0	0	0	6	44	37	9	
	GATWICK	TRANSBRASIL	S	D	9	0	0	78	22	0	0	0	0	5	67	16	9	
	HEATHROW	UNITED AIRLINES	S	A	9	0	0	56	11	22	11	0	0	28	100	4	8	
	HEATHROW	UNITED AIRLINES	S	D	9	0	0	78	11	0	11	0	0	19	50	11	8	
<b>TOTAL AMSTERDAM</b>					<b>4609</b>	<b>9</b>	<b>44</b>	<b>61</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>14</b>	<b>14</b>	
ANKARA (ESENBOGA)	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	5	0	0	20	0	80	0	0	0	30	0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ANTALYA	BIRMINGHAM	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-19	100	1	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ANTALYA	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	32	75	6	4
	GATWICK	AIRWORLD AVIATION LTD	C	A	7	0	0	57	0	14	29	0	0	36	0	176	2
	GATWICK	AIRWORLD AVIATION LTD	C	D	9	0	0	67	11	11	11	0	0	28	0	150	2
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	1	25	13	38	13	13	0	73	43	41	7
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	12	0	0	25	17	25	17	17	0	77	38	37	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	14	33	73	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	50	54	4
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	33	0	0	46	0	41	3
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	27	100	11	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-6	33	64	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	25	55	4
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	11	0	0	91	9	0	0	0	0	-4	92	-4	13
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	10	0	0	50	40	10	0	0	0	17	62	34	13
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	1	33	0	0	33	33	0	109	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	0	0	25	0	60	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	75	25	0	0	0	24	29	81	7
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	26	29	71	7
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	37	0	64	3
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	25	0	50	25	0	0	46	0	87	4
	MANCHESTER	ONUR AIR	C	A	2	0	0	50	50	0	0	0	0	12	0	47	4
<b>TOTAL ANTALYA</b>					<b>112</b>	<b>2</b>	<b>4</b>	<b>49</b>	<b>21</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>38</b>	<b>58</b>	<b>58</b>
ANTIGUA	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	40	0	43	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	22	25	46	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	0	8	8	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	8	8	23	0	0	34	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	38	25	38	0	0	0	23	0	133	8
<b>TOTAL ANTIGUA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>10</b>	<b>86</b>	<b>86</b>
ANTWERP																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	117	0	1	86	8	4	2	0	0	5	90	4	119	
	LONDON CITY	VLM (BELGIUM)	S	D	117	0	1	71	21	6	2	0	0	13	59	16	118	
<b>TOTAL ANTWERP</b>					<b>235</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>12</b>	
ARRECIFE	BIRMINGHAM	AIR 2000	C	A	8	0	0	38	13	38	13	0	0	36	86	-12	7	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	50	13	0	38	0	0	42	78	9	9	
	GATWICK	AIR 2000	C	A	8	1	0	50	25	0	25	0	0	22	56	37	9	
	GATWICK	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	6	67	44	9	
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	45	40	67	5	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	29	40	58	5	
	MANCHESTER	AIR 2000	C	A	12	1	1	33	17	25	25	0	0	38	11	41	9	
	MANCHESTER	AIR 2000	C	D	12	0	0	42	17	17	25	0	0	33	22	35	9	
	NEWCASTLE	AIR 2000	C	A	3	1	1	33	33	0	33	0	0	44	0	107	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	28	0	103	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	1	75	0	25	0	0	0	2	50	12	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	1	75	0	25	0	0	0	10	100	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	50	0	0	82	75	5	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	53	100	-2	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	25	0	25	200	0	202	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	0	25	195	50	192	2	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	19	75	-2	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	18	75	2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	2	25	50	13	13	0	0	34	75	16	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	1	25	38	25	13	0	0	37	75	18	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	19	67	41	3	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	18	75	38	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	0	20	0	44	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	38	25	13	25	0	0	40	44	96	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	1	50	38	0	13	0	0	29	56	45	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ARRECIFE																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	15	80	0	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	27	20	31	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	-9	40	27	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	20	48	5	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	60	18	5	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	24	40	21	5	
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0	
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	19	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	25	0	0	16	80	4	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	0	25	0	0	37	80	-30	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	25	0	0	23	60	40	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	25	0	0	28	60	44	5	
	STANSTED	LEISURE INTERNATIONAL	C	A	2	1	1	50	50	0	0	0	0	12	100	-13	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	3	1	0	0	67	0	33	0	0	47	80	9	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	75	0	13	13	0	0	20	40	23	10	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	63	13	25	0	0	0	14	60	27	10	
	GATWICK	MONARCH AIRLINES	C	A	8	1	0	50	13	13	25	0	0	31	40	19	10	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	25	0	25	0	0	33	50	24	10	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	6	80	-12	5	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	21	60	18	5	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	42	17	33	8	0	0	16	87	3	15	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	33	33	25	8	0	0	29	73	12	15	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	-6	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	26	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	0	0	11	49	40	86	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	0	0	11	61	30	112	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	60	29	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	14	60	39	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-19	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ARRECIFE																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	0	20	87	60	-6	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	0	0	20	103	60	15	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	52	100	-10	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26	100	7	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	21	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	22	100	-15	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-1	100	-4	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	5	100	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	10	100	2	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0
	NEWCASTLE	VIVA	C	A	3	0	1	33	67	0	0	0	0	13	0	0	0
	NEWCASTLE	VIVA	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0
<b>TOTAL ARRECIFE</b>					<b>383</b>	<b>7</b>	<b>12</b>	<b>57</b>	<b>16</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>59</b>	<b>31</b>	<b>31</b>
ASHKHABAD																	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	5	0	0	80	20	0	0	0	0	-7	89	-3	9
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	5	0	0	80	20	0	0	0	0	8	78	5	9
	HEATHROW	TURKMENISTAN AIRLINES	S	A	5	0	0	80	0	0	20	0	0	2	100	-7	5
	HEATHROW	TURKMENISTAN AIRLINES	S	D	5	0	0	100	0	0	0	0	0	-8	100	5	5
<b>TOTAL ASHKHABAD</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>0</b>	<b>0</b>
ASTURIAS																	
	GATWICK	IBERIA	S	A	12	0	1	100	0	0	0	0	0	-16	0	0	0
	GATWICK	IBERIA	S	D	13	0	0	54	15	31	0	0	0	19	0	0	0
<b>TOTAL ASTURIAS</b>					<b>25</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
ATHENS																	
	HEATHROW	AEGEAN AIRLINES	S	A	22	0	0	95	0	5	0	0	0	-5	0	0	0
	HEATHROW	AEGEAN AIRLINES	S	D	21	0	1	95	0	5	0	0	0	-4	0	0	0
	GATWICK	AIR 2000	C	A	13	0	0	77	8	15	0	0	0	-1	28	59	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ATHENS	GATWICK	AIR 2000	C	D	13	0	0	77	8	8	8	0	0	11	44	29	18
	MANCHESTER	AIR 2000	C	A	2	0	0	0	0	50	50	0	0	62	0	0	0
	MANCHESTER	AIR 2000	C	D	2	0	0	0	0	100	0	0	0	46	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	20	40	20	0	0	20	139	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	60	0	0	20	0	20	151	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	7	0	0	29	29	14	29	0	0	40	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	7	0	0	29	14	29	29	0	0	38	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	90	0	10	0	0	0	-13	42	33	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	42	42	13	3	0	0	22	19	32	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	11	5	0	0	0	3	62	15	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	69	19	8	3	0	0	10	61	12	61
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	71	0	14	14	0	0	22	33	50	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	50	0	17	33	0	0	29	50	36	6
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	77	8	0	0	15	0	34	50	12	18
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	79	7	7	0	7	0	23	44	25	18
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	0	20	0	46	80	-3	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	44	80	14	5
	HEATHROW	OLYMPIC AIRWAYS	S	A	91	0	2	55	15	19	9	2	0	23	45	26	93
	HEATHROW	OLYMPIC AIRWAYS	S	D	90	1	2	67	16	10	7	1	0	19	58	18	93
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	100	0	0	0	0	0	-19	81	0	26
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	59	30	7	4	0	0	16	48	20	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	6	0	3	0	0	-1	74	2	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	6	3	6	0	0	6	90	2	30
<b>TOTAL ATHENS</b>					<b>631</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>20</b>	<b>20</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	55	23	13	10	0	0	20	87	38	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	3	10	0	0	11	84	11	31
	GATWICK	DELTA AIRLINES	S	A	62	0	0	40	27	24	8	0	0	24	68	10	62



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ATLANTA																		
	GATWICK	DELTA AIRLINES	S	D	62	0	0	84	10	6	0	0	0	8	90	1	62	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	48	39	6	3	3	0	22	52	17	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	77	10	6	3	3	0	16	90	4	31	
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>12</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	27	0	0	78	0	7	7	7	0	16	48	19	23	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	27	0	0	89	4	4	4	0	0	9	78	7	23	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>13</b>	<b>13</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	23	0	0	78	13	0	9	0	0	7	67	17	27
	HEATHROW	GULF AIR	S	D	39	0	0	67	18	13	3	0	0	12	74	10	27
<b>TOTAL BAHRAIN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>14</b>	<b>14</b>
BAKU	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	56	33	0	11	0	0	13	0	64	9
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	67	22	11	0	0	0	17	56	39	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	1	0	92	0	0	8	0	0	-7	86	-7	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	64	21	7	7	0	0	19	64	13	14
<b>TOTAL BAKU</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>22</b>	<b>22</b>
BALI INTERNATIONAL																	
BALTIMORE	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	6	87	-4	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	26	3	0	0	0	11	77	13	31
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>5</b>	<b>5</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	32	26	29	13	0	0	32	39	27	31
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	71	26	3	0	0	0	8	87	4	31
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>15</b>	<b>15</b>
BANGKOK	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	42	29	19	10	0	0	24	29	30	31
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	74	16	3	6	0	0	14	90	7	31
<b>TOTAL BANGKOK</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>16</b>	<b>16</b>
BANJUL	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	0	100	0	0	101	0	66	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	60	20	20	0	0	46	80	27	5
<b>TOTAL BANJUL</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>40</b>	<b>42</b>	<b>42</b>
BARCELONA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	85	2	8	5	0	0	9	64	11	61

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	71	13	8	6	2	0	20	66	15	61
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	0	6	0	0	9	94	-2	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	3	6	0	0	11	84	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	105	0	0	76	14	6	4	0	0	7	83	6	104
	HEATHROW	BRITISH AIRWAYS PLC	S	D	105	0	0	69	20	7	4	1	0	15	75	11	104
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	15	100	2	1
	LUTON	DEBONAIR AIRWAYS LTD	S	A	56	1	3	39	14	13	27	5	2	63	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	55	1	6	47	13	16	22	2	0	44	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	69	1	3	61	12	7	9	12	0	46	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	71	0	1	24	20	25	11	15	4	84	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	25	50	25	0	0	0	30	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0
	HEATHROW	IBERIA	S	A	93	0	0	89	5	2	3	0	0	5	81	9	93
	HEATHROW	IBERIA	S	D	93	0	0	88	6	0	4	1	0	9	86	8	92
	MANCHESTER	IBERIA	S	A	31	0	0	77	10	6	6	0	0	12	74	7	31
	MANCHESTER	IBERIA	S	D	29	0	2	76	7	10	7	0	0	19	61	17	31
<b>TOTAL BARCELONA</b>					<b>911</b>	<b>3</b>	<b>16</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>16</b>	<b>16</b>
BARRA	GLASGOW	LOGANAIR	S	A	27	0	1	81	15	4	0	0	0	-10	79	11	29
	GLASGOW	LOGANAIR	S	D	26	0	2	69	12	0	19	0	0	21	76	12	29
<b>TOTAL BARRA</b>					<b>53</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>13</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>12</b>
BASLE MULHOUSE	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	15	3	0	0	0	5	56	15	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	61	31	6	2	0	0	11	85	7	62
	STANSTED	FLIGHTLINE LTD	C	A	15	0	1	60	33	7	0	0	0	14	61	29	23
	STANSTED	FLIGHTLINE LTD	C	D	16	0	0	69	19	13	0	0	0	11	78	25	23
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	0	85	8	4	4	0	0	5	96	2	26
	BIRMINGHAM	SWISS AIRLINES	S	D	25	0	0	40	32	28	0	0	0	24	56	29	25
	HEATHROW	SWISS AIRLINES	S	A	92	0	1	62	18	17	2	0	0	16	58	16	91

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BASLE MULHOUSE																	
	HEATHROW	SWISS AIRLINES	S	D	89	0	3	55	31	13	0	0	0	13	80	3	92
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	31	38	23	8	0	0	24	69	11	26
	MANCHESTER	SWISS AIRLINES	S	D	25	0	1	52	20	28	0	0	0	22	63	15	27
<b>TOTAL BASLE MULHOUSE</b>					<b>438</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>24</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>13</b>
BASTIA																	
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	0	33	0	67	0	0	70	100	12	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	0	33	33	33	0	0	55	0	31	2
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	3	0	1	33	33	0	33	0	0	26	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	52	0	37	1
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	0	67	0	33	0	0	64	50	20	2
<b>TOTAL BASTIA</b>					<b>20</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>33</b>	<b>25</b>	<b>25</b>
BEAUVAIS																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	11	56	42	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	11	0	0	13	67	43	9
<b>TOTAL BEAUVAIS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>42</b>	<b>42</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	12	1	1	67	17	8	8	0	0	2	76	-12	17
	HEATHROW	AIR CHINA	S	D	13	0	0	92	0	0	8	0	0	1	100	-3	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	-5	69	9	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	31	0	0	0	0	11	62	26	13
<b>TOTAL BEIJING</b>					<b>51</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>3</b>
BEIRUT																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	81	3	10	6	0	0	8	77	4	31
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	58	23	10	10	0	0	22	77	7	31
	HEATHROW	MEA	S	A	22	0	0	73	14	9	5	0	0	11	48	26	21
	HEATHROW	MEA	S	D	22	0	0	73	14	14	0	0	0	12	86	6	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					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)										
BEIRUT																	
<b>TOTAL BEIRUT</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>10</b>
BELFAST CITY																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	0	73	17	6	4	0	0	12	90	6	78
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	78	0	0	81	12	5	0	3	0	14	83	10	78
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	85	1	3	72	12	11	6	0	0	9	89	5	80
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	84	0	4	77	6	11	6	0	0	13	91	5	80
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	84	10	3	0	3	0	10	87	11	31
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	29	2	2	76	10	10	0	3	0	14	81	14	31
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	118	0	2	81	11	4	3	0	0	6	92	4	120
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	118	1	2	88	7	2	3	0	0	4	91	1	120
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	125	0	0	89	4	5	2	0	0	3	84	6	128
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	123	0	1	73	16	9	2	0	0	13	76	13	124
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	173	0	1	88	5	4	3	0	0	4	84	6	170
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	173	0	1	87	6	4	3	0	0	8	83	11	170
	NEWCASTLE	GILL AIRWAYS	S	A	140	2	4	88	5	3	4	0	0	3	80	10	107
	NEWCASTLE	GILL AIRWAYS	S	D	140	0	3	79	11	4	6	0	0	10	79	13	117
<b>TOTAL BELFAST CITY</b>					<b>1495</b>	<b>6</b>	<b>23</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	253	0	1	86	9	5	1	0	0	5	90	4	240
	HEATHROW	BMI BRITISH MIDLAND	S	D	254	0	0	89	5	4	1	0	0	5	91	2	241
	HEATHROW	BRITISH AIRWAYS PLC	S	A	184	0	2	90	7	2	2	0	0	7	80	11	185
	HEATHROW	BRITISH AIRWAYS PLC	S	D	185	0	1	91	6	1	2	0	0	2	88	5	186
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	92	8	0	0	0	0	3	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	77	15	8	0	0	0	12	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	89	0	3	96	1	2	1	0	0	2	82	9	88
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	93	0	3	88	9	2	1	0	0	6	83	9	87
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	103	0	1	86	6	3	5	0	0	4	82	11	105
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	102	1	2	88	3	5	4	0	0	7	91	3	105
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	113	0	1	93	3	1	4	0	0	0	86	6	108

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BELFAST INTERNATIONAL																	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	114	0	0	85	10	4	2	0	0	7	83	8	108
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	112	0	2	93	4	2	0	1	0	2	95	-3	112
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	112	0	2	78	15	6	0	1	0	12	88	7	113
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1766</b>	<b>4</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>6</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	1	100	0	0	0	0	0	-3	69	7	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	2	53	35	12	0	0	0	16	54	15	26
	HEATHROW	JATAIRWAYS	S	A	18	0	0	61	17	17	6	0	0	15	86	-1	22
	HEATHROW	JATAIRWAYS	S	D	18	0	0	50	28	11	11	0	0	23	73	5	22
<b>TOTAL BELGRADE</b>					<b>70</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>7</b>	<b>7</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	73	15	12	0	0	0	6	78	12	27
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	69	15	12	4	0	0	15	70	26	27
<b>TOTAL BENBECULA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>19</b>	<b>19</b>
BERGAMO																	
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	48	32	16	3	0	0	18	94	-1	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	65	32	3	0	0	0	12	77	8	31
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	58	31	12	0	0	0	15	96	3	26
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	73	23	4	0	0	0	9	92	5	26
	STANSTED	BRAATHENS ASA	S	A	31	0	0	94	3	3	0	0	0	3	0	0	0
	STANSTED	BRAATHENS ASA	S	D	31	0	0	23	23	52	3	0	0	31	0	0	0
<b>TOTAL BERGEN</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>8</b>	<b>8</b>
BERGERAC																	
BERLIN (SCHONEFELD)																	
	GATWICK	AB AIRLINES	S	A	26	0	0	42	35	12	12	0	0	25	0	0	0
	GATWICK	AB AIRLINES	S	D	26	0	0	38	12	19	27	4	0	47	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: B																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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)												
BERLIN (SCHONEFELD)																		
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>23</b>	<b>15</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>88</b>	<b>-1</b>	<b>-1</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	159	0	1	56	29	13	3	0	0	14	78	9	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	159	0	1	79	13	5	3	0	0	8	88	6	123	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	47	0	0	49	34	6	11	0	0	24	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	47	0	0	83	9	6	2	0	0	9	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	96	4	0	0	0	0	-1	65	17	26	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	25	0	0	92	8	0	0	0	0	4	85	11	26	
<b>TOTAL BERLIN (TEGEL)</b>					<b>463</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>11</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	100	0	0	0	0	0	-4	77	12	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	72	6	22	0	0	0	10	64	32	14	
<b>TOTAL BERMUDA</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>22</b>	<b>22</b>	
BERNE																		
	LONDON CITY	AIR ENGIADINA	S	A	52	0	0	67	12	17	4	0	0	15	78	8	50	
	LONDON CITY	AIR ENGIADINA	S	D	52	0	0	19	29	48	4	0	0	33	42	27	50	
<b>TOTAL BERNE</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>20</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>18</b>	<b>18</b>	
BILBAO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	10	2	2	0	0	1	97	-6	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	8	6	5	0	0	10	84	8	61	
	HEATHROW	IBERIA	S	A	31	0	0	97	3	0	0	0	0	-4	90	1	31	
	HEATHROW	IBERIA	S	D	31	0	0	90	3	3	3	0	0	3	90	-2	31	
<b>TOTAL BILBAO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>0</b>	<b>0</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	64	0	1	58	41	2	0	0	0	14	56	17	84	
	GATWICK	MAERSK AIR	S	D	64	0	1	78	19	3	0	0	0	9	77	10	84	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	1	1	63	13	13	13	0	0	17	40	20	5	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	33	33	11	22	0	0	32	20	30	5	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	40	1	0	50	30	18	3	0	0	19	35	19	40	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
BILLUND																			
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	40	1	0	55	23	18	5	0	0	19	83	10	40		
<b>TOTAL BILLUND</b>					<b>225</b>	<b>3</b>	<b>4</b>	<b>61</b>	<b>28</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>11</b>	<b>11</b>		
BIRMINGHAM																			
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	81	0	3	93	4	4	0	0	0	4	94	3	68		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	87	0	4	86	10	0	3	0	0	9	87	6	79		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	130	0	3	85	9	4	2	0	0	8	86	7	192		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	152	0	8	96	1	2	1	0	0	2	93	4	190		
	NEWCASTLE	DUO AIRWAYS LTD	S	A	76	0	0	91	7	0	3	0	0	5	92	3	79		
	NEWCASTLE	DUO AIRWAYS LTD	S	D	76	0	0	95	3	0	3	0	0	2	95	0	78		
<b>TOTAL BIRMINGHAM</b>					<b>604</b>	<b>2</b>	<b>18</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>4</b>		
BISHKEK (FRUNZE)																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	3	0	0	100	0	0	0	0	0	-13	0	62	3		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	3	0	0	67	33	0	0	0	0	10	50	4	2		
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>39</b>	<b>39</b>		
BODRUM (IMSIK)																			
BODRUM (MILAS)																			
	BIRMINGHAM	AIR 2000	C	A	3	0	1	67	0	33	0	0	0	7	0	0	0		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0		
	GATWICK	AIR 2000	C	A	9	0	3	89	11	0	0	0	0	1	0	0	0		
	GATWICK	AIR 2000	C	D	12	0	0	92	8	0	0	0	0	4	0	0	0		
	GLASGOW	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	2	0	0	0		
	GLASGOW	AIR 2000	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0		
	MANCHESTER	AIR 2000	C	A	7	0	1	29	0	29	43	0	0	67	0	0	0		
	MANCHESTER	AIR 2000	C	D	9	0	0	44	0	11	22	22	0	72	0	0	0		
	NEWCASTLE	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	4	0	0	0		
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	6	0	2	0	33	33	33	0	0	61	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	50	38	0	13	0	0	26	0	0	0		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BODRUM (MILAS)	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	33	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	37	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	22	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	39	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	20	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	67	33	0	0	53	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	35	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-19	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	1	60	0	20	20	0	0	30	0	55	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	67	17	0	17	0	0	24	50	10	2
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	1	29	29	29	14	0	0	39	0	29	1
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	1	25	25	38	13	0	0	36	100	-23	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	0	33	33	33	0	0	42	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	8	0	0	0
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	A	3	0	1	67	0	0	33	0	0	14	0	0	0
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	D	4	0	0	0	0	25	75	0	0	66	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-9	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	33	0	0	0	13	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	25	0	0	40	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	1	57	0	29	0	0	14	168	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	25	0	0	13	0	45	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	3	44	33	11	11	0	0	18	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	75	17	0	8	0	0	15	0	0	0
	GLASGOW	ONUR AIR	C	A	3	0	0	0	33	67	0	0	0	38	0	0	0
	GLASGOW	ONUR AIR	C	D	4	0	0	0	0	75	25	0	0	48	0	0	0
	MANCHESTER	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	0	100	0	0	0	48	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BODRUM (MILAS)																		
	GATWICK	PEGASUS AIRLINES	C	A	3	0	1	67	33	0	0	0	0	8	0	0	0	
	GATWICK	PEGASUS AIRLINES	C	D	3	0	1	67	0	33	0	0	0	19	0	0	0	
	GLASGOW	PEGASUS AIRLINES	C	A	3	0	1	67	33	0	0	0	0	7	0	0	0	
	GLASGOW	PEGASUS AIRLINES	C	D	4	0	0	25	25	0	50	0	0	61	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	A	11	0	2	64	18	0	9	9	0	32	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	D	13	0	0	62	8	8	15	8	0	37	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	1	25	0	25	25	25	0	99	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	1	0	40	0	20	20	20	0	71	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	33	33	0	0	0	28	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>					<b>266</b>	<b>2</b>	<b>25</b>	<b>51</b>	<b>17</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>43</b>	<b>16</b>	<b>16</b>	
BOGOTA																		
	HEATHROW	AVIANCA COLOMBIA	S	A	9	0	0	22	67	11	0	0	0	17	33	27	9	
	HEATHROW	AVIANCA COLOMBIA	S	D	9	0	0	44	22	33	0	0	0	21	78	13	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	1	0	85	15	0	0	0	0	-8	56	34	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	36	7	0	0	0	14	67	49	9	
<b>TOTAL BOGOTA</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>31</b>	<b>31</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	31	0	0	74	19	3	3	0	0	10	55	19	31	
	GATWICK	ALITALIA	S	D	31	0	0	97	0	3	0	0	0	2	71	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	78	13	3	6	0	0	8	78	14	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	70	16	10	5	0	0	14	49	31	51	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	18	60	16	5	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	21	80	20	5	
<b>TOTAL BOLOGNA</b>					<b>192</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>20</b>	<b>20</b>	
BORDEAUX																		
	GATWICK	AIR LIB	S	A	93	0	0	80	13	5	1	1	0	10	0	0	0	
	GATWICK	AIR LIB	S	D	93	0	0	71	18	6	2	2	0	16	0	0	0	
<b>TOTAL BORDEAUX</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>22</b>	<b>22</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					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
BOSTON																	
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	66	18	10	5	0	2	25	82	6	62
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	84	6	6	0	3	0	13	85	3	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	68	23	5	3	1	0	13	89	2	82
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	80	11	8	2	0	0	10	75	16	83
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	19	3	0	0	3	35	71	23	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	87	3	6	3	0	0	9	84	18	31
<b>TOTAL BOSTON</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>80</b>	<b>10</b>	<b>10</b>
BOURNEMOUTH																	
	EDINBURGH	EUROPEAN AIR CHARTER	S	A	20	0	0	85	15	0	0	0	0	4	0	0	0
	EDINBURGH	EUROPEAN AIR CHARTER	S	D	20	0	0	70	30	0	0	0	0	11	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	S	A	37	0	0	89	8	0	3	0	0	1	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	S	D	37	0	0	89	8	0	3	0	0	6	0	0	0
<b>TOTAL BOURNEMOUTH</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN																	
	GATWICK	CITY FLYER EXPRESS	S	A	113	0	1	74	16	5	4	0	0	9	70	11	86
	GATWICK	CITY FLYER EXPRESS	S	D	114	0	0	73	17	8	3	0	0	12	75	13	87
	HEATHROW	LUFTHANSA	S	A	31	0	0	87	6	6	0	0	0	2	81	8	27
	HEATHROW	LUFTHANSA	S	D	31	0	0	77	13	10	0	0	0	11	63	16	27
<b>TOTAL BREMEN</b>					<b>289</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>12</b>	<b>12</b>
BREST																	
	GATWICK	BRIT AIR	S	A	88	0	0	83	14	3	0	0	0	8	80	17	30
	GATWICK	BRIT AIR	S	D	88	0	0	88	13	0	0	0	0	6	84	6	25
<b>TOTAL BREST</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>12</b>
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	31	25	48	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	25	81	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-3	50	37	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	12	50	16	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	0	20	0	0	22	57	39	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	CALEDONIAN AIRWAYS	C	A	2	0	1	0	0	0	50	50	0	158	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	1	0	63	38	0	0	0	15	11	87	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	8	75	21	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	40	0	53	25	27	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	21	50	192	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	32	0	191	4	
<b>TOTAL BRIDGETOWN</b>					<b>46</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>22</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>27</b>	<b>44</b>	<b>60</b>	<b>60</b>	
BRINDISI																	
	GATWICK	AIR 2000	C	A	2	0	0	0	0	50	50	0	102	0	46	1	
	GATWICK	AIR 2000	C	D	2	0	0	0	50	0	50	0	72	0	33	1	
<b>TOTAL BRINDISI</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>40</b>	<b>40</b>	
BRISBANE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	19	0	0	14	57	24	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	-1	92	4	13	
<b>TOTAL BRISBANE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>14</b>	
BRISTOL																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	128	0	7	88	4	5	3	0	3	67	16	121	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	117	0	6	85	9	3	3	0	10	58	19	120	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	18	0	1	67	22	6	6	0	18	83	6	18	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	18	0	1	83	6	6	6	0	15	83	18	18	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	135	1	3	83	8	4	4	0	8	79	12	119	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	140	1	5	81	11	4	4	0	9	89	5	115	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	81	3	7	10	0	11	75	28	71	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	72	0	0	86	8	6	0	0	7	77	12	70	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1997						
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	UNMATCHED Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
BRISTOL																			
<b>TOTAL BRISTOL</b>						<b>701</b>	<b>2</b>	<b>23</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>15</b>	<b>15</b>	
BRUSSELS																			
BIRMINGHAM	BIRMINGHAM	BMI	BRITISH MIDLAND	S	A	63	0	1	71	19	10	0	0	8	75	9	65		
BIRMINGHAM	BIRMINGHAM	BMI	BRITISH MIDLAND	S	D	64	0	0	75	16	8	0	2	11	77	9	64		
HEATHROW	HEATHROW	BMI	BRITISH MIDLAND	S	A	172	0	0	68	23	6	2	0	12	65	12	175		
HEATHROW	HEATHROW	BMI	BRITISH MIDLAND	S	D	171	0	1	82	12	4	2	0	7	81	6	174		
GATWICK	GATWICK	BRITISH AIRWAYS (EURO OPS)	LGW	S	A	96	0	0	95	4	1	0	0	-2	71	13	101		
GATWICK	GATWICK	BRITISH AIRWAYS (EURO OPS)	LGW	S	D	96	0	0	90	5	4	1	0	6	75	10	101		
BIRMINGHAM	BIRMINGHAM	BRITISH AIRWAYS PLC		S	A	47	0	0	64	19	15	2	0	14	47	20	49		
BIRMINGHAM	BIRMINGHAM	BRITISH AIRWAYS PLC		S	D	47	0	0	81	6	9	4	0	9	92	6	49		
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC		S	A	141	0	0	73	19	8	0	0	7	65	16	145		
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC		S	D	141	0	0	91	6	2	0	0	2	80	7	146		
MANCHESTER	MANCHESTER	BRITISH AIRWAYS PLC		S	A	93	0	7	55	27	15	3	0	16	71	11	45		
MANCHESTER	MANCHESTER	BRITISH AIRWAYS PLC		S	D	92	0	9	65	20	5	10	0	14	73	18	44		
STANSTED	STANSTED	KLM UK LTD		S	A	92	0	5	72	18	5	3	1	11	72	7	93		
STANSTED	STANSTED	KLM UK LTD		S	D	92	1	5	70	17	9	3	1	17	72	13	93		
BIRMINGHAM	BIRMINGHAM	SABENA		S	A	104	0	0	78	12	9	2	0	9	0	0	0		
BIRMINGHAM	BIRMINGHAM	SABENA		S	D	104	0	0	71	18	9	2	0	13	0	0	0		
EDINBURGH	EDINBURGH	SABENA		S	A	88	0	0	90	6	3	1	0	2	74	11	57		
EDINBURGH	EDINBURGH	SABENA		S	D	88	0	0	65	25	9	1	0	15	40	19	58		
GATWICK	GATWICK	SABENA		S	A	113	0	1	73	13	10	4	0	11	70	9	61		
GATWICK	GATWICK	SABENA		S	D	113	0	1	88	7	2	4	0	8	77	11	61		
GLASGOW	GLASGOW	SABENA		S	A	87	0	1	92	7	1	0	0	1	77	6	56		
GLASGOW	GLASGOW	SABENA		S	D	87	0	1	75	21	5	0	0	10	77	10	56		
HEATHROW	HEATHROW	SABENA		S	A	254	0	0	62	21	13	4	0	16	49	23	253		
HEATHROW	HEATHROW	SABENA		S	D	253	0	1	74	17	6	4	0	11	69	16	250		
LONDON CITY	LONDON CITY	SABENA		S	A	134	0	4	76	14	7	2	0	9	74	9	117		
LONDON CITY	LONDON CITY	SABENA		S	D	133	0	4	62	27	8	3	0	15	66	14	116		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					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)											
BRUSSELS																	
	MANCHESTER	SABENA	S	A	114	0	0	81	10	10	0	0	0	5	75	8	104
	MANCHESTER	SABENA	S	D	114	0	1	89	8	4	0	0	0	5	83	9	105
	NEWCASTLE	SABENA	S	A	109	0	0	87	9	4	0	0	0	4	78	7	103
	NEWCASTLE	SABENA	S	D	109	0	0	87	8	3	2	0	0	5	81	9	104
	STANSTED	SABENA	S	A	37	0	1	81	14	5	0	0	0	3	0	0	0
	STANSTED	SABENA	S	D	35	0	2	66	11	14	9	0	0	19	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	30	0	1	90	7	0	3	0	0	3	80	5	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	1	90	10	0	0	0	0	1	70	12	30
<b>TOTAL BRUSSELS</b>					<b>3547</b>	<b>3</b>	<b>49</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>12</b>
BUCHAREST (OTOPENI)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	42	0	1	95	0	2	2	0	0	-2	57	14	44
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	42	0	1	71	17	7	5	0	0	14	62	14	45
	HEATHROW	TAROM	S	A	34	0	4	35	18	35	12	0	0	30	50	22	36
	HEATHROW	TAROM	S	D	34	0	4	74	12	3	12	0	0	16	61	15	36
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>152</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>16</b>	<b>16</b>
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	11	6	5	0	2	20	92	6	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	63	31	3	3	0	0	14	84	10	62
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	60	31	6	3	0	0	12	55	19	62
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	73	19	6	2	0	0	11	82	10	62
<b>TOTAL BUDAPEST</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>
BUENOS AIRES																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	-9	100	-24	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	0	20	0	0	20	92	8	13
<b>TOTAL BUENOS AIRES</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>6</b>	<b>96</b>	<b>-8</b>	<b>-8</b>
BURGAS																	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	2	100	0	0	0	0	0	9	100	4	2
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	7	50	18	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
BURGAS																		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	2	100	0	0	0	0	0	5	50	41	2	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	2	100	0	0	0	0	0	8	0	59	3	
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	38	0	63	1	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-11	67	17	3	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	40	67	23	3	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	1	100	0	0	0	0	0	-8	0	0	0	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	100	7	1	
<b>TOTAL BURGAS</b>					<b>25</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>27</b>	<b>27</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					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)											
CAGLIARI (ELMAS)																	
	HEATHROW	BMI BRITISH MIDLAND	C	A	3	0	0	0	0	33	67	0	0	72	0	60	2
	HEATHROW	BMI BRITISH MIDLAND	C	D	3	0	0	0	0	100	0	0	0	42	0	23	2
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	0	50	0	158	0	116	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	50	0	50	0	151	0	75	2
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>96</b>	<b>28</b>	<b>35</b>	<b>35</b>
CAIRO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	-6	84	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	6	0	0	0	5	48	25	31
	HEATHROW	EGYPT AIR	S	A	31	0	6	29	23	42	6	0	0	28	23	41	31
	HEATHROW	EGYPT AIR	S	D	31	0	5	23	29	29	19	0	0	35	32	46	31
<b>TOTAL CAIRO</b>					<b>124</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>16</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>31</b>	<b>31</b>
CALCUTTA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	0	33	0	0	0	16	63	12	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	6	44	15	9
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>13</b>	<b>13</b>
CALGARY																	
	HEATHROW	AIR CANADA	S	A	18	0	0	67	22	11	0	0	0	12	89	10	9
	HEATHROW	AIR CANADA	S	D	17	0	0	88	12	0	0	0	0	7	89	8	9
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	26	0	0	50	19	15	8	8	0	36	58	18	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	26	0	0	81	8	0	12	0	0	15	90	6	31
<b>TOTAL CALGARY</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>11</b>
CALVI																	
	GATWICK	AIR 2000	C	A	3	0	0	33	33	33	0	0	0	27	0	0	0
	GATWICK	AIR 2000	C	D	3	0	0	0	33	67	0	0	0	46	0	0	0
	STANSTED	KLM UK LTD	C	A	5	0	0	60	20	20	0	0	0	17	50	14	4
	STANSTED	KLM UK LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	4	4
<b>TOTAL CALVI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>152</b>	<b>152</b>
CAMAGUEY																	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAMP SPRINGS																		
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	39	2	5	79	13	8	0	0	0	3	85	6	40	
	GLASGOW	LOGANAIR	S	D	40	0	4	78	5	15	3	0	10	88	3	42		
<b>TOTAL CAMPBELTOWN</b>					<b>79</b>	<b>2</b>	<b>9</b>	<b>78</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>6</b>	<b>6</b>		
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	40	20	0	20	118	33	101	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	20	0	20	109	71	47	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	1	100	0	0	0	0	-28	100	-35	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	33	0	0	24	50	83	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	10	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	14	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	1	1	0	25	25	50	0	75	75	20	4		
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	0	20	20	0	28	75	39	4		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	-6	33	62	3		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	16	75	26	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	21	0	375	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	29	25	88	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	58	100	-15	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	19	50	14	4		
<b>TOTAL CANCUN</b>					<b>57</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>57</b>	<b>70</b>	<b>70</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	95	5	0	0	0	-8	82	78	17		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	83	13	4	0	0	4	78	17	18		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	14	0	0	86	14	0	0	0	-1	75	17	12		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	18	0	0	78	17	6	0	0	7	77	6	13		
<b>TOTAL CAPE TOWN</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>32</b>	<b>32</b>		
CARDIFF WALES																		
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	8	0	0	0		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	4	88	7	5	0	0	2	77	12	62		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CARDIFF WALES																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	58	0	5	78	19	3	0	0	0	11	82	10	61
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	64	0	4	88	8	5	0	0	0	4	79	10	58
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	64	0	4	91	6	3	0	0	0	4	72	11	58
<b>TOTAL CARDIFF WALES</b>					<b>247</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	<b>12</b>
CASABLANCA MOHAMED V																	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	77	6	3	10	3	0	15	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	74	13	10	3	0	0	15	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	52	26	19	0	3	0	23	67	9	27
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	58	19	16	0	3	3	35	93	-3	27
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>81</b>	<b>8</b>	<b>8</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	AIRWORLD AVIATION LTD	C	A	3	0	1	0	0	67	0	33	0	107	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	0	25	0	68	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	40	40	20	0	0	0	23	50	13	2
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	12	50	22	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	0	0	100	0	227	0	63	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	0	0	100	0	201	0	33	2
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	10	0	107	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	0	32	20	91	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>31</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>19</b>	<b>19</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>81</b>	<b>81</b>
CHANIA																	
	GATWICK	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	28	0	45	3
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	5	25	61	4
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	8	0	46	4
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	26	0	46	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	13	25	0	0	0	1	25	34	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	15	38	26	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	33	45	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	13	50	15	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CHANIA																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	16	0	45	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	9	0	20	2
<b>TOTAL CHANIA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>21</b>	<b>37</b>	<b>37</b>
CHARLOTTE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	19	3	10	6	0	27	71	6	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	6	6	0	0	16	87	9	31
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>7</b>	<b>7</b>
CHATEAUROUX																	
CHICAGO (O'HARE)																	
	HEATHROW	AIR INDIA	S	A	13	0	0	46	15	23	15	0	0	23	0	66	1
	HEATHROW	AIR INDIA	S	D	14	0	0	36	21	7	29	7	0	50	0	131	1
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	55	19	13	13	0	0	21	84	-2	31
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	90	0	6	3	0	0	10	97	2	31
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	0	60	13	17	10	0	0	18	69	9	16
	GLASGOW	AMERICAN AIRLINES	S	D	30	0	0	93	3	3	0	0	0	6	94	4	16
	HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	68	15	10	8	0	0	13	80	3	123
	HEATHROW	AMERICAN AIRLINES	S	D	124	3	0	78	19	1	2	0	0	9	81	6	121
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	68	10	13	10	0	0	10	68	12	31
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	90	3	3	3	0	0	9	94	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	11	3	2	0	0	1	84	0	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	69	23	5	3	0	0	15	65	19	62
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	24	23	23	24	6	0	54	71	12	62
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	50	31	13	5	2	0	26	71	10	62
<b>TOTAL CHICAGO (O'HARE)</b>					<b>707</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>7</b>	<b>7</b>
CINCINNATI																	
	GATWICK	DELTA AIRLINES	S	A	31	0	0	45	35	13	6	0	0	20	48	15	31
	GATWICK	DELTA AIRLINES	S	D	31	0	0	84	6	6	3	0	0	9	77	7	31
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>11</b>	<b>11</b>
COLOGNE (BONN)																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
COLOGNE (BONN)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	41	0	0	95	0	5	0	0	0	-2	83	9	6	
	HEATHROW	BMI BRITISH MIDLAND	S	D	41	0	0	83	10	7	0	0	0	8	83	9	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	3	66	17	16	2	0	0	8	51	16	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	2	86	10	3	0	0	0	3	81	6	57	
	GATWICK	CITY FLYER EXPRESS	S	A	106	0	0	85	13	0	2	0	0	6	60	17	77	
	GATWICK	CITY FLYER EXPRESS	S	D	106	0	0	82	11	5	2	0	0	7	86	8	76	
<b>TOTAL COLOGNE (BONN)</b>					<b>413</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	20	0	2	65	10	15	5	5	0	25	44	17	18	
	HEATHROW	SRILANKAN AIRLINES	S	D	20	0	2	50	40	5	0	5	0	28	39	27	18	
<b>TOTAL COLOMBO</b>					<b>40</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>13</b>	<b>13</b>	
CONNAUGHT																		
	BIRMINGHAM	AER LINGUS	S	A	5	0	0	100	0	0	0	0	0	-2	100	-3	4	
	BIRMINGHAM	AER LINGUS	S	D	5	0	0	100	0	0	0	0	0	4	100	3	5	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	0	65	4	9	13	9	0	34	91	-1	22	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	23	0	0	70	0	9	22	0	0	33	82	6	22	
	STANSTED	RYANAIR	C	A	10	0	2	70	0	10	20	0	0	17	0	0	0	
	STANSTED	RYANAIR	S	A	55	2	0	64	20	11	5	0	0	16	80	12	35	
	STANSTED	RYANAIR	C	D	9	0	1	33	33	11	22	0	0	33	0	0	0	
	STANSTED	RYANAIR	S	D	58	0	0	34	33	28	5	0	0	25	54	22	35	
<b>TOTAL CONNAUGHT</b>					<b>188</b>	<b>2</b>	<b>3</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>11</b>	<b>11</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	24	0	7	88	13	0	0	0	0	4	88	-2	26	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	24	0	7	75	21	4	0	0	0	12	77	10	26	
	GLASGOW	BMI BRITISH MIDLAND	S	A	40	0	7	95	5	0	0	0	0	-3	92	-4	52	
	GLASGOW	BMI BRITISH MIDLAND	S	D	40	0	12	98	3	0	0	0	0	2	98	2	52	
	HEATHROW	BMI BRITISH MIDLAND	S	A	24	0	7	71	21	8	0	0	0	9	65	15	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	24	0	7	75	21	4	0	0	0	10	94	-2	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					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)											
COPENHAGEN	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	74	15	11	0	0	0	6	76	5	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	73	18	10	0	0	0	12	81	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	68	18	13	1	0	0	12	79	10	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	80	11	3	2	4	0	16	91	5	119
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	43	0	0	95	2	2	0	0	0	-2	60	20	43
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	42	1	0	90	10	0	0	0	0	3	88	9	43
	GATWICK	MAERSK AIR	S	A	30	0	0	77	17	3	3	0	0	8	65	15	26
	GATWICK	MAERSK AIR	S	D	30	0	0	73	13	13	0	0	0	12	63	14	27
	NEWCASTLE	MUK AIR	S	A	33	0	10	91	9	0	0	0	0	1	0	0	0
	NEWCASTLE	MUK AIR	S	D	33	0	10	85	9	6	0	0	0	2	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	7	1	0	57	43	0	0	0	0	14	33	26	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	7	2	0	14	29	43	14	0	0	33	11	43	9
	HEATHROW	SAS	S	A	107	6	2	78	12	7	3	0	0	9	81	7	148
	HEATHROW	SAS	S	D	111	6	1	86	7	4	3	0	0	7	89	5	154
	MANCHESTER	SAS	S	A	61	0	22	97	0	2	2	0	0	-1	88	1	82
	MANCHESTER	SAS	S	D	60	0	23	88	8	3	0	0	0	3	88	4	57
	HEATHROW	VARIG	S	A	10	0	4	90	10	0	0	0	0	5	75	20	12
	HEATHROW	VARIG	S	D	10	0	4	50	20	10	20	0	0	25	33	18	12
<b>TOTAL COPENHAGEN</b>					<b>1122</b>	<b>19</b>	<b>123</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>7</b>
CORFU	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	-5	100	-28	5
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	0	0	20	0	39	80	5	5
	GATWICK	AIR 2000	C	A	9	0	1	44	33	11	11	0	0	31	0	74	10
	GATWICK	AIR 2000	C	D	10	0	0	70	10	10	10	0	0	19	36	46	11
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	20	0	20	0	58	67	19	3
	GLASGOW	AIR 2000	C	D	5	0	0	20	40	20	0	20	0	61	100	2	4
	MANCHESTER	AIR 2000	C	A	10	0	3	50	10	10	30	0	0	25	9	50	11
	MANCHESTER	AIR 2000	C	D	13	0	0	69	8	8	15	0	0	22	23	48	13

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			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CORFU																	
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-22	80	3	5
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	3	80	20	5
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	25	0	0	12	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	23	100	0	1
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	2	0	1	50	0	0	50	0	0	47	33	27	3
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	0	33	0	0	33	0	33	203	25	55	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	11	33	0	0	46	43	12	7
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	12	0	0	50	17	8	25	0	0	35	89	8	9
	GATWICK	BRITANNIA AIRWAYS	C	A	10	1	0	40	40	20	0	0	0	20	50	61	10
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	1	54	31	8	0	8	0	32	54	36	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	42	0	25	1
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	52	100	9	2
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	0	43	29	0	29	0	0	33	67	1	3
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	33	11	0	0	24	100	-1	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	1	1	47	12	12	18	12	0	44	73	58	11
	MANCHESTER	BRITANNIA AIRWAYS	C	D	24	0	0	38	17	13	21	8	4	73	64	50	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	37	75	24	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	36	100	2	5
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	1	67	0	0	33	0	0	33	33	14	3
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	1	50	25	0	25	0	0	30	50	18	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	3	58	25	8	8	0	0	16	42	27	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	15	0	1	80	0	7	7	0	7	52	91	5	11
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	11	0	0	36	18	0	9	27	9	108	80	18	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	11	0	0	55	9	0	9	27	0	82	56	19	9
	GATWICK	LEISURE INTERNATIONAL	C	A	13	0	2	38	15	15	8	15	8	104	18	63	11
	GATWICK	LEISURE INTERNATIONAL	C	D	15	0	0	60	7	7	13	0	13	71	42	51	12
	MANCHESTER	LEISURE INTERNATIONAL	C	A	10	0	3	60	0	0	20	20	0	83	11	92	9
	MANCHESTER	LEISURE INTERNATIONAL	C	D	13	0	0	77	8	0	8	8	0	39	20	78	10
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	0	0	50	0	173	50	7	2
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	1	80	0	0	0	0	20	134	50	63	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)										
CORFU	BIRMINGHAM	MONARCH AIRLINES	C	D	6	0	0	67	33	0	0	0	0	6	0	62	2
	GATWICK	MONARCH AIRLINES	C	A	7	0	1	29	43	0	14	0	14	131	33	48	6
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	0	19	60	30	10
	LUTON	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	47	0	0	0
	LUTON	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-10	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	1	57	0	29	14	0	0	25	43	23	7
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	38	13	0	0	15	38	34	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	0	33	0	86	33	13	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	75	13	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	2	57	0	29	14	0	0	28	57	25	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	16	44	54	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	2	57	0	14	14	0	14	85	43	34	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	11	11	0	11	72	44	25	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-28	100	-7	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	12	75	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	1	100	0	0	0	0	0	-4	75	13	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	3	100	6	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	69	100	-16	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	-9	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	33	33	33	0	0	80	100	-12	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	44	100	2	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	67	0	0	33	0	0	31	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
<b>TOTAL CORFU</b>					<b>437</b>	<b>2</b>	<b>30</b>	<b>57</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>47</b>	<b>53</b>	<b>33</b>	<b>33</b>
CORK	BIRMINGHAM	AER LINGUS	S	A	31	0	0	97	3	0	0	0	0	-4	90	0	31
	BIRMINGHAM	AER LINGUS	S	D	50	0	0	96	4	0	0	0	0	6	92	7	53
	HEATHROW	AER LINGUS	S	A	119	0	0	73	16	8	3	0	0	13	73	14	119
	HEATHROW	AER LINGUS	S	D	119	0	0	73	15	8	3	0	0	13	75	15	119
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	3	78	7	9	3	3	0	14	81	18	68

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CORK	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	71	0	1	79	3	11	4	3	0	18	82	13	68
	GATWICK	CITY FLYER EXPRESS	S	A	75	0	0	64	25	9	1	0	0	10	45	30	75
	GATWICK	CITY FLYER EXPRESS	S	D	75	0	0	73	15	9	3	0	0	11	54	26	74
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	3	0	2	100	0	0	0	0	0	6	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	3	0	0	67	33	0	0	0	0	12	0	0	0
	STANSTED	RYANAIR	S	A	114	1	0	61	19	15	4	0	0	15	42	31	115
	STANSTED	RYANAIR	C	A	9	0	3	67	11	0	22	0	0	20	0	0	0
	STANSTED	RYANAIR	S	D	116	0	0	52	19	23	6	0	0	23	37	30	116
	STANSTED	RYANAIR	C	D	8	0	2	38	50	13	0	0	0	18	0	0	0
<b>TOTAL CORK</b>					<b>863</b>	<b>1</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>20</b>	<b>20</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	23	0	0	30	9	22	30	9	0	70	5	273	19	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	20	0	2	75	15	0	10	0	0	14	47	164	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	77	5	9	5	0	5	27	35	71	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	1	1	81	5	14	0	0	0	10	76	12	21	
<b>TOTAL DACCA</b>					<b>86</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>41</b>	<b>125</b>	<b>125</b>	
DALAMAN																		
	BIRMINGHAM	AIR 2000	C	A	6	0	2	83	0	0	17	0	0	-22	57	-1	7	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	75	0	0	25	0	0	32	89	15	9	
	GATWICK	AIR 2000	C	A	9	0	3	89	11	0	0	0	0	2	31	71	13	
	GATWICK	AIR 2000	C	D	12	0	0	67	25	0	8	0	0	20	56	55	18	
	GLASGOW	AIR 2000	C	A	3	0	1	67	0	0	33	0	0	15	0	37	3	
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	16	75	12	4	
	MANCHESTER	AIR 2000	C	A	17	0	5	88	12	0	0	0	0	-20	19	66	16	
	MANCHESTER	AIR 2000	C	D	20	0	1	75	15	5	5	0	0	13	62	39	21	
	NEWCASTLE	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-26	33	82	3	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	12	50	59	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	7	0	1	43	29	14	14	0	0	29	17	105	6	
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	63	13	13	13	0	0	26	20	39	10	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	12	0	2	17	17	25	42	0	0	61	23	38	13	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	15	0	0	40	0	33	27	0	0	57	39	34	18	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	43	0	0	43	14	0	85	30	47	10	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	33	11	11	33	11	0	73	69	31	13	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	25	0	25	50	0	0	52	20	40	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	24	54	29	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	13	33	53	3	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	16	75	22	4	
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	0	43	14	0	14	14	14	162	75	-4	4	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	33	0	33	0	11	22	178	80	-10	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	1	29	36	7	29	0	0	37	54	62	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	33	39	6	22	0	0	36	47	55	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 1997			
			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)											
DALAMAN																	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	62	75	25	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	48	80	20	5
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	35	67	3	3
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	34	75	10	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	1	0	38	23	15	15	8	0	43	15	134	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	15	0	0	53	20	7	20	0	0	31	31	106	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	33	17	17	33	0	0	55	60	15	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	17	33	0	50	0	0	62	60	20	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	0	25	0	66	0	504	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	46	50	442	4
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	1	25	50	25	0	0	0	19	100	14	1
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	1	25	75	0	0	0	0	18	100	6	1
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	1	0	33	0	33	33	0	138	33	41	3
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	0	25	25	25	223	100	7	3
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	0	40	20	20	0	94	14	50	7
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	0	20	40	20	20	0	99	33	42	9
	GATWICK	MONARCH AIRLINES	C	A	12	0	2	58	17	8	8	8	0	38	43	33	7
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	50	36	0	14	0	0	19	75	19	8
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	22	50	263	4
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	0	52	60	58	5
	LUTON	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-14	75	12	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	1	50	30	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	1	50	25	13	13	0	0	30	33	50	9
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	22	33	22	11	11	0	58	56	42	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	69	25	28	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	70	75	21	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	1	38	13	0	38	0	13	198	25	111	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	22	0	33	11	0	77	38	89	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-26	100	1	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	25	28	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997			
			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)												
DALAMAN																		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	4	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	19	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	3	14	29	14	43	0	0	55	11	83	19	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	41	18	18	24	0	0	37	32	58	22	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	6	0	2	83	17	0	0	0	0	-3	100	3	3	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	2	100	-6	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	33	0	0	15	67	-1	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	29	75	17	4	
	GATWICK	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	-13	0	78	4	
	GATWICK	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	-7	20	74	5	
	GLASGOW	ONUR AIR	C	A	3	0	0	0	0	100	0	0	0	52	25	28	4	
	GLASGOW	ONUR AIR	C	D	4	0	0	0	25	50	25	0	0	49	40	30	5	
	MANCHESTER	ONUR AIR	C	A	5	0	1	100	0	0	0	0	0	-3	25	37	8	
	MANCHESTER	ONUR AIR	C	D	8	0	0	13	13	63	13	0	0	43	30	47	10	
	NEWCASTLE	ONUR AIR	C	A	6	0	0	50	0	33	17	0	0	29	75	-5	8	
	NEWCASTLE	ONUR AIR	C	D	8	0	0	0	50	25	25	0	0	44	0	41	9	
	EDINBURGH	PEGASUS AIRLINES	C	A	4	0	1	50	25	25	0	0	0	1	100	-16	4	
	EDINBURGH	PEGASUS AIRLINES	C	D	5	0	0	0	40	60	0	0	0	41	60	4	5	
	GATWICK	PEGASUS AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-11	0	0	0	
	GATWICK	PEGASUS AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	A	10	0	2	50	20	20	10	0	0	28	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	D	13	0	0	31	38	23	8	0	0	24	0	0	0	
	NEWCASTLE	PEGASUS AIRLINES	C	A	3	0	1	67	0	33	0	0	0	11	50	18	2	
	NEWCASTLE	PEGASUS AIRLINES	C	D	4	0	0	75	0	25	0	0	0	12	50	16	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	2	86	0	14	0	0	0	4	43	45	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	12	25	64	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-6	100	7	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	2	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	0	11	0	22	43	38	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	3	78	13	9	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DALAMAN																	
<b>TOTAL DALAMAN</b>					<b>587</b>	<b>3</b>	<b>42</b>	<b>51</b>	<b>17</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>45</b>	<b>48</b>	<b>48</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	62	0	0	74	6	8	10	2	0	13	81	0	62
	GATWICK	AMERICAN AIRLINES	S	D	62	0	0	84	11	3	2	0	0	10	76	15	62
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	6	0	3	0	11	90	7	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	3	16	0	3	0	17	67	13	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>8</b>	<b>8</b>
DAMASCUS																	
	HEATHROW	SYRIANAIR	S	A	13	0	0	62	15	0	15	0	8	73	54	37	13
	HEATHROW	SYRIANAIR	S	D	13	0	0	62	15	23	0	0	0	17	54	18	13
<b>TOTAL DAMASCUS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>68</b>	<b>15</b>	<b>15</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	10	0	0	30	10	40	10	10	0	52	56	14	9
	HEATHROW	ALLIANCE	S	D	9	0	0	67	22	11	0	0	0	17	56	15	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	-8	64	107	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	5	100	3	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>40</b>	<b>40</b>
DELHI																	
	HEATHROW	AIR CANADA	S	A	14	1	0	79	14	7	0	0	0	-7	43	21	14
	HEATHROW	AIR CANADA	S	D	12	1	0	42	17	33	8	0	0	27	64	21	14
<b>TOTAL DELHI</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>21</b>	<b>21</b>
DEN HELDER																	
DETROIT																	
	GATWICK	AMERICAN TRANS AIR	C	A	2	0	0	50	0	50	0	0	0	20	0	33	2
	GATWICK	AMERICAN TRANS AIR	C	D	2	0	0	50	50	0	0	0	0	16	50	21	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-5	47	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	6	74	7	31
	GATWICK	NORTHWEST AIRLINES	S	A	30	1	2	53	10	30	3	3	0	32	74	19	31

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DETROIT																		
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	2	70	17	3	7	3	0	19	81	7	31	
<b>TOTAL DETROIT</b>					<b>126</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>14</b>	<b>14</b>	
DHAHRAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	100	0	0	0	0	0	-19	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	63	30	4	4	0	0	15	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	8	0	0	88	0	0	13	0	0	9	50	16	8	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	8	0	0	63	25	13	0	0	0	17	75	11	8	
<b>TOTAL DHAHRAN</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>5</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	26	0	0	0	0	6	0	0	0	
	HEATHROW	GULF AIR	S	A	5	0	0	20	40	40	0	0	0	23	80	13	5	
	HEATHROW	GULF AIR	S	D	6	0	0	83	0	17	0	0	0	8	100	-1	5	
	HEATHROW	QATAR AIRWAYS	S	A	31	0	0	58	19	23	0	0	0	14	45	23	20	
	HEATHROW	QATAR AIRWAYS	S	D	31	0	0	97	3	0	0	0	0	-2	95	-7	19	
<b>TOTAL DOHA</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>8</b>	<b>8</b>	
DONEGAL																		
	GLASGOW	BRIGHT AIR BV	S	A	32	0	7	100	0	0	0	0	0	-3	0	0	0	
	GLASGOW	BRIGHT AIR BV	S	D	31	1	8	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL DONEGAL</b>					<b>63</b>	<b>1</b>	<b>15</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>78</b>	<b>24</b>	<b>24</b>	
DORTMUND																		
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	75	25	0	0	0	0	14	0	121	4	
	GATWICK	CAMEROON AIRLINES	S	D	4	1	1	50	50	0	0	0	0	14	50	28	4	
<b>TOTAL DOUALA</b>					<b>8</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>25</b>	<b>74</b>	<b>74</b>	
DRESDEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	21	0	0	57	33	10	0	0	0	13	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	0	76	14	10	0	0	0	12	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DRESDEN																		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	23	0	1	17	26	39	13	0	4	51	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	23	0	1	70	17	4	4	0	4	28	0	0	0	
	HEATHROW	LUFTHANSA	S	D	23	0	2	61	22	13	4	0	0	18	70	9	37	
<b>TOTAL DRESDEN</b>					<b>111</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>71</b>	<b>11</b>	<b>11</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	0	0	3	15	75	24	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	0	12	91	5	11	
	GATWICK	EMIRATES	S	A	31	0	0	65	26	6	3	0	0	10	46	25	28	
	GATWICK	EMIRATES	S	D	31	0	0	71	16	13	0	0	0	13	41	25	27	
	HEATHROW	EMIRATES	S	A	62	0	0	47	31	16	6	0	0	22	24	32	62	
	HEATHROW	EMIRATES	S	D	62	0	1	58	16	15	11	0	0	24	56	21	62	
	MANCHESTER	EMIRATES	S	A	31	0	0	81	10	0	10	0	0	6	77	8	22	
	MANCHESTER	EMIRATES	S	D	31	0	0	84	13	0	3	0	0	11	77	10	22	
<b>TOTAL DUBAI</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>22</b>	<b>22</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	135	0	0	91	4	2	2	0	0	3	95	0	146	
	BIRMINGHAM	AER LINGUS	S	D	114	0	0	78	13	6	3	0	0	12	87	10	124	
	EDINBURGH	AER LINGUS	S	A	94	0	0	87	7	2	2	1	0	5	93	0	119	
	EDINBURGH	AER LINGUS	S	D	94	0	0	82	11	3	2	2	0	13	84	8	119	
	GLASGOW	AER LINGUS	S	A	102	0	0	97	1	2	0	0	0	-3	89	2	95	
	GLASGOW	AER LINGUS	S	D	102	0	0	96	1	3	0	0	0	0	93	5	95	
	HEATHROW	AER LINGUS	S	A	407	1	9	78	14	6	2	0	0	10	71	14	411	
	HEATHROW	AER LINGUS	S	D	401	1	15	83	8	4	4	0	0	8	80	10	405	
	MANCHESTER	AER LINGUS	S	A	140	0	0	94	4	1	1	0	0	-1	94	1	152	
	MANCHESTER	AER LINGUS	C	A	2	0	1	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	AER LINGUS	C	D	2	0	1	100	0	0	0	0	0	-8	0	0	0	
	MANCHESTER	AER LINGUS	S	D	139	0	0	90	7	1	2	0	0	2	86	6	148	
	NEWCASTLE	AER LINGUS	S	A	72	0	0	96	3	1	0	0	0	-3	99	-5	85	
	NEWCASTLE	AER LINGUS	S	D	72	0	0	97	1	1	0	0	0	1	93	4	85	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
DUBLIN	STANSTED	AER LINGUS	S	A	150	0	0	94	1	3	2	0	0	2	93	4	126
	STANSTED	AER LINGUS	S	D	149	0	0	83	9	5	2	0	0	10	87	11	126
	HEATHROW	BMI BRITISH MIDLAND	S	A	253	0	0	54	27	14	5	0	0	18	74	13	249
	HEATHROW	BMI BRITISH MIDLAND	S	D	253	1	0	58	24	15	3	0	0	17	85	7	251
	GATWICK	CITY FLYER EXPRESS	S	A	124	0	0	70	13	10	6	1	0	15	29	45	121
	GATWICK	CITY FLYER EXPRESS	S	D	124	0	0	66	15	12	6	0	0	16	31	36	122
	LONDON CITY	CITY JET	S	A	180	0	14	84	8	4	4	0	0	6	87	5	175
	LONDON CITY	CITY JET	S	D	181	0	13	66	22	7	4	1	0	19	71	15	173
	BIRMINGHAM	RYANAIR	S	A	150	1	0	71	17	9	3	0	0	12	76	10	182
	BIRMINGHAM	RYANAIR	C	A	6	0	2	50	17	17	17	0	0	29	0	0	0
	BIRMINGHAM	RYANAIR	C	D	5	0	2	60	20	20	0	0	0	17	0	0	0
	BIRMINGHAM	RYANAIR	S	D	150	1	0	53	25	15	7	0	0	22	53	20	182
	GATWICK	RYANAIR	S	A	125	0	0	79	18	2	1	0	0	6	61	21	123
	GATWICK	RYANAIR	S	D	124	0	0	87	8	3	2	0	0	7	63	20	123
	LUTON	RYANAIR	S	A	144	0	7	81	11	6	2	0	0	6	83	9	122
	LUTON	RYANAIR	S	D	141	2	8	80	11	6	4	0	0	10	77	15	123
	MANCHESTER	RYANAIR	S	A	154	2	9	87	6	4	3	0	0	4	83	10	160
	MANCHESTER	RYANAIR	S	D	157	2	7	87	7	3	3	0	0	4	71	14	160
	STANSTED	RYANAIR	C	A	17	0	5	47	29	18	6	0	0	25	0	0	0
	STANSTED	RYANAIR	S	A	363	2	0	78	12	9	2	0	0	8	68	15	370
	STANSTED	RYANAIR	S	D	365	2	0	62	22	13	3	0	0	16	62	19	372
	STANSTED	RYANAIR	C	D	11	0	10	36	45	18	0	0	0	21	0	0	0
<b>TOTAL DUBLIN</b>					<b>5204</b>	<b>16</b>	<b>118</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>
DUBROVNIK	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	70	0	0	0
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-24	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	-10	0	0	0
	STANSTED	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	-26	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DUBROVNIK	STANSTED	CROATIA AIRLINES	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL DUBROVNIK</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUNDEE	EDINBURGH	BMI REGIONAL	S	A	15	0	6	93	7	0	0	0	0	100	-5	17	
	EDINBURGH	BMI REGIONAL	S	D	20	0	24	80	5	15	0	0	12	68	13	22	
	MANCHESTER	BMI REGIONAL	S	A	20	0	1	45	40	5	10	0	23	82	10	44	
	MANCHESTER	BMI REGIONAL	S	D	21	0	0	86	10	5	0	0	6	83	5	42	
<b>TOTAL DUNDEE</b>					<b>76</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>7</b>	
DURBAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	0	0	6	0	11	64	13	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	89	11	0	0	0	0	79	14	14	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	5	0	3	20	40	20	20	0	30	46	30	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	10	1	3	60	30	10	0	0	14	77	27	13	
<b>TOTAL DURBAN</b>					<b>51</b>	<b>1</b>	<b>6</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>21</b>	<b>21</b>	
DUSSELDORF	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	103	0	0	85	9	6	0	0	3	85	3	107	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	103	0	0	88	10	2	0	0	6	87	5	105	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	57	1	0	98	2	0	0	0	0	81	5	54	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	56	0	0	79	16	4	2	0	9	77	13	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	76	10	13	2	0	10	82	17	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	83	11	3	3	0	8	82	6	119	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	78	0	1	86	12	1	1	0	4	73	9	80	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	79	0	0	76	19	5	0	0	9	89	7	80	
	GATWICK	CITY FLYER EXPRESS	S	A	102	0	0	74	11	13	3	0	6	58	26	64	
	GATWICK	CITY FLYER EXPRESS	S	D	102	0	1	77	14	6	3	0	10	67	16	64	
	NEWCASTLE	GILL AIRWAYS	S	A	26	0	0	81	4	12	4	0	12	52	24	21	
	NEWCASTLE	GILL AIRWAYS	S	D	26	0	0	88	0	8	4	0	10	76	11	21	
	STANSTED	KLM UK LTD	S	A	75	0	6	80	13	5	1	0	3	76	9	80	
	STANSTED	KLM UK LTD	S	D	76	0	5	78	12	5	5	0	14	78	14	81	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1997					
			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)											
DUSSELDORF	HEATHROW	LUFTHANSA	S	A	100	1	0	74	18	6	2	0	0	9	75	10	92
	HEATHROW	LUFTHANSA	S	D	95	0	0	82	15	3	0	0	0	5	88	3	88
	MANCHESTER	LUFTHANSA	S	A	20	0	0	65	15	15	5	0	0	15	83	3	46
	MANCHESTER	LUFTHANSA	S	D	20	0	0	60	20	15	5	0	0	17	83	8	46
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	65	0	1	82	17	2	0	0	0	6	87	4	63
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	65	0	1	71	28	2	0	0	0	11	84	11	64
	MANCHESTER	LUFTHANSA CITY LINE	S	A	26	0	0	73	23	4	0	0	0	8	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	D	26	0	0	69	23	8	0	0	0	11	0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1540</b>	<b>2</b>	<b>15</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</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 MAY 1998

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	93	0	0	88	8	3	1	0	0	3	91	4	86
	EDINBURGH	BMI BRITISH MIDLAND	S	D	93	0	0	85	11	3	1	0	0	10	88	12	86
	GLASGOW	BMI BRITISH MIDLAND	S	A	92	0	0	76	10	10	3	1	0	13	86	11	85
	GLASGOW	BMI BRITISH MIDLAND	S	D	91	0	1	75	12	11	2	0	0	11	84	13	85
<b>TOTAL EAST MIDLANDS</b>					<b>369</b>	<b>6</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>10</b>	<b>10</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	1	73	18	8	1	0	0	11	75	10	250
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	1	84	10	5	1	0	0	7	89	5	251
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	160	0	1	78	12	7	3	0	0	10	76	9	163
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	160	0	2	88	8	3	1	0	0	7	79	17	165
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	219	0	2	89	7	2	1	0	0	4	92	2	183
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	215	1	3	87	8	5	1	0	0	7	90	4	201
	HEATHROW	BRITISH AIRWAYS PLC	S	A	316	0	1	85	10	3	1	0	0	6	73	12	318
	HEATHROW	BRITISH AIRWAYS PLC	S	D	317	0	0	85	11	3	1	0	0	4	86	5	318
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	112	0	0	80	16	2	2	0	0	7	88	4	106
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	110	3	8	86	10	2	2	0	0	3	91	3	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	126	0	5	68	14	5	10	3	0	22	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	122	2	7	44	26	11	12	6	0	41	0	0	0
	LONDON CITY	KLM UK LTD	S	A	94	0	1	79	13	7	1	0	0	7	96	-6	68
	LONDON CITY	KLM UK LTD	S	D	93	0	3	33	39	26	2	0	0	24	83	12	70
	STANSTED	KLM UK LTD	S	A	164	0	5	71	10	13	6	0	0	13	88	1	143
	STANSTED	KLM UK LTD	S	D	164	1	5	65	15	8	12	0	0	20	69	16	139
<b>TOTAL EDINBURGH</b>					<b>2848</b>	<b>7</b>	<b>45</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>10</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	13	0	0	54	23	23	0	0	0	15	59	9	22
	HEATHROW	AIR CANADA	S	D	14	0	0	50	43	7	0	0	0	15	77	8	22
<b>TOTAL EDMONTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>8</b>	<b>8</b>
EINDHOVEN																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	32	0	10	59	22	16	3	0	0	14	59	13	32
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	32	0	10	66	19	16	0	0	0	13	74	9	31
	GATWICK	B A S E BUSINESS AIRLINES	S	A	17	0	4	59	29	12	0	0	0	15	0	0	0
	GATWICK	B A S E BUSINESS AIRLINES	S	D	17	0	4	82	12	6	0	0	0	2	0	0	0
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	31	0	7	81	6	10	3	0	0	8	76	7	33
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	31	0	7	81	6	6	6	0	0	6	94	2	33
	STANSTED	B A S E BUSINESS AIRLINES	S	A	27	0	4	78	11	7	4	0	0	4	0	0	0
	STANSTED	B A S E BUSINESS AIRLINES	S	D	27	0	4	93	7	0	0	0	0	-1	0	0	0
	HEATHROW	KLM	S	A	40	0	2	70	18	8	5	0	0	14	76	8	42
	HEATHROW	KLM	S	D	40	0	2	65	23	5	5	0	3	24	81	9	42
	STANSTED	KLM EXEL	S	A	54	3	9	54	24	15	7	0	0	22	0	0	0
	STANSTED	KLM EXEL	S	D	51	6	12	63	25	6	6	0	0	16	0	0	0
<b>TOTAL EINDHOVEN</b>					<b>399</b>	<b>9</b>	<b>75</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>8</b>	<b>8</b>
ENTEBBE																	
ESBJERG																	
EXETER	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	64	1	1	88	8	2	3	0	0	5	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	65	0	2	66	26	6	2	0	0	13	0	0	0
<b>TOTAL EXETER</b>					<b>129</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
FARNBOROUGH																			
FARO																			
	BIRMINGHAM	AIR 2000	C	A	13	0	1	62	8	15	15	0	0	21	71	27	14		
	BIRMINGHAM	AIR 2000	C	D	14	0	0	57	21	21	0	0	0	21	43	27	14		
	GATWICK	AIR 2000	C	A	27	0	1	33	26	15	19	7	0	53	35	26	26		
	GATWICK	AIR 2000	C	D	28	0	0	50	7	18	14	7	4	62	54	27	26		
	GLASGOW	AIR 2000	C	A	13	0	1	46	15	0	38	0	0	39	86	1	14		
	GLASGOW	AIR 2000	C	D	14	0	0	43	29	14	14	0	0	33	79	9	14		
	LUTON	AIR 2000	C	A	3	0	1	33	33	0	33	0	0	30	75	14	8		
	LUTON	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	40	80	25	10		
	MANCHESTER	AIR 2000	C	A	23	0	0	39	22	0	35	4	0	52	47	27	19		
	MANCHESTER	AIR 2000	C	D	23	0	0	30	13	9	43	4	0	71	53	22	19		
	NEWCASTLE	AIR 2000	C	A	8	0	1	38	38	13	13	0	0	32	67	21	9		
	NEWCASTLE	AIR 2000	C	D	9	0	0	67	11	11	11	0	0	21	89	1	9		
	STANSTED	AIR 2000	C	A	3	1	1	67	33	0	0	0	0	14	80	19	5		
	STANSTED	AIR 2000	C	D	4	0	0	0	50	25	0	0	25	139	40	104	5		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	77	16	3	3	0	0	4	84	1	31		
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	68	19	10	3	0	0	15	77	10	31		
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	88	0	0	13	0	0	10	60	17	5		
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	50	25	13	13	0	0	23	60	54	5		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	6	0	0	50	50	0	0	0	0	13	100	-6	4		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	40	0	60	0	0	0	22	75	5	4		
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	0	0	20	0	47	0	0	0		
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	20	40	20	0	20	0	69	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	20	80	4	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	80	3	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	1	1	38	38	0	25	0	0	30	78	18	9		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	0	11	79	78	26	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	32	33	31	3		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	25	75	31	4		
	LUTON	BRITANNIA AIRWAYS	C	A	5	1	0	20	0	60	20	0	0	48	0	73	3		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	LUTON	BRITANNIA AIRWAYS	C	D	5	1	0	40	20	20	20	0	0	43	100	-14	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	67	8	0	8	17	0	45	44	65	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	64	0	7	7	21	0	68	33	79	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	23	67	5	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	19	75	10	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	20	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	0	60	0	40	0	0	48	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	18	1	1	39	39	11	11	0	0	18	48	37	23
	GATWICK	CALEDONIAN AIRWAYS	C	D	19	1	4	11	47	32	11	0	0	35	33	30	24
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	0	57	7	7	21	7	0	43	77	6	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	0	43	7	0	43	7	0	74	54	28	13
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-9	100	5	1
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	2	5
	EDINBURGH	DUO AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	60	6	5
	EDINBURGH	DUO AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	17	20	28	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	13	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	40	0	0	80	3	0	18	0	0	24	87	-1	55
	GATWICK	GB AIRWAYS LTD	S	D	40	0	0	50	30	10	10	0	0	29	73	21	55
	HEATHROW	GB AIRWAYS LTD	S	A	23	0	0	65	17	13	4	0	0	12	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	23	0	0	83	13	0	4	0	0	8	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	17	0	0	35	24	6	18	6	12	86	33	49	15
	GATWICK	LEISURE INTERNATIONAL	C	D	17	0	0	35	29	0	18	6	12	92	47	42	15
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	1	67	0	0	33	0	0	37	20	52	5
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	1	67	0	0	33	0	0	33	60	54	5
	STANSTED	LEISURE INTERNATIONAL	C	A	10	2	1	40	20	10	30	0	0	42	64	32	14
	STANSTED	LEISURE INTERNATIONAL	C	D	11	3	0	36	27	18	18	0	0	47	71	33	14
	BIRMINGHAM	MONARCH AIRLINES	C	A	23	0	0	35	26	22	9	9	0	41	24	48	21
	BIRMINGHAM	MONARCH AIRLINES	C	D	23	0	0	43	30	9	9	9	0	40	33	49	21
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	36	60	15	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	26	40	25	5
	GATWICK	MONARCH AIRLINES	C	A	32	0	0	38	22	22	16	3	0	41	4	58	23
	GATWICK	MONARCH AIRLINES	C	D	32	0	0	63	13	9	13	3	0	29	43	37	23
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	40	20	20	0	20	0	58	20	29	5
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	40	0	20	20	20	0	69	60	25	5
	LUTON	MONARCH AIRLINES	C	A	9	0	0	67	11	22	0	0	0	11	92	-5	12
	LUTON	MONARCH AIRLINES	C	D	8	1	1	75	13	13	0	0	0	12	67	15	12
	MANCHESTER	MONARCH AIRLINES	C	A	26	0	0	35	15	31	12	8	0	51	30	43	23
	MANCHESTER	MONARCH AIRLINES	C	D	26	0	0	38	27	12	15	8	0	48	39	42	23
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-8	50	55	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	25	81	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	28	50	19	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	25	0	68	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	1	25	75	0	0	0	0	14	50	105	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	0	0	40	0	116	75	68	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	14	13	117	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	22	11	11	0	0	20	38	118	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	0	40	0	120	25	75	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	48	50	102	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	0	20	0	73	25	27	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	20	0	72	50	20	4
	BIRMINGHAM	SATA	C	D	2	0	0	0	50	0	50	0	0	59	0	0	0
	LUTON	SATA	C	A	4	1	1	100	0	0	0	0	0	1	0	0	0
	LUTON	SATA	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	NEWCASTLE	SATA	C	A	2	0	0	50	0	50	0	0	0	29	0	0	0
	NEWCASTLE	SATA	C	D	3	0	0	67	0	33	0	0	0	17	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	9	18	0	0	0	4	92	-3	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	0	36	0	0	0	15	92	3	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	7	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL FARO</b>					<b>961</b>	<b>15</b>	<b>19</b>	<b>53</b>	<b>18</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>58</b>	<b>29</b>	<b>29</b>
FIGARI																	
	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	80	0	20	0	0	0	14	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	33	67	0	0	0	40	50	35	2
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	67	0	0	0	0	20	100	1	2
<b>TOTAL FIGARI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>18</b>	<b>18</b>
FILTON																	
<b>TOTAL FILTON</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
FLORENCE																	
	GATWICK	MERIDIANA AIR	S	A	62	0	0	63	10	18	8	2	0	26	60	23	30
	GATWICK	MERIDIANA AIR	S	D	62	0	0	52	23	11	13	2	0	30	35	29	26
<b>TOTAL FLORENCE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>26</b>	<b>26</b>
FORT LAUDERDALE																	
FRANKFURT MAIN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	124	0	0	78	15	6	2	0	0	7	90	3	124
	HEATHROW	BMI BRITISH MIDLAND	S	D	124	0	0	81	16	2	1	0	0	7	79	7	124
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	77	15	6	2	0	0	8	86	5	88
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	87	0	1	72	17	9	1	0	0	11	72	10	88
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	73	0	0	85	8	4	3	0	0	7	88	3	77
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	73	0	0	85	14	1	0	0	0	6	94	3	77
	GLASGOW	BRITISH AIRWAYS PLC	S	A	15	0	0	80	7	13	0	0	0	11	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	D	5	0	1	100	0	0	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	1	69	23	7	1	0	0	9	79	6	145
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	77	17	3	3	0	0	10	83	7	145
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	82	0	0	80	10	7	2	0	0	4	86	4	83
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	82	0	0	76	20	4	1	0	0	10	76	11	82

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
FRANKFURT MAIN																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	1	50	0	50	0	0	0	33	0	0	0	
	STANSTED	KLM UK LTD	S	A	98	0	9	84	10	4	2	0	0	3	80	6	82	
	STANSTED	KLM UK LTD	S	D	101	0	6	71	13	7	9	0	0	16	71	15	82	
	BIRMINGHAM	LUFTHANSA	S	A	57	0	0	82	14	4	0	0	0	3	98	3	57	
	BIRMINGHAM	LUFTHANSA	S	D	56	0	1	98	2	0	0	0	0	3	93	4	57	
	HEATHROW	LUFTHANSA	S	A	246	0	0	76	16	7	0	0	0	8	87	7	180	
	HEATHROW	LUFTHANSA	S	D	246	0	0	89	9	1	1	0	0	3	90	2	179	
	MANCHESTER	LUFTHANSA	S	A	92	0	0	92	5	2	0	0	0	-1	97	-5	86	
	MANCHESTER	LUFTHANSA	S	D	92	0	0	82	16	2	0	0	0	5	95	0	86	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	47	0	0	53	32	15	0	0	0	16	0	0	0	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	47	0	0	17	47	34	2	0	0	28	0	0	0	
	GLASGOW	ROYAL AIRLINES	C	A	4	0	0	75	0	0	25	0	0	16	0	0	0	
	GLASGOW	ROYAL AIRLINES	C	D	4	0	0	25	50	0	25	0	0	31	0	0	0	
<b>TOTAL FRANKFURT MAIN</b>					<b>2136</b>	<b>4</b>	<b>25</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>6</b>	
FUERTEVENTURA																		
	GATWICK	AIR 2000	C	A	5	0	0	60	0	0	20	20	0	65	25	66	4	
	GATWICK	AIR 2000	C	D	4	0	0	25	25	0	25	25	0	93	75	58	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	56	50	30	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	31	50	32	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	0	25	0	83	25	41	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	75	12	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	38	100	-9	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	37	100	3	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	12	50	45	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	14	25	32	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	-11	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	50	17	33	0	0	0	21	50	49	4	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MONARCH AIRLINES	C	D	6	0	0	67	33	0	0	0	0	11	50	34	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-13	100	-10	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	7	75	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	38	25	13	0	25	0	65	67	14	6
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	13	25	0	25	0	81	83	14	6
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	33	100	-12	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	47	100	5	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	12	22	41	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	22	11	0	0	18	33	47	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	1	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	15	0	23	38	15	8	117	0	54	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	15	8	23	31	15	8	118	22	51	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-7	60	30	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	60	41	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-5	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 FUERTEVENTURA</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>41</b>	<b>56</b>	<b>28</b>	<b>28</b>
FUNCHAL	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	100	0	0	0	0	0	-6	100	-7	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	100	0	0	0	0	0	-1	100	-4	9
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	25	0	0	36	25	94	8
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	42	13	100	8
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	75	0	0	25	0	0	2	75	-6	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	63	0	13	25	0	0	47	50	27	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	3	0	78	11	0	0	0	11	155	63	12	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	83	17	0	0	0	0	6	38	32	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	56	50	23	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
FUNCHAL	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	56	75	8	4
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	79	7	14	0	0	0	10	77	8	13
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	93	0	7	0	0	0	5	69	39	13
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	8	50	48	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	50	51	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	11	50	37	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	3	50	18	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	22	25	241	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	31	50	241	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	50	38	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-8	50	26	4
	GLASGOW	SATA	C	A	4	0	0	75	0	25	0	0	0	3	0	0	0
	GLASGOW	SATA	C	D	4	0	0	75	0	25	0	0	0	5	0	0	0
	NEWCASTLE	SATA	C	A	3	0	1	100	0	0	0	0	0	-8	0	0	0
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL FUNCHAL</b>					<b>154</b>	<b>3</b>	<b>1</b>	<b>81</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>61</b>	<b>41</b>	<b>41</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	0	11	11	0	0	8	50	14	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	1	33	31	9
<b>TOTAL GABORONE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>23</b>	<b>23</b>
GALWAY	MANCHESTER	EASTERN AIRWAYS	S	A	29	0	2	97	3	0	0	0	0	-4	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	D	29	0	2	72	21	7	0	0	0	7	0	0	0
<b>TOTAL GALWAY</b>					<b>58</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	GLASGOW	AIR TRANSAT	C	A	3	0	0	67	0	33	0	0	0	12	50	114	2
	GLASGOW	AIR TRANSAT	C	D	3	0	0	67	0	33	0	0	0	15	50	90	2
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	160	0	1	86	8	5	1	0	0	5	80	9	165
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	160	0	1	75	16	8	2	0	0	14	78	12	165
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	1	82	7	7	4	0	0	8	74	14	138
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	1	90	3	5	2	0	0	7	82	12	139
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	165	1	1	91	5	4	0	0	0	-1	86	6	166
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	165	0	1	89	6	4	1	0	0	6	85	7	165
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	23	0	0	0	12	85	22	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	4	50	138	12
	NEWCASTLE	CITY FLYER EXPRESS	S	A	122	1	3	88	11	0	2	0	0	2	74	13	126
	NEWCASTLE	CITY FLYER EXPRESS	S	D	137	0	2	91	9	1	0	0	0	1	80	12	129
<b>TOTAL GATWICK</b>					<b>1274</b>	<b>3</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>14</b>
GDANSK	GATWICK	LOT-POLISH AIRLINES	S	A	9	0	0	56	22	11	11	0	0	27	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	9	0	0	78	11	0	11	0	0	18	0	0	0
<b>TOTAL GDANSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
GENEVA																	
	MANCHESTER	AIR ENGIADINA	S	A	41	0	1	78	7	15	0	0	0	8	59	17	41
	MANCHESTER	AIR ENGIADINA	S	D	41	0	1	71	20	7	2	0	0	9	78	5	41
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	89	7	5	0	0	0	0	77	10	87
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	93	5	1	1	0	0	5	81	9	88
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	77	14	6	3	0	0	9	76	10	141
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	81	9	5	5	0	0	10	82	7	141
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	7	90	2	6	2	0	0	-1	73	10	30
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	53	0	6	68	23	4	6	0	0	12	90	6	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	58	26	13	0	3	0	20	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	19	10	0	3	0	21	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	78	0	0	86	10	0	4	0	0	5	86	5	74
	LONDON CITY	SWISS AIRLINES	S	D	78	0	0	65	27	5	3	0	0	15	65	15	74
	HEATHROW	SWISSAIR	S	A	124	0	0	90	8	2	0	0	0	0	92	2	124
	HEATHROW	SWISSAIR	S	D	124	0	0	89	10	1	0	0	0	1	91	0	124
<b>TOTAL GENEVA</b>					<b>1117</b>	<b>2</b>	<b>15</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>7</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	89	6	5	0	0	0	-4	79	10	61
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	65	23	8	5	0	0	16	48	25	62
<b>TOTAL GENOA</b>					<b>128</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>18</b>	<b>18</b>
GERONA																	
	GATWICK	AIR 2000	C	A	8	0	1	100	0	0	0	0	0	-4	33	23	6
	GATWICK	AIR 2000	C	D	9	0	0	100	0	0	0	0	0	-1	29	29	7
	GLASGOW	AIR 2000	C	A	3	0	1	67	0	0	33	0	0	27	0	26	3
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	43	0	39	4
	MANCHESTER	AIR 2000	C	A	8	0	0	25	13	13	38	13	0	67	29	55	7
	MANCHESTER	AIR 2000	C	D	9	0	0	33	11	0	44	11	0	72	14	56	7
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	0	0	25	123	100	0	3

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Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 1997			
			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)											
GERONA	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	1	50	25	25	0	0	0	14	40	19	5
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	29	14	14	29	14	0	79	71	21	7
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	22	11	33	11	0	84	67	29	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	3	100	-5	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	100	1	4
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	35	33	44	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	33	33	50	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	70	0	0	20	0	10	51	17	86	6
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	46	15	0	31	8	0	62	44	53	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	45	71	6	7
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	10	100	1	9
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	25	0	25	212	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	20	0	20	176	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	1	100	0	0	0	0	0	-10	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	1	100	0	0	0	0	0	-1	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	9	100	0	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-15	50	39	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	60	35	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-1	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	17	0	17	17	0	55	70	26	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	25	25	0	89	70	32	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	33	0	0	0	0	1	75	0	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	8	100	-6	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	20	0	10	0	0	9	89	21	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	30	10	10	0	0	19	78	34	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	1	75	25	0	0	0	0	13	67	24	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	49	50	29	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	11	44	0	0	0	17	67	7	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
GERONA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	11	44	11	0	0	32	78	11	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	16	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	12	0	0	0	
<b>TOTAL GERONA</b>					<b>220</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>13</b>	<b>12</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>40</b>	<b>61</b>	<b>26</b>	<b>26</b>	
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	49	0	0	84	6	8	2	0	0	8	58	19	26	
	GATWICK	GB AIRWAYS LTD	S	D	49	0	0	84	10	2	4	0	0	11	65	13	26	
	MANCHESTER	GB AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	9	100	-11	4	
	MANCHESTER	GB AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	5	75	9	4	
	LUTON	MONARCH AIRLINES	S	A	16	1	2	69	13	0	19	0	0	17	67	38	12	
	LUTON	MONARCH AIRLINES	S	D	17	0	1	65	12	12	6	6	0	27	85	17	13	
<b>TOTAL GIBRALTAR</b>					<b>143</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>20</b>	
GLASGOW	EDINBURGH	BMI BRITISH MIDLAND	C	A	19	0	7	84	16	0	0	0	0	6	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	5	0	0	80	0	20	0	0	0	13	92	6	26	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	24	0	7	92	8	0	0	0	0	-1	85	-1	26	
	HEATHROW	BMI BRITISH MIDLAND	S	A	241	0	0	66	22	11	2	0	0	14	75	11	238	
	HEATHROW	BMI BRITISH MIDLAND	S	D	241	0	1	73	18	7	2	0	0	11	87	6	241	
	MANCHESTER	BMI REGIONAL	S	A	65	0	1	69	25	3	3	0	0	13	66	14	65	
	MANCHESTER	BMI REGIONAL	S	D	61	0	5	79	16	2	3	0	0	6	95	0	65	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	2	90	4	2	4	0	0	4	82	12	139	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	2	89	4	3	4	0	0	7	82	9	138	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	180	2	7	91	5	3	1	0	0	4	90	5	212	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	185	0	5	84	9	4	2	0	0	8	90	5	214	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	317	0	3	88	8	3	1	0	0	6	80	11	324	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	317	0	3	89	8	3	0	0	0	3	85	5	324	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	124	0	5	73	14	6	7	0	0	14	81	8	111	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	116	9	9	81	12	4	3	0	0	9	89	2	112	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
GLASGOW	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	106	0	2	67	18	7	5	4	0	20	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	108	0	1	46	22	13	13	6	0	39	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	95	0	0	81	13	4	2	0	0	8	84	4	55
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	95	0	0	62	22	12	4	0	0	16	61	17	56
	STANSTED	KLM UK LTD	S	A	129	0	4	74	8	10	9	0	0	12	91	-2	129
	STANSTED	KLM UK LTD	S	D	128	0	5	44	23	20	13	0	0	28	69	15	108
<b>TOTAL GLASGOW</b>					<b>2884</b>	<b>14</b>	<b>71</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>11</b>
GOA					<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>122</b>	<b>50</b>	<b>84</b>	<b>84</b>
GOTEBORG	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	68	23	10	0	0	0	8	65	14	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	81	19	0	0	0	0	9	52	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	90	7	3	0	0	0	-3	61	12	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	87	11	2	0	0	0	3	90	3	62
	LONDON CITY	MALMO AVIATION	S	A	47	0	5	89	9	0	2	0	0	5	0	0	0
	LONDON CITY	MALMO AVIATION	S	D	47	0	4	53	34	11	2	0	0	20	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	100	0	0	0	0	0	-6	100	-2	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	78	22	0	0	0	0	8	78	12	9
	HEATHROW	SAS	S	A	67	0	0	85	7	7	0	0	0	4	78	5	65
	HEATHROW	SAS	S	D	67	0	0	81	9	10	0	0	0	7	91	3	65
<b>TOTAL GOTEBORG</b>					<b>431</b>	<b>1</b>	<b>10</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>7</b>	<b>7</b>
GRAND CAYMAN	GATWICK	BRITISH AIRWAYS PLC	S	A	12	1	1	75	25	0	0	0	0	6	33	52	9
<b>TOTAL GRAND CAYMAN</b>					<b>12</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>42</b>	<b>45</b>	<b>45</b>
GRAZ	STANSTED	VIVA	C	A	8	0	1	75	0	13	13	0	0	20	0	0	0
	STANSTED	VIVA	C	D	3	2	1	67	0	33	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GRAZ																	
<b>TOTAL GRAZ</b>					<b>11</b>	<b>16</b>	<b>2</b>	<b>73</b>	<b>0</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>13</b>	<b>13</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	0	5	78	22	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	7	70	34	10
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	24	0	57	4
<b>TOTAL GRENADA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>33</b>	<b>33</b>
GRONINGEN																	
GUERNSEY																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	10	0	0	70	20	0	10	0	0	13	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	34	0	0	91	6	0	3	0	0	-1	100	-10	14
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	39	0	0	82	3	8	8	0	0	13	95	2	58
	GATWICK	CITY FLYER EXPRESS	S	A	114	0	0	87	9	4	0	0	0	2	67	14	89
	GATWICK	CITY FLYER EXPRESS	C	A	2	0	0	100	0	0	0	0	0	-1	100	-27	1
	GATWICK	CITY FLYER EXPRESS	S	D	114	0	0	85	7	8	0	0	0	7	53	23	88
	GATWICK	CITY FLYER EXPRESS	C	D	2	0	0	100	0	0	0	0	0	2	100	0	1
	MANCHESTER	CITY FLYER EXPRESS	C	A	5	0	2	100	0	0	0	0	0	-10	0	0	0
	MANCHESTER	CITY FLYER EXPRESS	C	D	7	0	0	100	0	0	0	0	0	-3	100	-3	1
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	34	0	0	71	6	12	12	0	0	12	64	14	36
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	32	0	0	47	34	6	13	0	0	24	68	15	41
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	118	1	1	95	3	2	0	0	0	89	5	119	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	118	0	1	94	5	1	0	0	0	3	89	7	116
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	29	0	0	76	17	3	3	0	0	10	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	23	0	1	96	4	0	0	0	0	3	0	0	0
	STANSTED	KLM UK LTD	S	A	91	0	2	88	5	4	1	1	0	0	72	22	36
	STANSTED	KLM UK LTD	S	D	90	1	3	70	13	9	7	1	0	19	60	29	58
<b>TOTAL GUERNSEY</b>					<b>862</b>	<b>2</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>10</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					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)											
HALIFAX INT	HEATHROW	AIR CANADA	S	A	31	0	0	16	32	32	19	0	0	39	55	20	31
	HEATHROW	AIR CANADA	S	D	31	0	0	68	29	3	0	0	0	9	87	3	30
<b>TOTAL HALIFAX INT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>31</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>12</b>	<b>12</b>
HAMBURG	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	19	0	0	100	0	0	0	0	0	3	100	3	20
	GLASGOW	BRITISH AIRWAYS PLC	S	D	21	0	0	95	0	5	0	0	0	4	91	1	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	68	18	12	1	0	1	14	76	9	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	86	11	2	1	0	0	4	91	4	93
	GATWICK	DEUTSCHE BA	S	A	57	0	0	79	18	4	0	0	0	4	88	2	73
	GATWICK	DEUTSCHE BA	S	D	57	0	0	77	18	5	0	0	0	11	90	2	71
	STANSTED	GILL AIRWAYS	S	A	38	0	1	61	13	21	5	0	0	18	0	0	0
	STANSTED	GILL AIRWAYS	S	D	38	0	1	79	11	3	8	0	0	14	0	0	0
	HEATHROW	LUFTHANSA	S	A	91	0	1	74	13	10	3	0	0	13	72	8	87
	HEATHROW	LUFTHANSA	S	D	91	0	1	86	11	2	1	0	0	4	94	2	87
	MANCHESTER	LUFTHANSA CITY LINE	S	A	49	3	3	92	2	4	2	0	0	0	84	5	25
	MANCHESTER	LUFTHANSA CITY LINE	S	D	52	0	0	79	12	10	0	0	0	10	68	11	25
<b>TOTAL HAMBURG</b>					<b>699</b>	<b>3</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>4</b>	<b>4</b>
HANOVER	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	19	0	0	89	11	0	0	0	0	-1	95	0	20
	GLASGOW	BRITISH AIRWAYS PLC	S	A	19	0	0	89	0	11	0	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	76	14	6	2	0	2	19	83	10	36
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	86	6	4	4	0	0	7	86	9	36
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	90	10	0	0	0	0	-8	90	13	31
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	74	13	13	0	0	0	7	74	22	31
	HEATHROW	LUFTHANSA	S	A	60	0	0	77	15	8	0	0	0	6	76	11	54
	HEATHROW	LUFTHANSA	S	D	59	0	1	90	8	2	0	0	0	1	81	9	54
<b>TOTAL HANOVER</b>					<b>321</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>11</b>
HARARE	GATWICK	AIR ZIMBABWE	S	A	18	0	0	67	28	0	6	0	0	6	33	25	18

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
HARARE																		
	GATWICK	AIR ZIMBABWE	S	D	18	0	0	61	33	0	6	0	0	12	67	14	18	
	HEATHROW	AIR ZIMBABWE	S	A	4	0	0	100	0	0	0	0	0	-18	0	0	0	
	HEATHROW	AIR ZIMBABWE	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL HARARE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>25</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>18</b>	<b>18</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	78	0	11	11	0	0	6	80	-25	5	
	GATWICK	AIR ALGERIE	C	D	9	0	0	44	22	22	11	0	0	37	40	29	5	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	6	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	9	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	80	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	72	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>72</b>	<b>5</b>	<b>5</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	13	0	0	38	23	23	8	0	8	119	93	-10	14	
	GATWICK	CUBANA	S	D	13	0	0	62	0	23	8	0	8	117	79	12	14	
	MANCHESTER	CUBANA	S	A	3	1	1	0	0	100	0	0	0	49	0	0	0	
	MANCHESTER	CUBANA	S	D	4	0	0	50	25	25	0	0	0	27	0	0	0	
<b>TOTAL HAVANA</b>					<b>33</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>12</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>101</b>	<b>86</b>	<b>1</b>	<b>1</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	238	0	13	76	16	6	1	0	0	10	84	7	251	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	238	0	1	74	17	8	1	0	0	12	77	12	250	
	GLASGOW	BMI BRITISH MIDLAND	S	A	236	0	0	58	30	10	2	0	0	16	75	10	240	
	GLASGOW	BMI BRITISH MIDLAND	S	D	241	0	0	73	17	8	1	0	0	17	88	7	238	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	233	0	0	85	9	4	1	0	0	7	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	233	0	0	92	4	2	2	0	0	1	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	317	0	4	82	14	3	1	0	0	6	85	6	318	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	317	0	4	79	14	5	1	0	0	17	72	14	319	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	317	0	7	86	9	4	1	0	0	8	78	10	324	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	317	0	5	92	4	3	1	0	0	5	88	8	324	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					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
HEATHROW																	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	289	0	0	85	9	5	1	0	0	6	78	9	297
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	289	2	4	84	10	4	1	0	0	6	86	7	294
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	165	0	1	89	9	1	1	0	0	4	91	3	162
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	166	0	0	97	2	1	0	1	0	1	95	3	162
<b>TOTAL HEATHROW</b>					<b>3598</b>	<b>2</b>	<b>44</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>
HELSINKI																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	55	29	11	5	0	0	19	71	7	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	71	21	3	5	0	0	14	52	24	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	52	35	11	2	0	0	15	71	8	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	13	10	0	0	0	7	77	8	62
	HEATHROW	FINNAIR	S	A	93	0	0	65	19	13	2	1	0	13	58	13	92
	HEATHROW	FINNAIR	S	D	93	0	0	74	18	6	0	1	0	11	82	7	93
	MANCHESTER	FINNAIR	S	A	31	0	0	84	13	3	0	0	0	4	87	3	30
	MANCHESTER	FINNAIR	S	D	31	0	0	61	23	13	3	0	0	15	90	5	30
	STANSTED	FINNAIR	C	A	10	0	0	70	20	10	0	0	0	9	76	8	17
	STANSTED	FINNAIR	C	D	10	0	0	10	0	80	10	0	0	49	35	34	17
<b>TOTAL HELSINKI</b>					<b>516</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>11</b>	<b>11</b>
HERAKLION																	
	BIRMINGHAM	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-20	67	36	3
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-3	75	42	4
	GATWICK	AIR 2000	C	A	12	0	1	33	17	25	25	0	0	44	62	22	13
	GATWICK	AIR 2000	C	D	13	0	0	38	15	15	31	0	0	48	54	35	13
	GLASGOW	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	2	67	0	3
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	5	75	16	4
	MANCHESTER	AIR 2000	C	A	10	0	2	40	20	0	40	0	0	48	54	25	13
	MANCHESTER	AIR 2000	C	D	12	0	0	25	8	17	33	17	0	86	50	31	16
	NEWCASTLE	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-7	0	31	3
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	37	50	26	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HERAKLION	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	25	0	0	50	25	0	111	0	118	3
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	25	25	50	0	0	0	30	0	92	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	6	0	0	50	17	0	17	0	17	155	83	15	6
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	6	0	0	33	33	0	17	0	17	151	67	11	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	32	33	18	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	35	75	7	4
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	50	0	33	17	0	0	24	22	55	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	38	13	25	0	13	13	112	56	40	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	0	33	0	79	0	31	1
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	27	50	21	2
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	1	50	50	0	0	0	0	11	50	52	2
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	48	67	40	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	1	1	40	0	20	40	0	0	47	11	58	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	13	25	0	0	29	33	34	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	34	100	15	1
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	11	50	19	2
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	1	33	0	67	0	0	0	30	100	2	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	100	10	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	33	8	17	33	8	0	65	30	24	10
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	38	15	8	23	15	0	59	30	20	10
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	15	0	0	73	0	13	0	13	0	23	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	15	0	0	60	20	0	7	13	0	38	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	1	33	33	0	33	0	0	36	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	0	25	0	82	50	84	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	50	25	0	25	0	88	25	102	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	67	0	0	0	33	0	50	75	1	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	61	50	25	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	104	25	102	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	51	50	109	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HERAKLION																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	75	15	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	18	50	13	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	20	0	20	168	25	29	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	0	20	160	100	3	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	33	33	0	0	61	0	125	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	20	40	89	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	2	50	50	0	0	0	0	4	100	-7	1	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	16	100	-1	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-11	0	36	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	50	15	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	64	100	3	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	65	100	5	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	19	75	44	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	17	50	50	4	
	GLASGOW	TRANSAER	C	A	4	0	1	25	0	50	25	0	0	43	0	0	0	
	GLASGOW	TRANSAER	C	D	5	0	0	20	0	40	40	0	0	50	0	0	0	
	NEWCASTLE	TRANSAER	C	A	4	0	0	50	25	0	0	0	25	149	25	61	4	
	NEWCASTLE	TRANSAER	C	D	5	0	0	40	20	0	20	0	20	137	40	46	5	
<b>TOTAL HERAKLION</b>					<b>309</b>	<b>1</b>	<b>16</b>	<b>50</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>53</b>	<b>49</b>	<b>37</b>	<b>37</b>	
HOF																		
HOLGUIN (FRANK PAIS)																		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	0	0	75	0	0	64	0	39	1	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>39</b>	<b>39</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	-5	92	-5	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	1	83	7	36	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	54	0	0	54	41	4	0	0	2	28	67	14	48	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	54	1	0	93	6	0	2	0	0	1	75	11	48	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	87	3	6	3	0	0	0	76	6	29	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
HONG KONG (CHEP LAP KOK)																		
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	65	16	19	0	0	0	15	69	8	29	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	77	19	0	3	0	0	1	60	62	30	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	81	10	3	3	3	0	19	60	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	93	3	0	3	0	0	-10	93	-14	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	87	10	0	3	0	0	8	81	8	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>354</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>11</b>	<b>11</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	35	35	26	0	0	3	37	47	44	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	10	0	0	0	14	43	34	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	66	19	15	0	0	0	11	62	24	58	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	84	3	10	3	0	0	10	79	17	58	
<b>TOTAL HOUSTON</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>62</b>	<b>27</b>	<b>27</b>	
HURGHADA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	40	0	0	0	23	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	24	0	0	0	
<b>TOTAL HURGHADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>94</b>	<b>94</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
IBIZA																			
	BIRMINGHAM	AIR 2000	C	A	4	0	1	50	0	25	25	0	0	26	25	20	4		
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	21	40	20	5		
	GATWICK	AIR 2000	C	A	11	0	2	55	9	9	18	0	9	66	75	10	12		
	GATWICK	AIR 2000	C	D	13	0	0	54	0	23	8	15	0	55	62	16	13		
	GLASGOW	AIR 2000	C	A	4	0	1	75	0	25	0	0	0	20	40	33	5		
	GLASGOW	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	43	63	27	8		
	MANCHESTER	AIR 2000	C	A	5	0	1	40	20	20	20	0	0	31	75	3	12		
	MANCHESTER	AIR 2000	C	D	6	0	0	33	17	17	33	0	0	53	58	15	12		
	NEWCASTLE	AIR 2000	C	A	4	0	1	100	0	0	0	0	0	-14	100	-11	2		
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	5	80	19	5		
	EDINBURGH	AIR EUROPA	C	A	3	0	0	0	0	67	33	0	0	53	33	62	3		
	EDINBURGH	AIR EUROPA	C	D	4	0	0	0	0	75	25	0	0	53	0	76	4		
	GATWICK	AIRWORLD AVIATION LTD	C	A	9	0	0	67	11	11	11	0	0	25	25	97	4		
	GATWICK	AIRWORLD AVIATION LTD	C	D	10	0	0	60	10	20	10	0	0	31	25	91	4		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	13	0	1	38	23	8	23	8	0	61	43	47	7		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	15	0	0	33	33	7	20	7	0	59	33	50	9		
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	1	25	50	0	25	0	0	45	0	0	0		
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	40	20	40	0	0	0	22	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	17	1	1	35	24	6	18	12	6	81	83	8	12		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	23	0	0	70	4	4	13	4	4	49	86	33	14		
	GATWICK	BRITANNIA AIRWAYS	C	A	31	0	0	23	16	6	42	6	6	104	48	46	27		
	GATWICK	BRITANNIA AIRWAYS	C	D	37	0	1	65	0	14	16	3	3	44	69	34	32		
	GLASGOW	BRITANNIA AIRWAYS	C	A	6	1	0	17	0	33	33	0	17	137	38	39	8		
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	11	22	0	11	81	33	40	9		
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	1	38	8	15	23	0	15	131	64	11	11		
	LUTON	BRITANNIA AIRWAYS	C	D	18	0	0	33	0	22	28	0	17	127	85	-20	13		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	36	0	4	44	17	11	11	3	14	113	52	29	27		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	45	2	1	58	9	7	13	2	11	84	63	25	32		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	10	0	0	30	10	30	10	20	0	80	70	14	10		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	54	15	15	0	15	0	41	85	12	13		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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)										
IBIZA																			
	STANSTED	BRITANNIA AIRWAYS	C	A	15	1	0	53	20	0	13	0	13	117	63	21	8		
	STANSTED	BRITANNIA AIRWAYS	C	D	18	0	0	67	6	6	11	0	11	90	67	16	9		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	100	0	0	0	38	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	3	0	0	67	0	0	33	0	0	41	100	-2	1		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	1	25	0	50	25	0	0	49	0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	40	40	0	20	0	0	30	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	1	33	67	0	0	0	0	9	0	44	4		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	2	50	25	25	0	0	0	4	25	46	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	0	2	100	0	0	0	0	0	-15	67	-1	3		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	1	89	0	11	0	0	0	5	75	9	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	A	14	0	2	93	7	0	0	0	0	-2	0	70	10		
	GATWICK	LEISURE INTERNATIONAL	C	D	16	0	1	63	25	0	0	13	0	52	40	36	10		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	0	50	0	89	50	115	2		
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	60	0	10	20	10	0	48	11	74	9		
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	50	20	10	0	20	0	52	15	58	13		
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	76	0	12	0	12	0	23	75	33	12		
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	53	24	6	6	12	0	44	46	51	13		
	LUTON	MONARCH AIRLINES	C	A	4	0	1	75	25	0	0	0	0	7	100	-6	2		
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	15	75	4	4		
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	3	64	7	14	14	0	0	21	71	16	14		
	MANCHESTER	MONARCH AIRLINES	C	D	17	0	0	47	12	18	12	6	6	77	56	28	18		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	1	88	0	13	0	0	0	-5	100	6	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	1	67	11	11	11	0	0	27	50	21	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	1	67	8	17	0	0	8	45	50	40	12		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	2	62	0	31	0	8	0	31	23	51	13		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	67	0	33	0	0	40	33	134	3		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	1	25	50	0	25	0	0	37	25	103	4		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	0	33	0	104	0	0	0		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	1	75	0	0	0	25	0	87	0	0	0		



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: I										MAY 1997					
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours					More than 6 hours
					Actual (7)	Plan (8)											
IBIZA																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	1	3	50	5	10	20	15	0	67	40	66	15
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	0	1	52	4	17	9	13	4	68	24	92	17
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	6	0	2	67	17	0	17	0	0	12	67	19	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	22	0	0	36	75	37	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	1	75	0	0	25	0	0	17	0	28	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	20	100	-2	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	1	1	43	14	29	14	0	0	35	42	26	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	1	0	63	0	25	13	0	0	33	54	21	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	1	100	0	0	0	0	0	-17	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL IBIZA</b>					<b>731</b>	<b>10</b>	<b>50</b>	<b>55</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>58</b>	<b>54</b>	<b>34</b>	<b>34</b>
ILHA DO SAL C.VERDE																	
INNSBRUCK																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	9	0	56	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	19	50	31	2
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	50	0	0	98	50	206	2
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	50	50	0	0	116	0	209	2
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	50	0	0	80	100	15	1
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	0	0	33	33	33	0	99	50	23	2
<b>TOTAL INNSBRUCK</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>13</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>64</b>	<b>50</b>	<b>63</b>	<b>63</b>
INVERNESS																	
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	91	0	2	71	19	5	3	1	0	16	0	0	0
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	92	0	1	73	17	4	4	1	0	15	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	24	1	2	92	4	0	4	0	0	8	90	1	20
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	2	54	29	8	8	0	0	19	59	14	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	53	20	10	10	7	0	40	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	1	1	50	20	17	10	3	0	33	0	0	0
<b>TOTAL INVERNESS</b>					<b>291</b>	<b>2</b>	<b>9</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>17</b>	<b>17</b>
ISLAMABAD																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
ISLAMABAD																			
	GATWICK			BRITISH AIRWAYS PLC	S	A	13	0	0	62	38	0	0	0	0	10	33	143	12
	GATWICK			BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	23	0	0	0	17	85	33	13
	MANCHESTER			BRITISH AIRWAYS PLC	S	A	13	0	0	77	23	0	0	0	0	-1	23	132	13
	MANCHESTER			BRITISH AIRWAYS PLC	S	D	13	0	0	38	15	31	15	0	0	27	46	64	13
	HEATHROW			PAKISTAN INTL AIRLINES	S	A	9	0	0	33	11	11	44	0	0	54	0	134	9
	HEATHROW			PAKISTAN INTL AIRLINES	S	D	9	0	0	89	0	0	11	0	0	16	78	6	9
	MANCHESTER			PAKISTAN INTL AIRLINES	S	A	9	0	0	22	22	33	0	22	0	76	0	48	9
	MANCHESTER			PAKISTAN INTL AIRLINES	S	D	9	0	0	44	22	11	22	0	0	35	11	38	9
<b>TOTAL ISLAMABAD</b>							<b>88</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>37</b>	<b>77</b>	<b>77</b>
ISLAY																			
	GLASGOW			LOGANAIR	S	A	48	3	2	73	8	15	4	0	0	10	0	0	0
	GLASGOW			LOGANAIR	S	D	49	1	1	73	12	8	4	2	0	15	0	0	0
<b>TOTAL ISLAY</b>							<b>97</b>	<b>4</b>	<b>3</b>	<b>73</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>10</b>	<b>10</b>
ISLE OF MAN																			
	BIRMINGHAM			BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	96	2	2	0	0	0	3	94	-1	53
	BIRMINGHAM			BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	88	8	4	0	0	0	7	87	11	53
	GLASGOW			BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	97	0	0	0	3	0	5	85	5	33
	GLASGOW			BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	94	6	0	0	0	0	5	84	8	32
	HEATHROW			BA CITIEXPRESS (IOM) LTD	S	A	83	1	0	75	19	2	2	1	0	14	83	5	84
	HEATHROW			BA CITIEXPRESS (IOM) LTD	S	D	83	1	0	87	8	0	2	2	0	12	86	8	85
	LUTON			BA CITIEXPRESS (IOM) LTD	S	A	24	0	0	88	13	0	0	0	0	1	86	2	22
	LUTON			BA CITIEXPRESS (IOM) LTD	S	D	23	0	1	96	0	4	0	0	0	3	75	13	20
	MANCHESTER			BA CITIEXPRESS (IOM) LTD	S	A	88	1	0	80	8	8	5	0	0	11	96	3	90
	MANCHESTER			BA CITIEXPRESS (IOM) LTD	S	D	88	1	0	81	8	7	5	0	0	6	97	0	90
	NEWCASTLE			BA CITIEXPRESS (IOM) LTD	S	A	3	0	0	100	0	0	0	0	0	-15	100	-10	2
	NEWCASTLE			BA CITIEXPRESS (IOM) LTD	S	D	2	1	0	100	0	0	0	0	0	-5	100	-3	2
<b>TOTAL ISLE OF MAN</b>							<b>560</b>	<b>5</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>5</b>
ISTANBUL																			
	HEATHROW			BRITISH AIRWAYS PLC	S	A	62	0	0	60	19	13	8	0	0	19	45	23	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
ISTANBUL																			
	HEATHROW			BRITISH AIRWAYS PLC	S	D	62	0	0	68	18	11	3	0	0	17	79	9	62
	GATWICK			ISTANBUL HAVA YOLLARI	C	A	4	0	0	0	25	75	0	0	0	38	0	62	6
	GATWICK			ISTANBUL HAVA YOLLARI	C	D	4	0	0	25	25	25	25	0	0	40	0	66	6
	HEATHROW			ISTANBUL HAVA YOLLARI	C	A	10	0	0	60	0	20	20	0	0	31	13	65	8
	HEATHROW			ISTANBUL HAVA YOLLARI	C	D	10	0	0	30	30	20	20	0	0	35	38	52	8
	MANCHESTER			ISTANBUL HAVA YOLLARI	C	A	8	0	0	13	50	25	13	0	0	28	50	17	4
	MANCHESTER			ISTANBUL HAVA YOLLARI	C	D	8	0	0	38	38	25	0	0	0	19	0	32	2
	STANSTED			ISTANBUL HAVA YOLLARI	C	A	8	0	0	25	0	75	0	0	0	34	25	30	4
	STANSTED			ISTANBUL HAVA YOLLARI	C	D	7	0	1	29	29	43	0	0	0	28	25	27	4
	HEATHROW			THY TURK HAVA YOLLARI TURKISH	S	A	77	0	0	66	17	10	5	1	0	15	53	16	72
	HEATHROW			THY TURK HAVA YOLLARI TURKISH	S	D	75	0	1	83	11	3	3	1	0	11	70	10	71
	MANCHESTER			THY TURK HAVA YOLLARI TURKISH	S	A	13	0	0	85	8	8	0	0	0	2	0	0	0
	MANCHESTER			THY TURK HAVA YOLLARI TURKISH	S	D	13	0	0	77	8	15	0	0	0	13	0	0	0
<b>TOTAL ISTANBUL</b>							<b>361</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>20</b>	<b>20</b>
IZMIR (ADNAM MENDERES)																			
	BIRMINGHAM			AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-9	0	51	6
	BIRMINGHAM			AIR 2000	C	D	4	0	0	50	25	0	0	25	0	61	38	38	8
	GATWICK			AIRWORLD AVIATION LTD	C	A	7	0	0	43	0	14	43	0	0	41	0	112	1
	GATWICK			AIRWORLD AVIATION LTD	C	D	7	0	0	57	14	14	14	0	0	17	50	41	2
	MANCHESTER			AIRWORLD AVIATION LTD	C	A	9	0	3	22	11	22	33	11	0	69	14	187	7
	MANCHESTER			AIRWORLD AVIATION LTD	C	D	12	0	0	25	8	25	33	8	0	67	33	46	9
	GATWICK			CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	10	33	65	6
	MANCHESTER			CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	19	100	-8	3
	NEWCASTLE			ISTANBUL HAVA YOLLARI	C	A	3	0	1	100	0	0	0	0	0	-20	0	0	0
	NEWCASTLE			ISTANBUL HAVA YOLLARI	C	D	4	0	0	25	50	25	0	0	0	28	0	0	0
	GATWICK			MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	50	31	8
	GATWICK			MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	56	41	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: I		PERCENTAGE OF FLIGHTS LATE										MAY 1997		
				CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	UNMATCHED											
IZMIR (ADNAM MENDERES)																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	61	25	50	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	75	0	71	4	
	GLASGOW	ONUR AIR	C	A	3	0	0	67	0	33	0	0	0	7	25	50	4	
	GLASGOW	ONUR AIR	C	D	4	0	0	50	0	25	25	0	0	50	25	55	4	
	MANCHESTER	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	4	50	37	4	
	MANCHESTER	ONUR AIR	C	D	3	0	1	33	0	67	0	0	0	27	25	48	4	
	NEWCASTLE	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	-10	25	35	4	
	NEWCASTLE	ONUR AIR	C	D	4	0	0	50	50	0	0	0	0	14	0	46	4	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	78	22	0	0	0	0	3	78	80	9	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	56	33	0	11	0	0	18	0	106	9	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>108</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>19</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>42</b>	<b>52</b>	<b>52</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1997						
			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)												
JAKARTA (SOEKARNO-HATT)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	1	0	81	15	0	0	0	4	13	48	23	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	77	15	4	4	0	0	11	76	11	21	
	GATWICK	GARUDA INDONESIA	S	A	13	0	0	31	8	38	15	0	8	70	0	107	4	
	GATWICK	GARUDA INDONESIA	S	D	13	0	0	85	0	8	0	8	0	23	0	0	0	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>79</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>24</b>	<b>57</b>	<b>25</b>	<b>25</b>	
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	1	0	88	13	0	0	0	0	4	100	-9	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	28	6	0	0	0	11	71	17	17	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	89	0	6	6	0	0	8	83	22	18	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	78	22	0	0	0	0	9	72	15	18	
<b>TOTAL JEDDAH</b>					<b>70</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>13</b>	
JERBA																		
	HEATHROW	TUNISAIR	S	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	HEATHROW	TUNISAIR	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
<b>TOTAL JERBA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
JEREZ																		
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	33	0	0	11	0	34	82	3	11	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	44	33	11	11	0	0	21	82	9	11	
<b>TOTAL JEREZ</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>37</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>90</b>	<b>0</b>	<b>0</b>	
JERSEY																		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	A	4	0	3	25	50	25	0	0	0	21	0	0	0	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	D	6	0	1	67	33	0	0	0	0	4	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	42	0	1	81	2	12	5	0	0	9	71	32	45	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	41	1	2	83	7	10	0	0	0	9	59	67	44	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	5	0	0	40	20	20	20	0	0	28	0	48	5	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	5	0	0	20	40	20	20	0	0	37	0	60	5	
	GLASGOW	BMI BRITISH MIDLAND	S	A	13	0	1	62	23	0	15	0	0	22	29	49	14	
	GLASGOW	BMI BRITISH MIDLAND	S	D	14	0	0	71	14	7	7	0	0	14	73	24	15	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1997				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
JERSEY		EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	75	0	25	0	0	0	15	0	0	0			
		NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	2	0	0	0	50	50	0	0	0	33	0	70	4			
		BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	0	50	50	0	0	0	12	40	19	5				
		BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	15	80	10	5				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	0	85	6	4	3	2	9	71	15	121				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	117	1	0	85	8	4	2	1	7	85	8	121				
		MANCHESTER	BRITISH AIRWAYS PLC	C	A	12	0	1	50	25	8	17	0	25	47	28	19				
		MANCHESTER	BRITISH AIRWAYS PLC	C	D	12	0	1	58	17	25	0	0	13	71	25	21				
		NEWCASTLE	BRITISH AIRWAYS PLC	C	A	5	0	0	80	0	20	0	0	0	80	2	5				
		NEWCASTLE	BRITISH AIRWAYS PLC	C	D	5	0	0	80	0	0	20	0	4	80	4	5				
		EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	26	0	0	0				
		EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	5	0	0	100	0	0	0	0	-9	100	-11	4				
		EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	5	0	0	100	0	0	0	0	1	100	4	4				
		EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	17	0	0	0				
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	15	0	0	0				
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	13	0	0	0				
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	74	1	0	68	14	5	11	3	22	74	16	96				
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	69	1	0	78	12	6	4	0	10	77	13	52				
		GATWICK	CITY FLYER EXPRESS	S	A	147	0	5	80	14	5	1	0	6	61	26	140				
		GATWICK	CITY FLYER EXPRESS	S	D	147	0	5	83	13	3	1	0	7	68	21	142				
		NEWCASTLE	CITY FLYER EXPRESS	S	A	31	1	1	81	16	3	0	0	5	38	60	8				
		NEWCASTLE	CITY FLYER EXPRESS	S	D	22	0	0	86	14	0	0	0	7	60	83	5				
		MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	40	40	20	0	0	14	43	24	7				
		MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	0	20	20	60	0	60	43	21	7				
		BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	56	0	3	66	18	9	7	0	15	64	15	53				
		BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	58	2	4	74	17	7	2	0	13	67	23	49				
		GATWICK	FLYBE.BRITISH EUROPEAN	S	A	136	0	5	76	15	7	1	0	9	74	16	133				
		GATWICK	FLYBE.BRITISH EUROPEAN	S	D	136	1	6	86	10	2	1	0	13	80	12	134				
		GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	9	0	1	56	22	11	11	0	16	0	0	0				

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
JERSEY																		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	12	3	0	83	8	0	8	0	0	10	0	0	0	
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	8	0	0	75	13	0	13	0	0	10	0	0	0	
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	8	0	0	75	13	0	13	0	0	16	0	0	0	
	NEWCASTLE	KLM UK LTD	C	A	5	0	0	40	20	40	0	0	0	17	25	115	4	
	NEWCASTLE	KLM UK LTD	C	D	5	0	0	60	0	40	0	0	0	17	25	120	4	
	STANSTED	KLM UK LTD	S	A	102	0	6	63	19	9	8	1	1	30	75	22	88	
	STANSTED	KLM UK LTD	S	D	102	2	6	41	29	23	7	0	0	25	64	20	90	
<b>TOTAL JERSEY</b>					<b>1567</b>	<b>13</b>	<b>53</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>22</b>	<b>22</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	6	74	52	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	3	3	0	0	9	91	46	32	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	34	0	11	41	35	18	6	0	0	25	33	26	27	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	23	0	13	96	4	0	0	0	0	5	84	4	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	68	16	13	0	0	3	26	52	21	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	90	3	3	3	0	0	1	85	6	26	
<b>TOTAL JOHANNESBURG</b>					<b>180</b>	<b>1</b>	<b>25</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>70</b>	<b>28</b>	<b>28</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KALAMATA																	
	GATWICK	AIR 2000	C	A	4	0	1	25	0	50	0	25	0	88	0	63	3
	GATWICK	AIR 2000	C	D	5	0	0	40	20	20	0	20	0	59	50	43	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	0	101	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11	33	45	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	1	100	0	0	0	0	0	-7	0	73	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	0	20	0	57	0	70	4
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-3	50	26	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	12	100	4	2
<b>TOTAL KALAMATA</b>					<b>30</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>57</b>	<b>57</b>
KANO																	
KARACHI																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	22	11	22	11	0	55	38	40	8
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	0	22	0	0	0	17	50	20	4
<b>TOTAL KARACHI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>33</b>	<b>33</b>
KARLSRUHE/BADEN BADEN																	
KASSEL																	
KATHMANDU																	
	GATWICK	ROYAL NEPAL AIRLINES	S	A	10	0	0	0	10	70	20	0	0	53	33	28	9
	GATWICK	ROYAL NEPAL AIRLINES	S	D	10	0	0	30	30	30	10	0	0	33	67	17	9
<b>TOTAL KATHMANDU</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>50</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>22</b>	<b>22</b>
KATOWICE																	
KAVALLA																	
	GATWICK	AIRWORLD AVIATION LTD	C	A	3	0	0	0	67	0	33	0	0	40	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	25	0	0	0	9	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	2	0	2	0	50	50	0	0	0	38	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	17	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	17	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	1	0	25	25	0	50	0	0	55	33	42	3



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
KAVALLA	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	33	50	50	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	7	33	100	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	75	56	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-18	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	23	0	0	0
<b>TOTAL KAVALLA</b>					<b>44</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>32</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>34</b>	<b>49</b>	<b>49</b>
KEFALLINIA	GATWICK	AIR 2000	C	A	4	0	1	25	50	25	0	0	0	22	0	38	3
	GATWICK	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	7	50	17	4
	MANCHESTER	AIR 2000	C	A	4	0	1	50	25	25	0	0	0	19	0	55	4
	MANCHESTER	AIR 2000	C	D	5	0	0	20	80	0	0	0	0	20	0	42	4
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	0	20	20	0	0	19	0	45	4
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	40	40	0	20	0	0	22	75	21	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	40	20	0	20	20	0	70	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	60	0	0	20	20	0	73	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	38	50	28	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	34	40	28	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	39	0	31	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	33	80	13	5
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	0	33	0	81	50	7	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	6	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-3	75	6	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	80	1	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	0	0	75	0	25	0	119	0	110	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	0	40	40	0	20	0	90	0	45	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	1	100	0	0	0	0	0	4	67	50	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	1	75	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	1	25	25	0	50	0	0	59	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	76	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KEFALLINIA																	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	1	0	75	0	0	25	0	89	0	40	2
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	0	0	20	0	69	50	12	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	33	0	0	0	20	33	13	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	75	7	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-18	67	44	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	10	0	62	4
<b>TOTAL KEFALLINIA</b>					<b>117</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>43</b>	<b>27</b>	<b>27</b>
KEFLAVIK																	
	GLASGOW	ICELANDAIR	S	A	31	0	0	58	19	16	6	0	0	19	57	35	23
	GLASGOW	ICELANDAIR	S	D	31	0	0	94	6	0	0	0	0	-1	78	17	23
	HEATHROW	ICELANDAIR	S	A	40	0	0	63	20	15	3	0	0	9	78	7	40
	HEATHROW	ICELANDAIR	S	D	41	0	0	39	34	22	5	0	0	22	68	24	40
<b>TOTAL KEFLAVIK</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>19</b>	<b>19</b>
KENT INTERNATIONAL																	
<b>TOTAL KENT INTERNATIONAL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
KERRY COUNTY																	
	STANSTED	RYANAIR	S	A	31	2	0	48	16	19	13	3	0	34	0	0	0
	STANSTED	RYANAIR	C	A	10	0	1	30	40	30	0	0	0	16	0	0	0
	STANSTED	RYANAIR	C	D	10	0	0	40	20	40	0	0	0	27	0	0	0
	STANSTED	RYANAIR	S	D	31	1	0	45	16	26	10	3	0	33	0	0	0
<b>TOTAL KERRY COUNTY</b>					<b>82</b>	<b>3</b>	<b>1</b>	<b>44</b>	<b>20</b>	<b>26</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>85</b>	<b>8</b>	<b>8</b>
KHARTOUM																	
	HEATHROW	SUDAN AIRWAYS	S	A	5	0	0	0	40	40	20	0	0	44	0	0	0
	HEATHROW	SUDAN AIRWAYS	S	D	5	0	0	20	20	40	20	0	0	40	0	0	0
<b>TOTAL KHARTOUM</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
KIEV (BORISPOL)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	82	14	5	0	0	0	-2	86	16	22

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: K																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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)												
KIEV (BORISPOL)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	73	18	5	5	0	0	16	59	26	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	22	0	0	82	14	5	0	0	0	8	85	8	20	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	22	0	0	68	27	5	0	0	0	10	75	12	20	
<b>TOTAL KIEV (BORISPOL)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>16</b>	<b>16</b>	
KILIMANJARO																		
	HEATHROW	ALLIANCE	S	A	4	0	0	0	0	75	25	0	0	54	0	0	0	
	HEATHROW	ALLIANCE	S	D	5	0	0	60	40	0	0	0	0	13	0	0	0	
<b>TOTAL KILIMANJARO</b>					<b>9</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>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	17	1	0	59	18	12	6	6	0	29	94	-5	17	
	HEATHROW	AIR JAMAICA	S	D	15	1	2	27	33	27	13	0	0	37	88	1	17	
<b>TOTAL KINGSTON</b>					<b>32</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>91</b>	<b>-2</b>	<b>-2</b>	
KIRKWALL																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	77	12	8	4	0	0	11	59	18	27	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	50	31	12	8	0	0	21	48	19	27	
<b>TOTAL KIRKWALL</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>19</b>	<b>19</b>	
KISHINEV																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	6	0	0	100	0	0	0	0	0	-7	0	0	0	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	6	0	0	50	33	17	0	0	0	21	0	0	0	
<b>TOTAL KISHINEV</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</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>	
KOS																		
	BIRMINGHAM	AIR 2000	C	A	3	0	1	33	33	0	33	0	0	17	33	28	3	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	41	50	39	4	
	GATWICK	AIR 2000	C	A	7	0	2	71	0	14	14	0	0	15	22	46	9	
	GATWICK	AIR 2000	C	D	9	0	0	67	0	11	22	0	0	27	69	13	13	
	MANCHESTER	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	4	60	33	5	
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	15	17	53	6	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
KOS	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	25	0	0	0	18	100	-16	3
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	34	75	28	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	1	0	0	67	33	0	0	68	100	-2	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	0	50	25	0	0	65	0	31	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	37	50	21	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	31	80	12	5
	GATWICK	BRITANNIA AIRWAYS	C	A	7	1	0	14	29	43	0	14	0	73	50	27	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	11	11	22	0	77	70	15	10
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	25	25	25	311	100	-34	1
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	0	40	20	20	259	100	-4	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	57	0	14	14	0	14	135	14	76	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	11	0	11	114	30	54	10
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	1	40	0	10	40	10	0	67	25	165	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	36	9	9	36	9	0	59	60	119	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	1	0	0	67	0	33	0	87	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	64	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	71	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	46	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	33	0	0	0	0	-2	75	17	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	40	36	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	33	0	0	43	75	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	46	80	14	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	1	50	13	13	25	0	0	35	38	50	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	11	22	11	0	53	20	62	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-22	75	-6	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	-4	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	1	67	33	0	0	0	0	7	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-8	100	-9	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	4	100	-11	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: K											MAY 1997					
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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)												
KOS																		
<b>TOTAL KOS</b>					<b>178</b>	<b>1</b>	<b>13</b>	<b>48</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>58</b>	<b>53</b>	<b>34</b>	<b>34</b>	
KRAKOW																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	67	11	17	6	0	0	15	33	27	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	41	41	12	6	0	0	19	56	9	9	
	GATWICK	LOT-POLISH AIRLINES	S	A	18	0	0	100	0	0	0	0	0	-1	76	13	17	
	GATWICK	LOT-POLISH AIRLINES	S	D	18	0	0	83	6	11	0	0	0	8	53	31	17	
<b>TOTAL KRAKOW</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>21</b>	<b>21</b>	
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR	S	A	19	0	0	63	32	5	0	0	0	12	56	16	27	
	GATWICK	MAERSK AIR	S	D	19	0	0	74	26	0	0	0	0	12	54	16	26	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>16</b>	<b>16</b>	
KRISTIANSTAD																		
	STANSTED	RYANAIR	S	A	23	0	1	65	13	17	4	0	0	16	0	0	0	
	STANSTED	RYANAIR	S	D	23	0	1	61	35	0	4	0	0	16	0	0	0	
<b>TOTAL KRISTIANSTAD</b>					<b>46</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	47	26	24	3	0	0	19	18	33	62	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	87	10	3	0	0	0	2	81	6	62	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>19</b>	<b>19</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-20	94	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	3	0	0	0	5	100	1	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	52	32	10	3	3	0	18	23	30	31	
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	42	26	23	10	0	0	29	58	20	31	
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	11	11	33	44	0	0	59	40	69	5	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	89	11	0	0	0	7	67	10	9		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	5	0	0	0	20	20	20	40	0	138	17	41	6	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	5	0	0	0	20	20	20	40	0	156	100	5	5	
<b>TOTAL LAHORE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>14</b>	<b>18</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>74</b>	<b>56</b>	<b>28</b>	<b>28</b>	
LARNACA																		
	BIRMINGHAM	AIR 2000	S	A	4	0	0	75	0	25	0	0	13	0	44	4		
	BIRMINGHAM	AIR 2000	S	D	4	0	0	50	50	0	0	0	15	25	22	4		
	GATWICK	AIR 2000	S	A	22	0	0	55	14	23	5	0	5	36	5	56	22	
	GATWICK	AIR 2000	S	D	22	0	0	59	27	5	5	0	5	38	36	33	22	
	MANCHESTER	AIR 2000	S	A	7	0	1	71	0	14	14	0	0	8	11	85	9	
	MANCHESTER	AIR 2000	S	D	9	0	0	56	0	33	11	0	0	29	11	50	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	1	0	0	0	25	50	0	25	260	50	13	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	20	40	0	20	211	60	15	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	50	25	25	0	0	17	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	35	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	1	67	0	33	0	0	9	0	38	1		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	1	75	25	0	0	0	13	100	11	2		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	1	75	0	0	25	0	0	27	67	16	3	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	20	0	20	137	100	0	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	25	0	0	13	62	33	41	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	30	20	30	10	0	10	64	56	32	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	1	1	33	0	67	0	0	0	30	25	115	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	15	80	65	5		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	41	0	0	83	7	10	0	0	0	83	13	36		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	0	0	49	24	27	0	0	19	58	21	36		
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	2	18	36	27	9	0	9	152	33	53	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	CALEDONIAN AIRWAYS	C	D	11	0	3	64	9	9	9	9	0	47	38	47	13
	LUTON	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	155	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	11	1	2	36	9	45	9	0	0	28	50	35	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	0	33	17	42	0	0	8	57	0	29	4
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	4	0	0	75	25	0	0	0	0	2	60	16	5
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	25	50	25	0	0	0	26	40	53	5
	GATWICK	CYPRUS AIRWAYS	S	A	14	0	0	57	21	21	0	0	0	13	38	37	13
	GATWICK	CYPRUS AIRWAYS	S	D	14	0	0	43	36	21	0	0	0	18	38	41	13
	HEATHROW	CYPRUS AIRWAYS	S	A	41	0	0	71	15	10	2	2	0	17	46	18	41
	HEATHROW	CYPRUS AIRWAYS	S	D	41	0	0	78	20	2	0	0	0	9	60	13	42
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	78	11	11	0	0	0	1	78	4	9
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	56	11	22	11	0	0	26	56	23	9
	STANSTED	CYPRUS AIRWAYS	S	A	9	0	0	100	0	0	0	0	0	-12	75	-6	4
	STANSTED	CYPRUS AIRWAYS	S	D	9	0	0	44	22	33	0	0	0	25	50	12	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	15	0	0	0
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	6	0	1	33	50	17	0	0	0	21	25	28	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	13	25	50	13	0	0	40	40	29	5
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	10	0	0	70	10	20	0	0	0	5	40	24	10
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	10	0	0	60	10	10	20	0	0	22	27	35	11
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	9	0	1	89	11	0	0	0	0	-5	50	37	6
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	1	57	33	7
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	0	0	100	0	0	0	49	0	0	0
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	32	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	13	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	LUTON	MONARCH AIRLINES	C	A	2	1	2	0	0	100	0	0	0	40	0	36	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	25	0	73	50	16	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	57	7	21	14	0	0	23	25	42	4
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	1	33	27	13	27	0	0	39	50	18	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	23	0	34	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	13	25	59	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	11	100	3	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	0	25	0	75	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	59	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	33	17	42	0	8	0	54	40	126	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	38	31	15	0	15	0	58	25	149	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	10	50	19	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	19	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	23	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	0	33	0	33	0	77	100	-13	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	58	100	-8	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	1	50	50	0	0	0	0	7	25	47	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	40	20	0	0	33	50	21	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-16	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	31	0	0	0
<b>TOTAL LARNACA</b>					<b>620</b>	<b>5</b>	<b>21</b>	<b>57</b>	<b>17</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>47</b>	<b>31</b>	<b>31</b>
LAS PALMAS	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	25	0	25	0	79	50	24	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	20	20	0	20	0	67	25	29	4
	GATWICK	AIR 2000	C	A	8	0	0	75	0	25	0	0	0	11	0	80	3
	GATWICK	AIR 2000	C	D	10	0	0	60	10	20	10	0	0	19	25	29	4
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-7	75	47	4
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-6	75	49	4
	MANCHESTER	AIR 2000	C	A	12	0	0	75	17	0	8	0	0	8	25	54	12
	MANCHESTER	AIR 2000	C	D	14	0	0	79	7	0	14	0	0	17	33	43	12



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1997					
			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																	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	1	50	19	4
	NEWCASTLE	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	12	50	18	4
	EDINBURGH	AIR EUROPA	C	A	4	0	0	25	0	25	50	0	0	62	0	0	0
	EDINBURGH	AIR EUROPA	C	D	5	0	0	20	0	20	60	0	0	71	0	0	0
	MANCHESTER	AIR EUROPA	C	A	3	0	1	33	33	0	0	33	0	106	0	0	0
	MANCHESTER	AIR EUROPA	C	D	4	0	1	25	0	50	0	25	0	99	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	9	75	15	4
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	60	40	0	0	0	0	8	20	38	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	9	0	0	56	11	11	22	0	0	24	75	5	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	1	56	0	22	22	0	0	31	25	16	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	0	25	0	0	35	0	131	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	63	25	0	13	0	0	21	25	107	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	0	25	63	13	0	95	0	124	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	25	13	25	38	0	0	63	22	105	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	59	75	9	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	35	50	13	4
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	1	43	0	29	14	14	0	66	100	-4	4
	LUTON	BRITANNIA AIRWAYS	C	D	7	1	1	57	14	14	0	14	0	42	100	1	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	2	23	23	8	31	15	0	72	36	64	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	1	0	56	13	13	13	6	0	46	20	91	15
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	75	0	0	100	50	14	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	0	50	0	25	156	75	18	4
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	1	0	33	33	33	0	0	50	75	3	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	37	75	9	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	44	75	10	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	21	75	16	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	37	75	15	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	36	50	25	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	1	100	0	0	0	0	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAS PALMAS	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	-10	0	86	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	-7	0	62	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-25	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	1	0	0	100	0	0	0	51	43	57	7
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	0	20	60	20	0	0	50	44	55	9
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	0	38	13	0	0	19	63	18	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	25	0	0	0	0	8	63	16	8
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	40	20	20	0	20	0	72	25	78	4
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	40	0	40	0	20	0	78	0	67	4
	LUTON	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	5	50	85	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	0	25	121	67	19	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	1	63	13	13	0	13	0	47	43	33	7
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	11	11	0	48	44	39	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	15	1	2	67	0	7	13	13	0	51	57	11	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	0	59	12	12	6	12	0	46	93	9	15
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	1	50	13	13	13	13	0	50	50	42	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	0	11	0	34	67	58	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	1	1	50	0	0	0	25	25	172	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	1	1	75	0	0	0	25	0	72	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	33	8	0	50	8	0	73	31	48	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	31	15	23	23	8	0	67	53	46	15
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	20	0	54	25	93	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	20	0	45	40	65	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	0	20	89	0	76	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	0	20	109	60	27	5
	EDINBURGH	SPANAIR	C	A	4	0	1	75	0	0	25	0	0	15	50	9	4
	EDINBURGH	SPANAIR	C	D	5	0	0	60	0	0	40	0	0	48	40	17	5
	MANCHESTER	SPANAIR	C	A	6	0	0	67	17	0	17	0	0	25	100	-5	2
	MANCHESTER	SPANAIR	C	D	6	0	0	50	17	17	17	0	0	33	100	-8	1

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
LAS PALMAS	NEWCASTLE	SPANAIR	C	A	4	0	1	50	0	25	25	0	0	45	0	0	0	
	NEWCASTLE	SPANAIR	C	D	5	0	0	40	20	20	0	20	0	60	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	8	31	8	0	0	21	0	69	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	71	0	21	7	0	0	16	38	68	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	0	33	0	83	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	33	0	74	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	0	12	6	6	0	25	82	19	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	53	16	16	11	5	0	31	67	12	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	3	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
<b>TOTAL LAS PALMAS</b>					<b>523</b>	<b>5</b>	<b>19</b>	<b>56</b>	<b>10</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>42</b>	<b>47</b>	<b>43</b>	<b>43</b>	
LAS VEGAS	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	0	25	25	25	185	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	1	33	0	0	0	33	33	205	0	0	0	
<b>TOTAL LAS VEGAS</b>					<b>7</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>194</b>	<b>6</b>	<b>146</b>	<b>146</b>	
LE HAVRE																		
LEEDS BRADFORD	GLASGOW	BMI BRITISH MIDLAND	S	A	65	1	3	88	6	3	3	0	0	8	92	4	63	
	GLASGOW	BMI BRITISH MIDLAND	S	D	60	1	3	82	7	7	5	0	0	11	90	7	62	
	HEATHROW	BMI BRITISH MIDLAND	S	A	137	0	1	69	22	7	3	0	0	13	83	7	137	
	HEATHROW	BMI BRITISH MIDLAND	S	D	132	0	1	77	17	5	2	0	0	8	89	4	133	
	EDINBURGH	GILL AIRWAYS	S	A	35	0	3	86	11	0	3	0	0	8	85	11	52	
	EDINBURGH	GILL AIRWAYS	S	D	35	0	3	91	6	0	3	0	0	6	85	11	53	
<b>TOTAL LEEDS BRADFORD</b>					<b>464</b>	<b>3</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
LEIPZIG	HEATHROW	LUFTHANSA	S	A	32	2	3	50	34	13	3	0	0	18	63	12	40	
	HEATHROW	LUFTHANSA	S	D	25	0	0	72	16	12	0	0	0	9	100	1	23	
<b>TOTAL LEIPZIG</b>					<b>57</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>12</b>	
LEMNOS																		

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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	
						ARR/ DEP	Plan (8)											
LEMNOS																		
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	0	10	67	10	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	43	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	35	0	0	0	
<b>TOTAL LEMNOS</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>20</b>	<b>29</b>	<b>29</b>	
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	4	0	0	0	25	50	25	0	0	61	0	123	4	
	GATWICK	AIR GABON	S	D	5	0	0	60	20	20	0	0	15	80	5	5		
<b>TOTAL LIBREVILLE</b>					<b>9</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>35</b>	<b>44</b>	<b>57</b>	<b>57</b>	
LILLE																		
LILONGWE																		
	GATWICK	AIR MALAWI	S	A	4	0	0	0	50	50	0	0	0	34	0	0	0	
	GATWICK	AIR MALAWI	S	D	4	0	0	50	0	25	25	0	0	29	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	10	75	8	4		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	7	67	144	6		
<b>TOTAL LILONGWE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>89</b>	<b>89</b>	
LINZ																		
	STANSTED	VIVA	C	D	3	1	2	0	0	0	67	33	0	117	0	0	0	
<b>TOTAL LINZ</b>					<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>117</b>	<b>94</b>	<b>-2</b>	<b>-2</b>	
LISBON																		
	GATWICK	AB AIRLINES	S	A	27	2	4	81	4	7	7	0	0	13	39	34	51	
	GATWICK	AB AIRLINES	S	D	27	2	4	63	11	15	7	4	0	26	65	26	51	
	HEATHROW	AIR PORTUGAL	S	A	91	0	2	77	13	5	3	0	1	15	82	6	93	
	HEATHROW	AIR PORTUGAL	S	D	91	0	2	75	13	9	3	0	0	13	86	7	94	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	1	0	33	33	33	0	0	46	0	63	3	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	20	0	60	0	20	0	90	25	47	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	0	83	8	7	2	0	0	6	86	6	98	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	98	0	0	74	16	6	3	0	0	13	79	12	98	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	81	6	3	3	6	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	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LISBON																	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	81	3	10	6	0	0	12	0	0	0
	MANCHESTER	PORTUGALIA	S	A	26	0	0	77	4	4	15	0	0	15	90	0	10
	MANCHESTER	PORTUGALIA	S	D	26	0	0	81	4	4	12	0	0	8	80	6	10
<b>TOTAL LISBON</b>					<b>562</b>	<b>7</b>	<b>14</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>14</b>
LIVERPOOL																	
LJUBLJANA																	
	HEATHROW	ADRIA AIRWAYS	S	A	31	0	0	68	19	13	0	0	0	10	65	10	31
	HEATHROW	ADRIA AIRWAYS	S	D	31	0	0	74	16	10	0	0	0	9	81	5	31
	MANCHESTER	ADRIA AIRWAYS	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	ADRIA AIRWAYS	S	D	2	0	0	50	50	0	0	0	0	18	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	92	0	8	0	0	0	-3	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	92	0	8	0	0	0	7	0	0	0
<b>TOTAL LJUBLJANA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>7</b>	<b>7</b>
LONDON CITY																	
	EDINBURGH	KLM UK LTD	S	A	94	0	1	82	10	9	0	0	0	4	92	1	71
	EDINBURGH	KLM UK LTD	S	D	94	0	1	80	11	10	0	0	0	10	91	7	70
	MANCHESTER	KLM UK LTD	S	A	89	0	1	96	3	0	1	0	0	-8	0	0	0
	MANCHESTER	KLM UK LTD	S	D	89	0	1	97	2	0	1	0	0	0	0	0	0
<b>TOTAL LONDON CITY</b>					<b>366</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>4</b>
LONDONDERRY																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	32	0	1	91	3	0	6	0	0	-2	91	4	32
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	33	0	0	82	9	0	9	0	0	12	91	1	32
	GLASGOW	LOGANAIR	S	A	31	0	0	61	19	6	10	3	0	25	0	0	0
	GLASGOW	LOGANAIR	S	D	31	0	0	58	13	16	10	3	0	30	0	0	0
<b>TOTAL LONDONDERRY</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>4</b>	<b>4</b>
LOS ANGELES INTERNATION																	
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	84	10	3	3	0	0	-13	97	-12	31

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																	Actual (7)
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	71	23	3	3	0	0	12	97	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	2	2	6	0	0	0	68	60	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	15	8	3	0	0	13	63	47	62
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	71	19	3	6	0	0	7	65	9	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	42	32	10	16	0	0	29	84	21	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	92	2	3	2	2	0	-6	73	7	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	73	15	8	5	0	0	13	45	24	31
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>26</b>	<b>26</b>
LUSAKA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	14	0	7	0	0	9	56	57	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	0	8	43	20	7
<b>TOTAL LUSAKA</b>					<b>27</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>8</b>	<b>50</b>	<b>41</b>	<b>41</b>
LUTON																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	124	0	6	65	12	7	11	5	0	31	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	126	0	4	49	30	8	10	3	0	31	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	107	1	2	64	11	7	13	5	0	30	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	108	0	1	57	22	9	7	4	0	27	0	0	0
<b>TOTAL LUTON</b>					<b>467</b>	<b>1</b>	<b>13</b>	<b>58</b>	<b>19</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>49</b>	<b>40</b>	<b>40</b>
LUXEMBOURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	85	8	8	0	0	0	5	68	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	92	4	0	4	0	0	1	77	9	31
	GATWICK	CITY FLYER EXPRESS	S	A	76	1	1	75	16	5	4	0	0	12	46	18	63
	GATWICK	CITY FLYER EXPRESS	S	D	78	0	0	81	8	8	4	0	0	12	60	14	62
	HEATHROW	LUXAIR	S	A	62	0	0	66	23	11	0	0	0	15	73	12	62
	HEATHROW	LUXAIR	S	D	62	0	0	84	13	3	0	0	0	4	89	1	62
	MANCHESTER	LUXAIR	S	A	20	0	0	85	15	0	0	0	0	5	86	8	22
	MANCHESTER	LUXAIR	S	D	20	0	0	90	10	0	0	0	0	1	95	-1	22
	STANSTED	LUXAIR	S	A	47	0	0	72	19	4	2	2	0	16	81	7	48
	STANSTED	LUXAIR	S	D	47	0	0	81	13	4	0	2	0	14	85	6	48

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					Actual (7)	Plan (8)												
LUXEMBOURG																		
<b>TOTAL LUXEMBOURG</b>					<b>464</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>9</b>	<b>9</b>	
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	0	25	75	0	0	0	38	13	34	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	0	20	0	81	63	13	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	1	50	25	25	0	0	0	22	50	10	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	1	25	25	50	0	0	0	25	50	15	8	
	HEATHROW	EGYPT AIR	S	A	4	0	0	75	0	0	25	0	0	20	25	34	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	25	25	50	0	0	0	29	75	18	4	
<b>TOTAL LUXOR</b>					<b>25</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>24</b>	<b>36</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>40</b>	<b>24</b>	<b>24</b>	
LYON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	20	3	2	0	0	8	60	15	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	83	12	4	1	0	0	7	75	10	93	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	29	0	1	79	7	10	3	0	0	8	68	12	31	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	29	0	1	76	10	10	0	3	0	15	81	15	31	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	82	0	1	83	11	4	2	0	0	4	82	7	87	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	82	0	0	82	12	4	2	0	0	8	70	13	88	
<b>TOTAL LYON</b>					<b>408</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>11</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					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)										
MAASTRICHT	STANSTED	KLM EXEL	S	A	67	0	6	49	24	24	3	0	0	23	73	11	73
	STANSTED	KLM EXEL	S	D	67	0	6	60	28	10	1	0	0	16	95	4	73
<b>TOTAL MAASTRICHT</b>					<b>134</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>26</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>7</b>	<b>7</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	-8	100	-7	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	44	56	0	0	0	0	15	22	34	9
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>15</b>	<b>15</b>
MADRID	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	78	12	4	3	2	0	6	78	4	93
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	81	8	2	8	2	0	20	70	14	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	59	20	15	5	1	2	25	72	12	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	64	22	9	4	0	1	18	69	14	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	0	0	56	22	12	8	2	0	22	64	10	50
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	0	0	62	12	16	8	2	0	22	80	9	50
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-7	0	293	1
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	19	0	224	1
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	0	0	65	3	3	19	6	3	48	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	31	0	0	45	16	13	16	6	3	66	0	0	0
	GATWICK	IBERIA	S	A	25	0	1	64	20	4	8	4	0	30	62	15	26
	GATWICK	IBERIA	S	D	25	0	1	60	20	8	8	4	0	31	50	21	26
	HEATHROW	IBERIA	S	A	151	0	4	72	15	9	3	1	0	14	78	10	148
	HEATHROW	IBERIA	S	D	120	0	4	80	10	5	3	1	1	14	80	9	149
	MANCHESTER	IBERIA	S	A	30	1	1	70	20	7	3	0	0	12	0	0	0
	MANCHESTER	IBERIA	S	D	29	2	2	55	34	7	0	3	0	21	0	0	0
	GATWICK	SPANAIR	S	A	9	0	0	0	22	56	22	0	0	50	67	15	9
	GATWICK	SPANAIR	S	D	9	0	0	22	56	0	22	0	0	38	56	20	9
<b>TOTAL MADRID</b>					<b>997</b>	<b>3</b>	<b>13</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>73</b>	<b>12</b>	<b>12</b>

MAHON



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MAHON	BIRMINGHAM	AIR 2000	C	A	7	0	2	57	0	29	14	0	0	24	50	28	8	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	63	0	13	25	0	0	29	67	37	9	
	GATWICK	AIR 2000	C	A	13	0	1	38	31	8	15	8	0	42	10	56	10	
	GATWICK	AIR 2000	C	D	14	0	0	43	29	7	21	0	0	29	36	62	11	
	MANCHESTER	AIR 2000	C	A	7	0	2	57	0	29	14	0	0	16	29	34	7	
	MANCHESTER	AIR 2000	C	D	10	0	0	50	0	20	20	10	0	52	25	38	8	
	NEWCASTLE	AIR 2000	C	A	4	0	1	50	25	25	0	0	0	21	25	23	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	0	60	40	0	0	0	29	40	13	5	
	STANSTED	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-2	75	7	4	
	STANSTED	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	7	100	-2	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	0	25	0	0	18	0	58	5	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	7	20	44	5	
	GLASGOW	AIRWORLD AVIATION LTD	C	A	4	0	0	0	50	50	0	0	0	34	60	25	5	
	GLASGOW	AIRWORLD AVIATION LTD	C	D	5	0	0	60	20	0	0	20	0	43	0	49	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	13	0	1	38	15	15	15	15	0	57	22	100	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	12	0	1	17	42	8	17	17	0	62	20	101	10	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	0	0	70	10	0	10	10	0	50	71	8	7	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	1	0	38	8	31	15	8	0	62	78	10	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	1	1	0	8	38	46	0	8	110	14	69	14	
	GATWICK	BRITANNIA AIRWAYS	C	D	18	1	0	39	22	0	28	6	6	82	50	46	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	50	0	25	383	50	46	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	0	40	0	20	315	40	42	5	
	LUTON	BRITANNIA AIRWAYS	C	A	9	2	1	11	22	33	33	0	0	50	71	14	7	
	LUTON	BRITANNIA AIRWAYS	C	D	13	1	0	31	15	31	23	0	0	42	63	19	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	38	14	0	29	14	5	118	46	44	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	27	0	0	37	19	4	26	7	7	116	56	35	18	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	7	0	0	86	14	0	0	0	0	7	50	29	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	60	20	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	7	0	0	14	57	14	0	14	0	62	57	17	7	
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	31	78	11	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MAHON																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	1	11	56	11	22	0	0	46	17	55	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	82	0	9	0	9	0	40	14	39	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	3	75	0	0	13	13	0	31	63	9	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	1	70	10	0	10	10	0	32	78	10	9	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	1	100	0	0	0	0	0	1	0	59	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	44	0	56	5	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	60	20	0	20	0	0	22	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	60	40	0	0	0	0	8	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	1	60	0	0	40	0	0	33	0	69	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	2	67	17	0	17	0	0	19	25	34	4	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	1	100	0	0	0	0	0	-2	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	80	0	0	0	0	20	124	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	7	0	0	86	14	0	0	0	0	2	100	6	6	
	GLASGOW	FUTURA AIRLINES	C	D	9	0	0	78	11	0	11	0	0	13	63	10	8	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	1	83	0	0	17	0	0	24	50	48	6	
	GATWICK	LEISURE INTERNATIONAL	C	D	7	0	0	71	0	14	0	0	14	116	43	48	7	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	14	0	0	36	29	7	14	14	0	65	11	179	9	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	14	0	0	43	21	7	14	14	0	61	0	176	10	
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	1	0	0	33	67	0	0	96	25	62	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	1	0	0	0	25	75	0	0	99	40	51	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	11	0	1	45	18	9	9	18	0	66	40	34	10	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	50	25	0	17	8	0	54	50	25	12	
	GATWICK	MONARCH AIRLINES	C	A	17	0	1	24	18	29	12	18	0	78	11	40	19	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	44	22	11	11	11	0	51	58	23	19	
	LUTON	MONARCH AIRLINES	C	A	3	2	2	33	0	67	0	0	0	37	40	18	5	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	38	38	0	23	0	0	38	67	42	9	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	20	60	0	20	0	0	37	40	14	5	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	15	0	15	0	0	21	67	41	9	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	1	44	22	11	11	11	0	47	44	21	9	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	70	10	0	20	0	0	33	60	17	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MAHON																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	25	0	0	0	17	60	8	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	0	25	25	0	0	38	20	25	5	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	1	75	0	0	25	0	0	27	50	14	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	20	20	0	74	40	29	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	1	0	78	0	0	22	0	0	26	60	31	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	1	0	33	33	0	33	0	0	43	20	108	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	0	0	25	0	70	25	54	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	48	40	20	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	0	0	25	25	0	84	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	61	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	39	11	22	11	6	11	101	32	74	19	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	50	17	11	6	6	11	99	35	77	20	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	0	25	0	0	33	75	13	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	18	60	10	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	10	0	0	40	0	30	0	20	10	93	67	7	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	10	30	0	20	10	96	60	11	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	13	0	0	17	67	17	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	16	56	36	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	1	1	100	0	0	0	0	0	-17	50	15	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	50	40	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	14	14	0	0	0	6	67	15	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	25	0	0	0	17	78	10	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	67	33	0	0	0	0	10	100	6	2	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	23	50	14	2	
	GATWICK	TRANSAER	C	A	4	0	0	25	0	0	50	25	0	136	25	44	4	
	GATWICK	TRANSAER	C	D	4	0	0	25	25	0	25	25	0	89	25	26	4	
<b>TOTAL MAHON</b>					<b>706</b>	<b>12</b>	<b>36</b>	<b>48</b>	<b>16</b>	<b>11</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>58</b>	<b>45</b>	<b>40</b>	<b>40</b>	
MALAGA																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	0	0	40	20	0	107	40	23	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	22	100	7	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
MALAGA																			
	GATWICK	AIR 2000	C	A	16	0	0	19	25	13	31	13	0	72	7	88	28		
	GATWICK	AIR 2000	C	D	16	0	0	44	6	13	38	0	0	47	17	56	29		
	GLASGOW	AIR 2000	C	A	12	0	0	33	17	17	8	25	0	81	43	21	14		
	GLASGOW	AIR 2000	C	D	12	0	0	50	8	25	0	17	0	55	57	20	14		
	LUTON	AIR 2000	C	A	3	0	0	33	33	0	33	0	0	55	80	29	5		
	LUTON	AIR 2000	C	D	3	0	0	0	33	33	0	33	0	94	25	72	4		
	MANCHESTER	AIR 2000	C	A	19	0	1	26	11	16	32	16	0	86	14	93	21		
	MANCHESTER	AIR 2000	C	D	20	0	0	40	20	10	25	5	0	53	36	71	22		
	NEWCASTLE	AIR 2000	C	A	5	0	0	0	40	0	60	0	0	73	0	0	0		
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	20	20	40	0	0	51	0	0	0		
	BIRMINGHAM	AIR EUROPA	C	A	5	0	0	20	0	0	40	0	40	289	75	11	4		
	BIRMINGHAM	AIR EUROPA	C	D	4	1	1	25	25	50	0	0	0	28	40	22	5		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0		
	EDINBURGH	AIR EUROPA	C	D	5	0	0	60	20	0	20	0	0	21	0	0	0		
	LUTON	AIR EUROPA	C	A	2	0	0	0	50	0	50	0	0	67	0	0	0		
	LUTON	AIR EUROPA	C	D	2	0	0	50	0	0	50	0	0	72	0	0	0		
	GATWICK	AIRWORLD AVIATION LTD	C	A	7	0	0	43	14	29	0	14	0	48	0	0	0		
	GATWICK	AIRWORLD AVIATION LTD	C	D	7	0	0	57	14	14	0	14	0	41	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	16	0	1	19	19	6	25	13	19	155	0	28	2		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	16	1	0	38	13	13	19	6	13	111	50	10	2		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	2	57	29	0	14	0	0	25	67	11	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	0	11	11	11	105	67	11	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	11	22	44	11	11	143	0	122	9		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	11	11	33	0	11	102	22	92	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	42	25	53	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	40	25	39	4		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	1	25	25	25	25	0	0	49	50	34	4		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	50	25	0	25	0	0	37	33	55	3		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	1	1	60	7	7	13	13	0	47	36	134	11		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	1	65	0	6	12	12	6	70	36	68	11		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MALAGA	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	22	11	0	38	44	28	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	29	56	19	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	20	0	20	115	75	12	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	93	75	11	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	12	0	0	83	17	0	0	0	0	9	92	-4	12	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	12	0	0	83	8	8	0	0	0	9	92	8	12	
	GATWICK	CALEDONIAN AIRWAYS	C	A	27	0	4	41	11	4	33	4	7	75	27	60	26	
	GATWICK	CALEDONIAN AIRWAYS	C	D	28	2	0	36	21	18	11	11	4	70	25	65	28	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	18	0	1	50	6	11	22	11	0	62	73	25	11	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	17	1	1	41	18	0	24	12	6	85	50	59	14	
	STANSTED	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	142	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	10	0	0	40	50	0	10	0	0	25	100	4	2	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	10	0	0	70	20	0	10	0	0	16	50	17	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	19	57	84	7	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	13	13	98	8	
	GLASGOW	FUTURA AIRLINES	C	A	3	0	0	33	0	33	33	0	0	42	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	0	33	0	67	0	0	83	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	53	1	1	62	21	9	6	2	0	19	94	-6	66	
	GATWICK	GB AIRWAYS LTD	S	D	54	0	0	76	13	2	6	4	0	21	78	15	68	
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	68	26	0	3	3	0	14	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	52	29	10	6	3	0	25	0	0	0	
	HEATHROW	IBERIA	S	A	30	0	1	50	20	17	10	3	0	29	90	8	31	
	HEATHROW	IBERIA	S	D	30	0	1	57	20	13	10	0	0	22	84	15	31	
	GATWICK	LEISURE INTERNATIONAL	C	A	17	0	0	29	0	6	29	18	18	153	33	66	15	
	GATWICK	LEISURE INTERNATIONAL	C	D	17	0	0	35	24	0	18	18	6	99	40	60	15	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	10	0	0	20	20	10	20	30	0	105	44	67	9	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	10	0	0	40	0	0	30	20	10	117	67	55	9	
	STANSTED	LEISURE INTERNATIONAL	C	A	8	1	2	13	25	13	38	13	0	92	23	60	13	
	STANSTED	LEISURE INTERNATIONAL	C	D	8	2	2	63	0	0	25	13	0	63	36	106	14	
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	10	0	60	30	0	0	54	0	108	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MALAGA	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	40	10	50	0	0	0	27	0	75	9
	GATWICK	MONARCH AIRLINES	C	A	36	0	0	19	25	31	14	11	0	64	17	56	36
	GATWICK	MONARCH AIRLINES	C	D	36	0	0	56	17	8	11	8	0	47	56	42	36
	LUTON	MONARCH AIRLINES	S	A	31	1	0	77	13	0	10	0	7	74	5	23	
	LUTON	MONARCH AIRLINES	S	D	31	1	0	71	16	10	3	0	14	83	10	23	
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	9	35	26	22	9	0	63	32	63	19
	MANCHESTER	MONARCH AIRLINES	C	D	23	0	0	39	22	17	17	4	0	45	55	30	20
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	50	0	0	0	13	0	110	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	40	0	20	0	71	50	103	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	2	50	13	25	13	0	33	33	40	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	0	22	11	0	51	67	22	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	1	60	20	20	0	0	15	0	113	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	20	0	67	0	60	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	0	20	20	161	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	0	0	20	20	150	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	25	50	13	13	0	65	21	53	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	33	22	11	0	0	28	36	66	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	29	75	52	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	37	75	51	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	25	0	0	0	22	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	0	20	0	80	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	40	20	0	0	45	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	7	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	60	0	0	20	0	53	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	0	47	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	1	0	36	9	0	45	9	0	64	75	13	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	1	0	55	18	9	9	9	0	35	89	11	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	-6	0	0	0
	GATWICK	TRANSAER	C	A	15	0	0	67	13	7	0	7	7	42	22	42	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MALAGA																		
	GATWICK	TRANSAER	C	D	14	0	0	50	29	7	0	7	7	70	0	64	9	
	MANCHESTER	TRANSAER	C	A	17	0	0	41	12	12	29	0	6	90	44	53	9	
	MANCHESTER	TRANSAER	C	D	17	0	0	29	18	18	29	0	6	98	30	80	10	
<b>TOTAL MALAGA</b>					<b>1149</b>	<b>19</b>	<b>38</b>	<b>47</b>	<b>18</b>	<b>11</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>54</b>	<b>48</b>	<b>47</b>	<b>47</b>	
MALE INTERNATIONAL																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	0	25	0	25	431	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	16	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	-2	75	29	4		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	21	75	31	4		
<b>TOTAL MALE INTERNATIONAL</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>111</b>	<b>63</b>	<b>45</b>	<b>45</b>	
MALMO																		
	LONDON CITY	MALMO AVIATION	S	A	47	0	0	79	21	0	0	0	7	96	-1	48		
	LONDON CITY	MALMO AVIATION	S	D	47	0	1	21	62	15	2	0	23	88	10	48		
<b>TOTAL MALMO</b>					<b>96</b>	<b>2</b>	<b>3</b>	<b>51</b>	<b>41</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>5</b>	<b>5</b>		
MALTA																		
	GATWICK	AIR 2000	C	A	9	0	0	67	11	0	22	0	0	33	0	77	9	
	GATWICK	AIR 2000	C	D	9	0	0	78	0	0	22	0	0	32	0	50	9	
	MANCHESTER	AIR 2000	C	A	9	0	0	33	22	33	11	0	0	29	30	73	10	
	MANCHESTER	AIR 2000	C	D	9	0	0	33	11	44	11	0	0	30	55	48	11	
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	75	25	0	0	0	1	80	3	5		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	-3	0	0	0		
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	50	25	25	0	0	19	20	25	5		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	25	0	0	0	8	100	9	1		
	GATWICK	AIR MALTA	C	A	5	0	0	100	0	0	0	0	2	40	28	5		
	GATWICK	AIR MALTA	S	A	40	0	0	95	3	0	0	3	-4	83	10	40		
	GATWICK	AIR MALTA	C	D	5	0	0	80	20	0	0	0	7	40	26	5		
	GATWICK	AIR MALTA	S	D	40	0	0	60	30	8	0	3	15	45	27	40		
	GLASGOW	AIR MALTA	S	A	4	0	0	75	25	0	0	0	6	80	4	5		
	GLASGOW	AIR MALTA	C	A	9	0	1	56	22	11	11	0	17	43	17	7		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MALTA																		
	GLASGOW	AIR MALTA	S	D	4	0	0	75	0	25	0	0	0	21	20	21	5	
	GLASGOW	AIR MALTA	C	D	9	0	1	44	11	33	11	0	0	22	0	29	8	
	HEATHROW	AIR MALTA	S	A	62	0	0	85	10	2	3	0	0	-1	73	10	62	
	HEATHROW	AIR MALTA	S	D	62	0	0	60	21	16	3	0	0	15	52	19	62	
	MANCHESTER	AIR MALTA	S	A	10	0	0	100	0	0	0	0	0	-12	100	-12	9	
	MANCHESTER	AIR MALTA	C	A	11	0	1	91	9	0	0	0	0	-5	83	9	12	
	MANCHESTER	AIR MALTA	S	D	10	0	0	20	40	40	0	0	0	26	11	28	9	
	MANCHESTER	AIR MALTA	C	D	12	0	0	75	8	17	0	0	0	10	69	15	13	
	NEWCASTLE	AIR MALTA	C	A	3	0	1	67	33	0	0	0	0	8	57	23	7	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	50	25	25	0	0	0	18	44	23	9	
	STANSTED	AIR MALTA	C	A	4	0	0	50	50	0	0	0	0	7	80	11	5	
	STANSTED	AIR MALTA	C	D	4	0	0	25	50	0	25	0	0	34	20	23	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	35	20	27	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	39	80	12	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	22	22	11	0	63	33	36	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	11	11	0	51	56	22	9	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	20	20	20	20	171	60	23	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	20	20	20	20	175	80	22	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	33	0	56	11	0	0	36	80	6	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	22	11	0	0	23	80	6	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	74	16	10	0	0	0	7	74	13	31	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	58	23	16	3	0	0	18	74	10	31	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	0	20	20	0	76	0	77	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	0	20	0	67	0	56	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	0	20	20	0	73	75	9	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	20	0	68	100	-4	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	169	25	34	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	29	75	25	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-8	25	59	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	25	63	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	75	7	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	75	3	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	21	13	114	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	38	93	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	2	100	-8	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	10	100	-1	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	16	50	16	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	20	75	19	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	4	100	4	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	13	100	-2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	1	50	25	13	0	13	0	27	38	23	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	11	22	0	0	28	63	12	8	
<b>TOTAL MALTA</b>					<b>570</b>	<b>1</b>	<b>5</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>58</b>	<b>22</b>	<b>22</b>	
MANCHESTER																		
	GLASGOW	AIR CANADA	S	A	29	0	2	66	24	10	0	0	0	12	69	12	29	
	GLASGOW	AIR CANADA	S	D	29	0	2	48	28	24	0	0	0	18	69	11	29	
	GATWICK	AIRWORLD AVIATION LTD	C	A	6	0	0	50	0	33	17	0	0	41	40	38	5	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	0	0	20	0	0	10	0	74	1	
	HEATHROW	BMI BRITISH MIDLAND	S	A	233	0	0	88	9	2	2	0	0	4	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	232	0	1	89	7	3	1	0	0	3	0	0	0	
	EDINBURGH	BMI REGIONAL	S	A	71	0	1	66	14	15	3	1	0	18	69	12	70	
	EDINBURGH	BMI REGIONAL	S	D	70	1	2	67	20	7	4	1	0	17	85	8	71	
	GLASGOW	BMI REGIONAL	S	A	62	1	4	63	21	13	3	0	0	18	77	10	64	
	GLASGOW	BMI REGIONAL	S	D	65	0	1	86	11	0	3	0	0	9	92	5	65	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	2	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	2	2	75	0	25	0	0	0	12	100	-19	2	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	165	0	1	80	13	5	1	0	0	9	81	10	165	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					166	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MANCHESTER																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	166	0	0	90	7	4	0	0	0	5	83	11	166
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	111	1	3	86	8	5	2	0	0	7	86	6	108
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	112	0	0	83	12	4	2	0	0	10	92	4	106
	GLASGOW	BRITISH AIRWAYS PLC	S	A	107	1	0	74	20	5	2	0	0	11	81	8	112
	GLASGOW	BRITISH AIRWAYS PLC	S	D	107	2	0	87	7	4	2	0	0	7	87	7	112
	HEATHROW	BRITISH AIRWAYS PLC	S	A	289	0	2	79	13	6	2	0	0	9	76	12	295
	HEATHROW	BRITISH AIRWAYS PLC	S	D	289	0	0	90	4	4	1	0	0	2	83	5	297
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	60	0	8	87	3	5	3	2	0	11	90	4	59
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	60	0	8	83	5	5	5	2	0	13	86	6	57
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	LONDON CITY	KLM UK LTD	S	A	89	0	1	97	2	0	1	0	0	-8	0	0	0
	LONDON CITY	KLM UK LTD	S	D	89	0	1	80	17	2	1	0	0	12	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	1	50	0	0	50	0	0	41	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	1	0	25	50	25	0	0	52	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	25	25	25	25	0	0	55	75	9	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	50	0	0	42	67	16	6
	GATWICK	TRANSAER	C	D	2	0	0	100	0	0	0	0	0	-9	0	437	1
<b>TOTAL MANCHESTER</b>					<b>2482</b>	<b>16</b>	<b>48</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>9</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	6	0	0	0	0	-4	78	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	6	6	0	0	6	59	23	17
	HEATHROW	PHILIPPINE AIRLINES	S	A	14	0	4	43	21	14	14	0	7	47	31	81	13
	HEATHROW	PHILIPPINE AIRLINES	S	D	14	0	4	64	7	21	0	7	0	34	8	92	13
<b>TOTAL MANILA</b>					<b>64</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>48</b>	<b>43</b>	<b>43</b>
MANNHEIM																	
MARRAKESH																	
MARSEILLE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	88	6	5	0	0	0	0	51	23	93

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MARSEILLE	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	68	19	9	4	0	0	13	55	18	93
<b>TOTAL MARSEILLE</b>					<b>187</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>21</b>	<b>21</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	10	0	0	50	10	30	10	0	0	26	22	51	9
	HEATHROW	AIR MAURITIUS LTD	S	D	10	0	0	50	30	20	0	0	0	11	56	24	9
	MANCHESTER	AIR MAURITIUS LTD	S	A	4	0	0	100	0	0	0	0	0	-8	0	41	3
	MANCHESTER	AIR MAURITIUS LTD	S	D	4	0	0	50	50	0	0	0	0	14	100	-1	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	12	63	126	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	7	44	153	9
<b>TOTAL MAURITIUS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>77</b>	<b>77</b>
MELBOURNE	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	10	16	6	0	3	42	29	30	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	1	78	8	18
	HEATHROW	QANTAS	S	D	31	0	0	87	10	3	0	0	0	3	88	4	40
<b>TOTAL MELBOURNE</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>66</b>	<b>15</b>	<b>15</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	31	0	8	0	0	19	0	0	0
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>16</b>
MIAMI INTERNATIONAL	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	87	10	3	0	0	0	-9	0	0	0
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	90	7	3	0	0	0	5	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	81	6	13	0	0	0	-2	84	-4	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	65	29	0	6	0	0	14	81	11	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	3	6	6	3	0	16	77	14	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	61	23	13	3	0	0	15	68	19	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	23	13	3	0	0	15	77	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	26	6	0	0	0	12	45	29	31

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MIAMI INTERNATIONAL	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	13	45	39	3	0	0	32	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	80	10	0	10	0	0	14	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>307</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>18</b>	<b>18</b>
MIKONOS	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	1	20	40	20	0	0	20	89	0	49	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	83	0	0	0	17	0	59	0	0	0
<b>TOTAL MIKONOS</b>					<b>11</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>73</b>	<b>0</b>	<b>49</b>	<b>49</b>
MILAN (LINATE)	STANSTED	AIR ONE	S	A	98	0	1	53	28	12	6	1	0	22	0	0	0
	STANSTED	AIR ONE	S	D	99	0	0	53	29	10	7	1	0	22	0	0	0
	HEATHROW	ALITALIA	S	A	216	0	1	63	19	13	4	0	0	16	71	12	184
	HEATHROW	ALITALIA	S	D	216	0	1	60	26	11	3	0	0	15	58	19	183
	LONDON CITY	ALITALIA	S	A	35	0	2	63	14	20	3	0	0	11	0	0	0
	LONDON CITY	ALITALIA	S	D	35	0	2	37	20	31	11	0	0	30	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	74	15	8	3	0	0	8	74	13	57
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	55	26	18	2	0	0	19	45	23	58
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	1	73	11	12	3	1	0	12	67	16	154
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	1	64	25	8	2	0	0	15	63	20	154
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	49	0	1	71	16	6	6	0	0	12	50	19	52
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	0	0	66	22	10	2	0	0	14	63	17	52
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	67	0	0	70	12	6	10	1	0	17	67	15	66
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	68	0	0	63	21	7	7	1	0	23	56	20	70
	STANSTED	KLM UK LTD	S	A	86	0	2	42	21	20	16	1	0	32	44	33	88
	STANSTED	KLM UK LTD	S	D	87	0	1	21	28	25	25	1	0	45	31	35	88
<b>TOTAL MILAN (LINATE)</b>					<b>1538</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>20</b>	<b>20</b>
MILAN (MALPENSA)	GATWICK	AIRWORLD AVIATION LTD	C	A	3	0	1	33	33	0	0	33	0	96	0	97	8
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	0	0	25	0	69	38	71	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (MALPENSA)																		
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	33	0	0	67	0	0	64	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	25	0	0	75	0	0	93	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	1	83	0	0	0	17	0	46	0	45	2	
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	1	57	14	14	14	0	0	20	0	34	2	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	0	0	50	0	113	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	0	50	0	103	0	0	0	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	100	0	0	0	0	26	0	100	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-9	60	-4	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	9	60	14	5	
	STANSTED	GO FLY LTD	S	A	16	0	0	63	19	6	13	0	0	16	0	0	0	
	STANSTED	GO FLY LTD	S	D	15	0	1	80	13	0	7	0	0	13	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	50	50	0	0	0	0	15	67	90	3	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	2	50	73	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	50	0	0	0	35	25	309	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	16	50	66	4	
<b>TOTAL MILAN (MALPENSA)</b>					<b>81</b>	<b>1</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>6</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>68</b>	<b>68</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	28	1	3	32	7	39	14	7	0	51	68	13	31	
	GATWICK	NORTHWEST AIRLINES	S	D	29	0	2	72	7	7	14	0	0	20	90	4	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>57</b>	<b>1</b>	<b>5</b>	<b>53</b>	<b>7</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>79</b>	<b>9</b>	<b>9</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	1	11	67	0	22	0	0	39	25	36	8	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	1	78	11	0	11	0	0	24	50	23	8	
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>39</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>29</b>	<b>29</b>	
MITILINI																		
	GATWICK	AIR 2000	C	A	4	0	0	0	75	0	0	0	25	119	0	137	8	
	GATWICK	AIR 2000	C	D	4	0	0	50	0	25	0	0	25	123	30	55	10	
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	2	0	0	50	50	0	0	50	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MITILINI																		
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	3	20	40	0	40	0	0	59	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	75	0	0	25	0	0	30	0	0	0	
<b>TOTAL MITILINI</b>					<b>27</b>	<b>0</b>	<b>5</b>	<b>37</b>	<b>26</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>71</b>	<b>71</b>	
MOENCHENGLADBACH																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	43	0	0	56	26	5	12	2	0	26	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	61	3	3	48	21	18	10	3	0	33	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	102	0	0	58	24	17	2	0	0	15	67	14	101	
	LONDON CITY	VLM (BELGIUM)	S	D	102	0	0	48	32	17	3	0	0	20	65	18	100	
<b>TOTAL MOENCHENGLADBACH</b>					<b>308</b>	<b>3</b>	<b>3</b>	<b>52</b>	<b>26</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>16</b>	<b>16</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-1	25	33	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	82	25	58	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	64	50	30	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	46	75	6	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	50	0	0	47	75	3	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	25	25	25	25	0	0	48	75	-3	4	
<b>TOTAL MOMBASA</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>12</b>	<b>16</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>58</b>	<b>20</b>	<b>20</b>	
MONASTIR																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	60	0	0	0	0	15	0	28	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	4	50	13	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	20	0	20	0	0	43	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	40	40	0	20	0	0	40	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	33	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	30	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	17	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	51	100	2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	52	100	-2	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MONASTIR	GATWICK	MONARCH AIRLINES	C	A	4	0	1	0	25	50	25	0	0	40	0	82	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	0	20	0	57	75	39	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	20	60	20	0	140	0	78	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	60	0	20	20	0	97	25	41	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	1	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	33	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	23	8	15	15	0	49	50	17	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	64	7	0	21	7	0	47	50	24	12	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	0	0	25	0	85	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	0	40	0	146	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	1	69	0	15	15	0	0	11	13	129	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	29	14	14	0	0	24	13	68	8	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	5	0	0	60	0	0	40	0	0	48	89	2	9	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	5	0	0	0	60	0	40	0	0	57	29	19	7	
	GATWICK	NOUVELAIR TUNISIE	C	A	7	2	5	71	14	14	0	0	0	18	38	28	13	
	GATWICK	NOUVELAIR TUNISIE	C	D	8	0	5	50	38	13	0	0	0	13	27	48	11	
<b>TOTAL MONASTIR</b>					<b>160</b>	<b>2</b>	<b>14</b>	<b>49</b>	<b>20</b>	<b>10</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>48</b>	<b>32</b>	<b>32</b>	
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	30	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	1	0	82	0	0	18	0	0	7	36	100	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	22	28	22	22	6	0	47	46	26	13	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	5	38	37	8	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	34	13	45	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	42	0	91	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	40	25	60	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	32	0	47	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	20	20	0	89	25	32	4	
<b>TOTAL MONTEGO BAY</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>20</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>32</b>	<b>53</b>	<b>53</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: M											
										NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997			
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
MONTPELLIER																					
	BIRMINGHAM	AIR JET	C	A	2	0	0	100	0	0	0	0	0	-13	0	0	0				
	BIRMINGHAM	AIR JET	C	D	2	0	0	0	50	50	0	0	0	41	0	0	0				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	36	0	0	94	3	0	3	0	0	-3	67	13	36				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	36	0	0	53	17	28	3	0	0	19	64	21	36				
<b>TOTAL MONTPELLIER</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>17</b>	<b>17</b>				
MONTREAL (DORVAL)																					
	HEATHROW	AIR CANADA	S	A	20	0	0	15	35	30	20	0	0	43	0	0	0				
	HEATHROW	AIR CANADA	S	D	15	0	0	33	47	13	7	0	0	22	0	0	0				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	26	10	3	0	0	14	0	0	0				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	23	13	0	0	0	13	0	0	0				
<b>TOTAL MONTREAL (DORVAL)</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>				
MONTREAL (MIRABEL)																					
MOSCOW (SHEREMETYEVO)																					
	HEATHROW	AEROFLOT	S	A	45	0	0	69	24	7	0	0	0	10	78	11	45				
	HEATHROW	AEROFLOT	S	D	45	0	1	69	29	2	0	0	0	11	82	9	44				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	87	6	6	0	0	0	-5	93	-16	30				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	71	19	10	0	0	0	10	80	9	30				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	-8	93	-7	30				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	8	80	5	30				
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>214</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>3</b>	<b>3</b>				
MUMBAI																					
	HEATHROW	AIR INDIA	S	A	45	0	0	42	13	31	11	2	0	31	24	33	41				
	HEATHROW	AIR INDIA	S	D	44	0	0	20	30	30	20	0	0	44	65	19	40				
	MANCHESTER	AIR INDIA	S	A	18	0	0	28	33	22	17	0	0	38	44	30	9				
	MANCHESTER	AIR INDIA	S	D	18	0	0	50	11	22	17	0	0	33	56	30	9				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	-6	58	39	31				



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997						
						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)											
MUMBAI																				
	HEATHROW			BRITISH AIRWAYS PLC	S	D	31	0	0	45	35	16	3	0	0	22	29	31	31	
<b>TOTAL MUMBAI</b>							<b>187</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>45</b>	<b>30</b>	<b>30</b>	
MUNICH																				
	BIRMINGHAM			BRITISH AIRWAYS PLC	S	A	30	0	1	93	3	3	0	0	0	-6	100	-9	31	
	BIRMINGHAM			BRITISH AIRWAYS PLC	S	D	31	0	0	84	13	3	0	0	0	7	90	7	31	
	EDINBURGH			BRITISH AIRWAYS PLC	S	A	25	0	1	88	4	8	0	0	0	7	100	1	26	
	EDINBURGH			BRITISH AIRWAYS PLC	S	D	26	0	0	92	4	4	0	0	0	7	0	0	0	
	HEATHROW			BRITISH AIRWAYS PLC	S	A	150	0	0	81	9	7	3	1	0	9	83	8	150	
	HEATHROW			BRITISH AIRWAYS PLC	S	D	150	0	0	78	18	2	1	1	0	10	76	9	150	
	LUTON			DEBONAIR AIRWAYS LTD	S	A	48	0	4	50	23	8	17	2	0	33	0	0	0	
	LUTON			DEBONAIR AIRWAYS LTD	S	D	31	0	0	55	6	3	35	0	0	39	0	0	0	
	GATWICK			DEUTSCHE BA	S	A	57	0	0	46	39	16	0	0	0	18	65	15	82	
	GATWICK			DEUTSCHE BA	S	D	57	0	0	72	21	7	0	0	0	11	67	15	82	
	BIRMINGHAM			LUFTHANSA	S	A	5	0	0	80	20	0	0	0	0	4	0	0	0	
	BIRMINGHAM			LUFTHANSA	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW			LUFTHANSA	S	A	138	0	0	64	25	8	3	0	0	12	78	5	156	
	HEATHROW			LUFTHANSA	S	D	128	2	0	77	19	4	1	0	0	9	83	6	156	
	BIRMINGHAM			LUFTHANSA CITY LINE	S	A	51	0	1	61	29	8	2	0	0	12	80	10	54	
	BIRMINGHAM			LUFTHANSA CITY LINE	S	D	50	1	2	86	14	0	0	0	0	8	89	7	53	
	MANCHESTER			LUFTHANSA CITY LINE	S	A	84	0	0	75	14	8	2	0	0	10	81	7	77	
	MANCHESTER			LUFTHANSA CITY LINE	S	D	84	0	0	88	10	2	0	0	0	4	79	7	77	
<b>TOTAL MUNICH</b>							<b>1150</b>	<b>3</b>	<b>9</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>10</b>	
MUNSTER-OSNABRUCK																				
MURCIA SAN JAVIER																				
	MANCHESTER			BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	-16	100	-14	5	
	MANCHESTER			BRITISH AIRWAYS PLC	C	D	5	0	0	80	20	0	0	0	0	7	80	7	5	
	GATWICK			CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	38	50	21	4	
	GATWICK			CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	43	60	20	5	
	BIRMINGHAM			DUO AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					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)											
MURCIA SAN JAVIER	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	78	6	6	11	0	0	14	75	8	12
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	61	17	11	11	0	0	22	75	18	12
<b>TOTAL MURCIA SAN JAVIER</b>					<b>66</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>11</b>	<b>11</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	-10	35	28	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	13	3	3	0	0	9	61	23	31
	HEATHROW	GULF AIR	S	A	44	0	1	70	20	5	5	0	0	3	45	21	31
	HEATHROW	GULF AIR	S	D	40	0	1	75	20	3	3	0	0	10	89	10	37
<b>TOTAL MUSCAT</b>					<b>146</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>20</b>	<b>20</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
						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
NAGOYA (AFB)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-4	64	21	14		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	29	7	0	0	9	77	17	13			
	HEATHROW	JAPAN AIRLINES	S	A	9	0	0	67	0	22	11	0	13	0	0	0			
	HEATHROW	JAPAN AIRLINES	S	D	9	0	0	78	22	0	0	0	7	0	0	0			
<b>TOTAL NAGOYA (AFB)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>19</b>	<b>19</b>			
NAIROBI																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	24	100	3	4			
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	10	100	0	5			
	HEATHROW	KENYA AIRWAYS	S	A	33	0	3	52	12	18	6	9	63	45	39	33			
	HEATHROW	KENYA AIRWAYS	S	D	33	0	3	64	15	9	9	0	41	67	19	33			
<b>TOTAL NAIROBI</b>					<b>84</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>11</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>45</b>	<b>61</b>	<b>26</b>	<b>26</b>		
NANTES																			
NAPLES																			
	GATWICK	AIR 2000	C	A	5	0	0	0	20	20	60	0	94	0	73	9			
	GATWICK	AIR 2000	C	D	5	0	0	20	0	20	60	0	73	10	49	10			
	MANCHESTER	AIR 2000	C	A	4	0	1	0	0	25	50	25	132	20	78	5			
	MANCHESTER	AIR 2000	C	D	5	0	0	0	0	40	40	20	109	40	37	5			
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	40	0	0	19	0	0	0			
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	4	0	0	0			
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	40	40	20	0	0	16	33	26	3			
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	9	33	19	3			
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	63	40	18	5			
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	21	80	11	5			
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	11	33	11	83	67	22	9			
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	11	11	47	78	19	9			
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	1	25	0	13	63	0	72	20	52	5			
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	33	11	22	33	0	42	20	18	5			
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	40	0	20	205	80	7	5			
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	75	0	0	0	0	151	80	7	5			

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
NAPLES	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	0	22	0	48	33	28	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	0	11	0	28	89	9	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	66	0	0	94	3	3	0	0	0	-15	76	11	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	66	0	0	74	17	5	5	0	0	15	73	19	62	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	73	50	43	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	66	60	22	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	114	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	58	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	0	33	33	33	0	0	44	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	19	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	0	33	50	0	0	69	20	27	5	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	50	33	0	17	0	0	25	80	8	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	60	0	0	96	0	82	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	27	20	33	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	20	0	49	0	63	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	0	208	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	40	0	0	49	0	113	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	19	60	71	5	
<b>TOTAL NAPLES</b>					<b>304</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>11</b>	<b>9</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>56</b>	<b>30</b>	<b>30</b>	
NASSAU	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	33	99	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	17	50	19	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	13	17	122	6	
<b>TOTAL NASSAU</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>23</b>	<b>98</b>	<b>98</b>	
NEW YORK (JF KENNEDY)	HEATHROW	AIR INDIA	S	A	31	0	0	19	29	26	26	0	0	41	71	11	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	39	16	29	16	0	0	30	16	45	31	
	HEATHROW	AMERICAN AIRLINES	S	A	186	0	0	60	16	10	11	2	1	28	88	0	186	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					186	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	HEATHROW	AMERICAN AIRLINES	S	D	186	0	0	84	11	3	3	0	0	8	86	7	186
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	6	3	13	3	0	19	100	-12	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	6	0	0	0	10	81	10	31
	GLASGOW	BRITISH AIRWAYS PLC	S	A	18	0	0	22	11	39	28	0	0	48	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	D	16	0	2	19	13	19	44	6	0	69	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	215	0	0	63	15	13	8	1	0	27	82	6	209
	HEATHROW	BRITISH AIRWAYS PLC	S	D	217	0	0	78	13	6	2	1	0	11	72	15	212
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	42	13	23	19	3	0	34	94	-14	31
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	32	13	13	42	0	0	52	77	14	31
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	68	16	6	6	3	0	20	0	0	0
	MANCHESTER	DELTA AIRLINES	S	D	31	1	0	74	23	3	0	0	0	8	0	0	0
	HEATHROW	KUWAIT AIRWAYS	S	A	14	0	0	29	14	36	21	0	0	42	69	23	13
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	77	15	0	8	0	0	11	57	15	14
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	35	24	19	19	2	0	38	89	0	62
	HEATHROW	UNITED AIRLINES	S	D	92	0	1	88	7	4	1	0	0	3	82	13	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	23	31	31	15	2	0	40	66	28	61
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	76	18	6	0	0	0	7	63	21	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1423</b>	<b>2</b>	<b>5</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>9</b>	<b>9</b>
NEW YORK (NEWARK)	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	45	19	23	10	3	0	31	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	84	10	3	0	3	0	16	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	56	20	18	7	0	0	19	83	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	6	2	0	0	7	74	13	31
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	52	23	19	6	0	0	24	0	0	0
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	71	13	10	6	0	0	17	0	0	0
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	55	19	11	15	0	0	22	48	29	61
	GATWICK	CONTINENTAL AIRLINES	S	D	62	1	0	89	6	2	2	2	0	10	79	23	61
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	42	16	29	10	3	0	31	32	60	31
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	1	0	68	16	6	6	0	3	30	65	45	31
	STANSTED	EL AL	S	A	2	0	2	50	0	50	0	0	0	25	67	8	3

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
NEW YORK (NEWARK)																		
	STANSTED	EL AL	S	D	2	0	2	50	0	50	0	0	0	29	100	5	2	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	26	3	35	29	6	0	58	55	22	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	77	16	3	3	0	0	12	74	10	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	2	31	34	24	10	0	0	31	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	2	79	7	14	0	0	0	7	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	39	29	19	13	0	0	27	74	12	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	0	6	0	0	0	5	81	13	31	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>619</b>	<b>2</b>	<b>8</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>24</b>	<b>24</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	0	90	8	1	0	1	0	5	87	6	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	1	94	4	1	1	0	0	1	92	0	162	
	GATWICK	CITY FLYER EXPRESS	S	A	155	0	3	88	9	3	0	0	0	1	68	14	151	
	GATWICK	CITY FLYER EXPRESS	S	D	157	0	3	83	12	4	1	0	0	8	66	17	151	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	76	0	0	93	4	0	3	0	0	1	94	1	78	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	76	0	0	95	3	0	3	0	0	4	96	3	79	
	STANSTED	KLM UK LTD	S	A	63	0	3	78	16	2	3	2	0	10	99	-4	68	
	STANSTED	KLM UK LTD	S	D	64	0	2	77	16	5	3	0	0	12	94	5	68	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	22	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>929</b>	<b>2</b>	<b>12</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>6</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	48	29	19	3	0	0	19	71	16	31	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	61	0	1	74	11	11	3	0	0	12	85	12	60	
<b>TOTAL NEWQUAY</b>					<b>92</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>13</b>	<b>13</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	44	29	19	8	0	0	24	58	16	62	
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	71	18	6	5	0	0	14	90	4	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	135	0	0	55	27	15	3	0	0	18	61	15	101	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1997						
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
NICE																			
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	0	50	50	0	0	0	37	50	24	2		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	134	0	0	66	20	12	2	0	0	15	69	14	101		
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	0	50	50	0	0	0	30	0	29	2		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	0	0	100	0	0	0	39	50	25	2		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	40	0	188	2		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	70	0	57	3		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	26	4	6	58	4	15	12	12	0	44	0	0	0		
	LUTON	DEBONAIR AIRWAYS LTD	S	D	29	0	4	14	24	21	21	21	0	88	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	111	2	4	62	8	10	16	3	1	31	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	110	1	5	33	21	22	20	4	1	49	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	2	50	25	25	0	0	0	22	0	47	3		
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	18	40	27	5		
	GATWICK	TRANSAER	C	A	2	0	0	0	0	100	0	0	0	41	100	-3	2		
<b>TOTAL NICE</b>					<b>707</b>	<b>9</b>	<b>23</b>	<b>52</b>	<b>21</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>26</b>	<b>26</b>		
NORWICH																			
	EDINBURGH	SCOT AIRWAYS	S	A	43	0	4	81	14	5	0	0	0	8	58	17	40		
	EDINBURGH	SCOT AIRWAYS	S	D	42	0	5	90	7	2	0	0	0	2	60	13	40		
	LUTON	SCOT AIRWAYS	S	A	19	1	7	42	26	32	0	0	0	21	16	33	37		
	LUTON	SCOT AIRWAYS	S	D	19	3	6	68	5	16	11	0	0	23	86	3	37		
	MANCHESTER	SCOT AIRWAYS	S	A	38	0	4	92	5	3	0	0	0	5	88	9	40		
	MANCHESTER	SCOT AIRWAYS	S	D	38	0	4	97	3	0	0	0	0	-8	98	-5	40		
<b>TOTAL NORWICH</b>					<b>199</b>	<b>4</b>	<b>30</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>12</b>	<b>12</b>		
NUREMBERG																			
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	50	0	0	72	26	2	0	0	0	12	0	0	0		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	50	0	0	68	28	4	0	0	0	11	0	0	0		
	HEATHROW	LUFTHANSA	S	A	31	0	0	90	6	0	3	0	0	0	84	5	31		
	HEATHROW	LUFTHANSA	S	D	31	0	0	94	6	0	0	0	0	0	90	-1	31		
<b>TOTAL NUREMBERG</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>2</b>	<b>2</b>		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
OLBIA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	28	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	17	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	5	0	0	40	20	20	20	0	0	44	20	26	5	
	GATWICK	MERIDIANA AIR	S	D	5	0	0	20	20	40	20	0	0	52	20	37	5	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	13	0	92	2	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	9	0	32	2	
<b>TOTAL OLBIA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>14</b>	<b>36</b>	<b>36</b>	
OPORTO																		
	HEATHROW	AIR PORTUGAL	S	A	30	0	1	93	3	3	0	0	0	3	81	13	31	
	HEATHROW	AIR PORTUGAL	S	D	30	0	1	93	3	3	0	0	0	1	87	9	30	
	GATWICK	GB AIRWAYS LTD	S	A	57	0	0	89	2	5	2	2	0	5	79	3	53	
	GATWICK	GB AIRWAYS LTD	S	D	57	0	0	84	11	4	2	0	0	8	83	10	52	
<b>TOTAL OPORTO</b>					<b>174</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>8</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	74	15	4	4	4	0	18	65	20	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	52	30	11	4	0	4	29	67	24	18	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	19	35	45	0	0	0	28	61	15	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	0	6	3	0	0	8	90	7	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	1	72	8	0	16	4	0	18	96	-21	27	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	59	30	0	11	0	0	23	73	25	26	
<b>TOTAL ORLANDO</b>					<b>168</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>71</b>	<b>16</b>	<b>16</b>	
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	23	0	0	91	9	0	0	0	0	1	11	27	9	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	23	0	0	91	4	0	4	0	0	11	100	4	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	1	1	95	5	0	0	0	0	-9	93	-1	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	96	4	0	0	0	0	3	67	24	27	
	HEATHROW	JAPAN AIRLINES	S	A	26	0	0	81	8	8	4	0	0	2	64	13	22	
	HEATHROW	JAPAN AIRLINES	S	D	26	0	0	69	31	0	0	0	0	8	77	11	22	
<b>TOTAL OSAKA (KANSAI)</b>					<b>143</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</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 MAY 1998

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
OSLO (FORNEBU)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	26	0	0	77	8	12	4	0	0	10	90	-2	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	26	0	0	73	15	12	0	0	0	12	100	0	31
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	92	8	0	0	0	0	3	100	0	26
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	50	31	15	4	0	0	18	81	6	26
	STANSTED	BRAATHENS ASA	S	A	38	0	2	58	29	13	0	0	0	10	0	0	0
	STANSTED	BRAATHENS ASA	S	D	38	0	2	76	21	3	0	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	91	5	2	2	0	0	3	79	8	58
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	70	25	4	2	0	0	13	61	16	57
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	59	27	12	2	0	0	14	69	11	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	69	22	10	0	0	0	10	88	6	92
	HEATHROW	SAS	S	A	150	0	0	77	13	8	1	0	0	6	87	3	117
	HEATHROW	SAS	S	D	145	0	0	83	11	5	1	0	0	6	96	2	113
	MANCHESTER	SAS	S	A	26	0	0	96	0	4	0	0	0	-1	92	3	25
	MANCHESTER	SAS	S	D	26	0	0	85	15	0	0	0	0	6	92	4	25
<b>TOTAL OSLO (FORNEBU)</b>					<b>826</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>6</b>
OSLO (GARDERMOEN)																	
	LUTON	AIR EUROPA	C	A	4	0	0	25	75	0	0	0	0	20	0	0	0
	LUTON	AIR EUROPA	C	D	4	0	0	25	0	25	25	25	0	100	0	0	0
	LUTON	BRITANNIA AB	C	A	5	0	0	80	0	0	20	0	0	30	0	0	0
	LUTON	BRITANNIA AB	C	D	5	0	0	20	60	0	20	0	0	44	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	4	0	0	25	50	0	25	0	0	25	78	10	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	5	0	0	20	0	40	40	0	0	47	11	36	9
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>30</b>	<b>11</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>47</b>	<b>21</b>	<b>21</b>
OSTRAVA																	
OTTAWA INTERNATIONAL																	
	HEATHROW	AIR CANADA	S	A	25	0	0	28	36	16	16	4	0	41	74	13	31
	HEATHROW	AIR CANADA	S	D	31	0	0	71	13	13	3	0	0	15	58	15	40
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>14</b>	<b>14</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
OVDA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	28	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	3	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	HEATHROW	EL AL	S	A	4	0	0	75	25	0	0	0	0	-2	80	1	5	
	HEATHROW	EL AL	S	D	4	0	0	100	0	0	0	0	0	2	100	2	5	
<b>TOTAL OVDA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>1</b>	<b>1</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PALERMO	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	20	60	20	0	0	0	20	0	65	5
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	40	40	20	0	0	0	21	0	37	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	84	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	68	0	0	0
	GATWICK	MERIDIANA AIR	S	A	26	0	1	42	31	23	4	0	0	19	48	23	27
	GATWICK	MERIDIANA AIR	S	D	26	0	1	50	27	15	8	0	0	21	52	20	27
<b>TOTAL PALERMO</b>					<b>66</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>33</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>33</b>	<b>33</b>
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	C	A	20	0	3	50	25	15	10	0	0	15	38	34	21
	BIRMINGHAM	AIR 2000	C	D	23	0	0	70	9	17	4	0	0	13	42	36	24
	GATWICK	AIR 2000	C	A	31	0	1	32	32	13	19	3	0	42	36	45	25
	GATWICK	AIR 2000	C	D	32	0	0	63	13	16	9	0	0	19	41	27	29
	GLASGOW	AIR 2000	C	A	7	0	1	57	14	0	29	0	0	40	17	56	12
	GLASGOW	AIR 2000	C	D	8	0	0	63	13	13	13	0	0	16	62	29	13
	MANCHESTER	AIR 2000	C	A	19	0	8	47	5	11	32	5	0	50	30	33	27
	MANCHESTER	AIR 2000	C	D	22	0	0	50	9	9	27	5	0	48	47	26	32
	NEWCASTLE	AIR 2000	C	A	7	0	2	29	57	14	0	0	0	15	29	37	7
	NEWCASTLE	AIR 2000	C	D	9	0	0	78	22	0	0	0	0	7	67	19	9
	STANSTED	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	7	33	69	3
	STANSTED	AIR 2000	C	D	4	0	0	0	75	25	0	0	0	27	25	66	4
	BIRMINGHAM	AIR EUROPA	C	A	5	0	0	60	0	0	20	0	20	91	40	43	10
	BIRMINGHAM	AIR EUROPA	C	D	5	0	0	20	0	0	60	0	20	143	40	45	5
	EDINBURGH	AIR EUROPA	C	A	9	0	0	11	22	22	44	0	0	64	55	34	11
	EDINBURGH	AIR EUROPA	C	D	9	0	0	22	0	33	44	0	0	65	29	69	14
	GATWICK	AIR EUROPA	C	A	4	0	0	25	25	0	50	0	0	46	40	19	5
	GATWICK	AIR EUROPA	C	D	5	0	0	20	20	20	40	0	0	59	33	40	6
	GLASGOW	AIR EUROPA	C	A	9	0	1	11	11	44	22	0	11	95	60	23	5
	GLASGOW	AIR EUROPA	C	D	10	0	0	10	10	40	30	0	10	95	40	55	5
	MANCHESTER	AIR EUROPA	C	A	13	0	6	15	15	23	23	8	15	114	60	23	10
	MANCHESTER	AIR EUROPA	C	D	17	0	2	18	12	24	29	6	12	110	55	31	11

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PALMA DE MALLORCA	GATWICK	AIRWORLD AVIATION LTD	C	A	13	0	5	38	15	31	8	8	0	45	0	79	4
	GATWICK	AIRWORLD AVIATION LTD	C	D	14	0	0	57	21	0	14	7	0	37	0	100	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	32	0	4	25	16	22	19	16	3	99	24	56	25
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	36	0	1	39	14	19	19	6	3	68	37	44	27
	HEATHROW	BMI BRITISH MIDLAND	S	A	36	0	0	56	8	25	11	0	0	32	52	24	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	69	17	11	3	0	0	16	81	9	31
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	38	1	0	29	13	16	24	11	8	102	45	45	40
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	40	0	2	48	13	5	28	5	3	58	84	11	43
	EDINBURGH	BRITANNIA AIRWAYS	C	A	2	0	1	50	0	0	50	0	0	48	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	0	50	25	0	115	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	49	2	2	27	10	16	37	4	6	94	24	63	50
	GATWICK	BRITANNIA AIRWAYS	C	D	53	2	3	42	6	17	28	4	4	71	59	28	58
	GLASGOW	BRITANNIA AIRWAYS	C	A	23	1	0	22	13	4	57	4	0	74	14	48	21
	GLASGOW	BRITANNIA AIRWAYS	C	D	27	0	0	41	7	15	37	0	0	44	48	51	23
	LUTON	BRITANNIA AIRWAYS	C	A	23	2	1	52	13	9	9	9	9	133	57	19	23
	LUTON	BRITANNIA AIRWAYS	C	D	30	0	1	53	13	10	17	7	0	45	73	1	26
	MANCHESTER	BRITANNIA AIRWAYS	C	A	62	3	2	40	11	15	19	8	6	78	37	54	57
	MANCHESTER	BRITANNIA AIRWAYS	C	D	69	0	2	41	22	12	17	6	3	60	63	36	64
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	21	1	0	43	19	24	14	0	0	33	30	35	20
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	26	0	0	77	4	8	12	0	0	17	74	8	23
	STANSTED	BRITANNIA AIRWAYS	C	A	19	0	1	37	11	21	21	0	11	90	40	33	20
	STANSTED	BRITANNIA AIRWAYS	C	D	22	0	1	64	5	5	18	0	9	65	74	12	23
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	60	0	40	0	0	0	25	75	12	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	40	20	40	0	0	0	27	80	10	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	50	0	0	0	32	100	7	2
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	1	0	0	50	50	0	0	69	75	22	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	60	0	20	0	0	34	40	29	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	0	0	50	13	38	0	112	20	34	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	33	25	0	33	8	0	55	40	23	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	20	20	20	0	96	29	67	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
PALMA DE MALLORCA	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	20	20	20	0	82	29	47	7	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	8	0	0	50	25	13	13	0	0	24	33	19	3	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	23	33	23	3	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	7	65	8	3	15	8	3	42	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	41	0	10	54	17	12	12	2	2	45	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	60	20	0	20	0	0	26	40	33	5	
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	40	20	20	20	0	0	34	20	52	5	
	GATWICK	FUTURA AIRLINES	C	A	5	0	0	0	40	0	40	0	20	128	17	26	6	
	GATWICK	FUTURA AIRLINES	S	A	14	0	0	57	21	14	7	0	0	20	78	8	9	
	GATWICK	FUTURA AIRLINES	C	D	5	0	0	20	20	0	40	0	20	127	57	15	7	
	GATWICK	FUTURA AIRLINES	S	D	14	0	0	64	14	14	0	7	0	28	67	15	9	
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	20	40	20	0	20	0	86	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	40	20	0	0	20	20	167	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	A	6	0	0	50	0	33	0	0	17	85	0	76	6	
	MANCHESTER	FUTURA AIRLINES	C	D	6	0	0	17	17	17	33	0	17	114	0	84	6	
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	50	25	0	0	0	25	135	20	27	5	
	STANSTED	FUTURA AIRLINES	C	D	5	0	0	60	0	0	20	0	20	128	20	54	5	
	GATWICK	GB AIRWAYS LTD	S	A	22	0	1	50	23	9	14	0	5	38	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	22	0	1	82	0	0	14	5	0	23	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	20	20	0	20	20	20	172	0	169	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	20	20	0	20	20	20	147	20	85	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	0	50	0	110	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	0	50	0	121	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	3	4	20	20	0	40	20	0	95	63	32	8	
	STANSTED	LEISURE INTERNATIONAL	C	D	8	2	1	38	13	13	25	13	0	77	78	29	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	63	0	38	0	0	0	6	43	39	7	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	10	50	32	8	
	GATWICK	MONARCH AIRLINES	C	A	23	0	1	39	22	13	22	4	0	43	21	69	28	
	GATWICK	MONARCH AIRLINES	C	D	23	0	1	61	17	0	13	9	0	43	41	47	29	
	GLASGOW	MONARCH AIRLINES	C	A	9	0	0	56	11	11	11	11	0	49	33	44	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1997					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
PALMA DE MALLORCA	GLASGOW	MONARCH AIRLINES	C	D	8	1	0	50	38	0	0	13	0	46	56	22	9
	LUTON	MONARCH AIRLINES	C	A	8	0	2	38	13	0	38	13	0	63	0	80	5
	LUTON	MONARCH AIRLINES	S	A	9	0	0	33	22	44	0	0	0	23	22	59	9
	LUTON	MONARCH AIRLINES	S	D	9	0	0	56	44	0	0	0	0	7	33	32	9
	LUTON	MONARCH AIRLINES	C	D	10	0	0	60	10	10	20	0	0	32	25	18	4
	MANCHESTER	MONARCH AIRLINES	C	A	22	0	1	50	9	9	23	0	9	65	40	40	25
	MANCHESTER	MONARCH AIRLINES	C	D	22	0	1	55	14	5	23	5	0	39	56	27	27
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	16	0	3	56	6	19	6	13	0	55	58	25	19
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	19	0	0	53	26	5	5	11	0	50	77	15	22
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	0	0	25	0	62	0	0	0
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	0	20	0	59	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	33	0	0	27	12	9	30	15	6	113	32	41	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	33	1	0	42	3	6	27	15	6	105	63	26	32
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	22	0	2	36	9	23	23	9	0	59	12	93	25
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	24	0	1	33	25	13	25	4	0	42	11	82	28
	LUTON	MY TRAVEL AIRWAYS UK	C	A	11	0	2	45	18	9	9	9	9	80	75	38	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	23	0	8	23	0	62	0	174	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	59	0	2	31	14	15	24	10	7	83	20	83	56
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	60	0	0	43	10	8	25	13	0	72	38	55	58
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	13	0	1	54	15	8	8	0	15	98	46	62	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	14	0	0	64	21	0	7	0	7	58	57	49	14
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	12	0	1	42	17	25	0	8	8	92	79	10	14
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	13	0	1	46	8	15	23	0	8	90	93	1	14
	BIRMINGHAM	SPANAIR	C	A	8	0	1	50	13	25	0	13	0	57	43	31	7
	BIRMINGHAM	SPANAIR	C	D	9	0	0	44	0	22	22	11	0	68	25	39	8
	GATWICK	SPANAIR	C	A	5	0	0	20	20	20	20	0	20	146	50	34	2
	GATWICK	SPANAIR	C	D	5	0	0	20	20	20	20	0	20	139	100	0	1
	GLASGOW	SPANAIR	C	A	9	0	1	33	11	22	11	22	0	85	100	-3	2
	GLASGOW	SPANAIR	C	D	10	0	0	30	30	10	10	20	0	82	75	8	4
	MANCHESTER	SPANAIR	C	A	20	0	0	40	5	35	5	10	5	71	64	28	11

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
PALMA DE MALLORCA	MANCHESTER	SPANAIR	C	D	20	0	0	25	20	15	20	15	5	88	55	35	11	
	NEWCASTLE	SPANAIR	C	A	12	0	2	33	17	25	17	8	0	53	14	53	7	
	NEWCASTLE	SPANAIR	C	D	14	0	0	50	7	14	21	7	0	52	38	55	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	75	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	8	50	19	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	2	50	20	0	10	20	0	60	0	48	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	0	0	8	17	0	51	29	35	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	1	1	38	13	19	19	13	0	67	47	26	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	1	0	29	24	12	29	6	0	54	71	21	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	2	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	VIRGIN EXPRESS	C	A	2	0	0	0	0	50	50	0	0	58	0	35	2	
	GATWICK	VIRGIN EXPRESS	C	D	2	0	0	100	0	0	0	0	0	12	100	6	3	
	BIRMINGHAM	VIVA	C	A	2	0	0	50	0	0	0	0	50	382	0	0	0	
	BIRMINGHAM	VIVA	C	D	2	0	0	50	0	0	0	0	50	385	0	0	0	
	GATWICK	VIVA	C	A	2	0	0	0	50	0	0	0	50	486	0	51	3	
	GATWICK	VIVA	C	D	2	0	0	50	0	0	0	0	50	484	20	50	5	
	MANCHESTER	VIVA	C	A	4	0	0	25	0	0	50	25	0	138	0	0	0	
	MANCHESTER	VIVA	C	D	4	0	0	0	25	0	25	50	0	150	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>					<b>1973</b>	<b>22</b>	<b>104</b>	<b>44</b>	<b>14</b>	<b>13</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>64</b>	<b>45</b>	<b>40</b>	<b>40</b>	
PAPHOS	BIRMINGHAM	AIR 2000	S	A	5	0	0	60	20	0	0	20	0	41	50	40	2	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	26	0	128	2	
	BIRMINGHAM	AIR 2000	S	D	9	0	0	56	11	0	22	11	0	50	0	0	0	
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	GATWICK	AIR 2000	S	A	17	0	0	41	35	12	12	0	0	22	0	80	16	
	GATWICK	AIR 2000	S	D	18	0	0	50	28	11	11	0	0	22	19	42	16	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GLASGOW	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	7	25	34	4	
	GLASGOW	AIR 2000	C	D	4	0	0	25	50	0	0	25	0	58	50	15	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	AIR 2000	S	A	8	0	0	88	0	0	13	0	0	9	0	92	8
	MANCHESTER	AIR 2000	S	D	8	0	0	75	13	0	13	0	0	20	13	47	8
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	55	0	51	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	14	75	12	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	0	0	0	50	0	50	273	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	0	0	50	25	25	0	110	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	1	0	50	25	0	25	0	0	48	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	1	40	40	0	20	0	0	34	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	6	0	0	83	0	17	0	0	17	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	29	43	0	29	0	0	36	0	66	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	24	50	38	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	58	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	33	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	22	11	33	11	11	11	125	73	10	11
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	22	22	33	0	11	11	119	71	15	14
	MANCHESTER	BRITANNIA AIRWAYS	C	A	16	0	0	44	13	25	6	13	0	57	89	4	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	39	22	17	11	6	6	62	56	14	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	1	33	0	33	33	0	0	44	0	22	1
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	39	50	18	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	25	25	17	33	0	0	52	0	96	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	42	33	0	25	0	0	40	75	15	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	33	33	0	17	0	17	207	0	66	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	20	20	20	0	71	0	48	4
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	23	1
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	10	50	27	2
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	-13	100	4	9
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	40	20	20	0	0	20	239	75	11	8
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	4	3	1	75	25	0	0	0	0	-2	0	63	2
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	-13	0	58	2



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					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
PAPHOS	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	67	0	0	0	0	33	310	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	67	0	0	0	0	33	319	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	33	0	0	0
	LUTON	MONARCH AIRLINES	C	A	7	1	1	100	0	0	0	0	0	-10	0	0	0
	LUTON	MONARCH AIRLINES	C	D	8	1	1	88	13	0	0	0	6	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	48	75	17	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	9	75	21	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	50	25	145	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	40	20	0	119	0	108	4
<b>TOTAL PAPHOS</b>					<b>305</b>	<b>7</b>	<b>7</b>	<b>50</b>	<b>19</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>53</b>	<b>42</b>	<b>39</b>	<b>39</b>
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	31	0	0	19	52	16	13	0	0	30	55	13	29
	EDINBURGH	AIR FRANCE	S	D	31	0	0	23	48	23	6	0	0	28	38	22	29
	HEATHROW	AIR FRANCE	S	A	372	1	0	21	27	34	18	0	0	37	58	17	278
	HEATHROW	AIR FRANCE	S	D	367	2	0	44	17	27	12	0	0	27	72	10	278
	LONDON CITY	AIR FRANCE	S	A	67	0	13	91	6	3	0	0	4	86	6	84	
	LONDON CITY	AIR FRANCE	S	D	67	0	13	69	21	10	0	0	0	16	68	16	84
	MANCHESTER	AIR FRANCE	S	A	120	0	0	28	31	28	13	0	0	32	66	13	107
	MANCHESTER	AIR FRANCE	S	D	120	0	1	69	21	7	3	0	0	13	83	6	107
	GATWICK	AIR GABON	S	A	5	0	0	40	40	20	0	0	0	20	100	8	3
	GATWICK	AIR GABON	S	D	4	0	0	75	0	0	25	0	0	30	0	123	3
	HEATHROW	BMI BRITISH MIDLAND	S	A	210	0	0	62	26	11	1	0	0	14	84	6	207
	HEATHROW	BMI BRITISH MIDLAND	S	D	210	0	0	78	14	8	0	0	0	9	91	3	207
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	145	0	0	61	23	14	2	0	0	14	67	14	146
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	145	0	0	75	12	12	1	0	0	11	74	12	146
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	15	0	0	100	0	0	0	0	0	64	18	22	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	68	16	11	5	0	0	17	84	11	25

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: P								MAY 1997					
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE									
										MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																							
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	62	0	0	42	21	29	6	2	0	25	60	25	57						
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	62	0	0	39	32	23	5	2	0	29	75	20	60						
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	135	0	0	70	21	8	1	0	0	11	86	8	139						
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	1	100	0	0	0	0	0	4	0	0	0						
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	135	0	0	87	9	3	1	0	0	8	88	5	139						
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	52	0	0	73	15	12	0	0	0	10	89	2	53						
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	50	0	0	94	6	0	0	0	0	5	90	8	51						
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	19	5	5	0	0	14	64	14	22						
	GLASGOW	BRITISH AIRWAYS PLC	S	D	3	1	0	100	0	0	0	0	0	3	0	0	0						
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	1	100	0	0	0	0	0	3	0	24	1						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	65	23	10	3	0	0	12	79	7	197						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	79	12	9	1	0	0	7	83	6	198						
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	1	0	50	50	0	0	0	37	0	30	1						
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	128	0	2	67	14	15	4	0	0	12	80	7	132						
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	126	2	0	67	15	13	6	0	0	15	80	9	132						
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	144	0	1	90	8	2	0	0	0	2	75	9	142						
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	145	0	0	70	18	10	2	0	0	14	73	12	142						
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	57	0	0	68	21	9	2	0	0	8	59	16	56						
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	57	0	0	74	16	9	2	0	0	11	76	9	55						
	NEWCASTLE	GILL AIRWAYS	S	A	51	0	1	92	6	2	0	0	0	0	0	0	0						
	NEWCASTLE	GILL AIRWAYS	S	D	51	0	1	65	24	12	0	0	0	12	0	0	0						
	STANSTED	KLM UK LTD	S	A	118	0	1	70	12	15	3	0	0	10	91	-1	123						
	STANSTED	KLM UK LTD	S	D	118	0	4	57	26	15	2	0	0	16	87	7	122						
	LUTON	SCOT AIRWAYS	S	A	69	0	25	30	39	23	7	0	0	27	68	12	66						
	LUTON	SCOT AIRWAYS	S	D	69	0	26	57	26	13	4	0	0	16	57	19	65						
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3986</b>	<b>7</b>	<b>126</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>10</b>						
PARIS (ORLY)																							
	HEATHROW	AIR LIB	S	A	92	0	1	76	18	3	2	0	0	8	0	0	0						

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: P																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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)												
PARIS (ORLY)																		
	HEATHROW	AIR LIB	S	D	92	0	1	64	20	12	4	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	92	5	3	0	0	0	0	86	4	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	80	14	5	2	0	0	8	81	8	88	
<b>TOTAL PARIS (ORLY)</b>					<b>360</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>7</b>	
PARMA																		
<b>TOTAL PARMA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	5	0	0	80	20	0	0	0	0	8	80	2	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	5	0	0	80	20	0	0	0	0	8	80	10	5	
<b>TOTAL PERPIGNAN</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>6</b>	<b>6</b>	
PERTH (AUSTRALIA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	6	23	3	3	0	22	32	30	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	19	3	0	0	0	7	58	13	31	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>22</b>	<b>22</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	16	5	3	0	0	10	92	0	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	48	24	11	16	0	0	27	75	12	61	
	GATWICK	US AIRWAYS	S	A	31	0	0	45	23	19	10	3	0	32	0	0	0	
	GATWICK	US AIRWAYS	S	D	31	0	0	87	10	3	0	0	0	3	0	0	0	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>6</b>	<b>6</b>	
PHUKET																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	0	0	50	347	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-19	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0	
<b>TOTAL PHUKET</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>50</b>	<b>33</b>	<b>33</b>	
PISA																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					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)										
PISA	GATWICK	ALITALIA	S	A	30	0	1	60	33	3	3	0	0	15	71	8	31
	GATWICK	ALITALIA	S	D	31	0	0	52	29	16	3	0	0	20	52	18	31
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	0	33	33	0	33	0	108	50	23	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	33	33	0	0	33	0	102	75	14	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	76	0	0	92	4	4	0	0	0	-4	90	6	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	76	0	0	61	24	16	0	0	0	15	47	24	62
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	25	50	25	0	0	0	24	0	41	2
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	50	25	25	0	0	0	20	0	73	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	6	67	0	17	17	0	0	15	0	35	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	24	25	37	4
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	75	25	0	0	0	0	6	11	32	9
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	17	40	27	10
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	12	0	1	17	50	17	8	0	8	80	42	19	12
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	13	1	0	23	54	15	8	0	0	29	85	5	13
	GATWICK	MONARCH AIRLINES	C	A	14	1	0	29	21	21	29	0	0	41	0	59	10
	GATWICK	MONARCH AIRLINES	C	D	14	1	0	64	7	7	21	0	0	33	20	23	10
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	25	25	25	0	110	25	77	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	68	25	63	4
<b>TOTAL PISA</b>					<b>309</b>	<b>3</b>	<b>8</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>22</b>	<b>22</b>
PITTSBURGH	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	58	26	13	3	0	0	16	71	20	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	3	0	0	0	6	84	20	31
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>20</b>	<b>20</b>
PLYMOUTH	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	92	0	1	63	20	17	0	0	0	13	82	10	91
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	62	0	0	68	19	11	2	0	0	13	73	18	62

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1997				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
PLYMOUTH		GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	12	0	2	92	8	0	0	0	8	88	6	25				
		GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	7	0	0	100	0	0	0	0	2	77	16	30				
<b>TOTAL PLYMOUTH</b>						<b>173</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>18</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>13</b>				
PORLAMAR		MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	50	50	0	0	0	18	0	0	0				
		MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	0	67	33	0	0	32	0	0	0				
		GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	-14	50	28	2				
		GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	31	100	7	2				
<b>TOTAL PORLAMAR</b>						<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>22</b>	<b>22</b>				
PORT OF SPAIN		HEATHROW	BWIA	S	A	28	0	0	43	29	18	11	0	26	52	14	27				
		HEATHROW	BWIA	S	D	28	0	0	43	29	11	14	4	36	63	15	27				
<b>TOTAL PORT OF SPAIN</b>						<b>56</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>31</b>	<b>57</b>	<b>15</b>	<b>15</b>				
PRAGUE		HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	78	15	5	3	0	10	68	12	40				
		HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	78	18	5	0	0	9	90	5	40				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	77	16	5	2	0	8	84	4	62				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	15	3	2	0	11	69	12	62				
		HEATHROW	CSA	S	A	63	0	0	71	13	10	6	0	13	79	11	62				
		HEATHROW	CSA	S	D	62	0	0	79	15	6	0	0	6	92	2	62				
		MANCHESTER	CSA	S	A	26	0	0	62	19	0	19	0	26	72	7	18				
		MANCHESTER	CSA	S	D	26	0	0	35	42	23	0	0	22	72	9	18				
		STANSTED	CSA	S	A	26	0	0	46	35	19	0	0	19	90	4	20				
		STANSTED	CSA	S	D	26	0	0	81	12	8	0	0	9	95	6	20				
<b>TOTAL PRAGUE</b>						<b>435</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>7</b>	<b>7</b>				
PRESTWICK		STANSTED	RYANAIR	S	A	124	0	0	80	18	2	1	0	8	77	10	136				
		STANSTED	RYANAIR	S	D	124	0	0	66	27	6	1	0	13	73	13	135				

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PRESTWICK																		
<b>TOTAL PRESTWICK</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>11</b>	
PREVEZA																		
	GATWICK	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	12	17	35	6	
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	8	0	42	8	
	MANCHESTER	AIR 2000	C	A	3	0	1	33	0	33	33	0	0	37	33	17	3	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	36	25	19	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	0	0	20	0	31	25	80	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	0	0	0	20	0	50	50	64	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	2	0	0	67	33	0	0	54	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	20	0	20	40	20	0	97	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	50	50	0	0	73	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	0	0	33	33	0	103	0	111	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	0	0	33	33	0	103	0	162	3	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	1	1	75	13	0	0	13	0	32	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	50	10	10	10	10	10	75	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	1	50	0	50	0	0	0	17	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	0	58	3	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	100	9	3	
	MANCHESTER	TRANSAER	C	A	4	0	0	25	0	25	50	0	0	73	0	70	3	
	MANCHESTER	TRANSAER	C	D	4	0	0	50	0	0	25	25	0	77	0	57	3	
<b>TOTAL PREVEZA</b>					<b>83</b>	<b>1</b>	<b>6</b>	<b>53</b>	<b>11</b>	<b>11</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>47</b>	<b>18</b>	<b>58</b>	<b>58</b>	
PUERTO PLATA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	38	100	-19	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	1	1	67	33	0	0	0	0	17	50	15	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	33	17	17	33	0	0	44	73	13	11	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	50	33	17	0	0	0	18	50	43	12	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	27	50	47	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)										
PUERTO PLATA																	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	86	0	0	14	0	0	22	54	15	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	29	36	54	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	0	25	25	285	100	-22	3
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	0	20	0	20	20	268	17	64	6
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	50	0	109	2
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	46	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	81	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	89	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	1	20	0	40	0	0	40	184	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	0	17	33	0	0	48	33	123	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	31	0	114	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	33	0	0	49	50	43	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	53	40	74	5
<b>TOTAL PUERTO PLATA</b>					<b>88</b>	<b>3</b>	<b>4</b>	<b>52</b>	<b>10</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>71</b>	<b>48</b>	<b>48</b>	<b>48</b>
PUERTO VALLARTA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	13	25	87	4
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	28	60	103	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	100	7	2
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	0	0	25	256	50	42	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	0	0	25	267	50	28	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	0	0	50	0	126	0	172	2
<b>TOTAL PUERTO VALLARTA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>133</b>	<b>35</b>	<b>101</b>	<b>101</b>
PULA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	1	67	33	0	0	0	0	7	67	35	3
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	75	30	4
	MANCHESTER	CROATIA AIRLINES	S	A	2	0	0	50	0	50	0	0	0	24	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	D	2	0	0	50	0	0	50	0	0	28	0	0	0
	STANSTED	CROATIA AIRLINES	S	A	2	0	0	50	0	50	0	0	0	23	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)
PULA																		
	STANSTED	CROATIA AIRLINES	S	D	2	0	0	50	0	50	0	0	0	21	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	1	33	33	0	0	33	0	102	0	392	3	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	0	25	0	70	25	100	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	67	33	0	0	0	11	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	7	0	0	0		
<b>TOTAL PULA</b>					<b>29</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>10</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>89</b>	<b>89</b>	
PUNTA CANA																		
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	50	16	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	67	0	33	0	0	49	0	0	0	
<b>TOTAL PUNTA CANA</b>					<b>8</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>20</b>	<b>20</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	68	16	3	13	0	0	16	94	-17	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	90	6	3	0	0	0	4	84	6	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>-5</b>	<b>-5</b>
RENNES	GATWICK	BRIT AIR	S	A	52	0	0	63	31	4	2	0	0	14	88	14	48
	GATWICK	BRIT AIR	S	D	52	0	0	83	17	0	0	0	0	4	67	20	48
<b>TOTAL RENNES</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>17</b>	<b>17</b>
REUS	GATWICK	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	6	75	13	4
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	3	75	6	4
	GLASGOW	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-4	100	-10	3
	GLASGOW	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	14	75	10	4
	MANCHESTER	AIR 2000	C	A	7	0	1	86	0	14	0	0	0	1	63	16	8
	MANCHESTER	AIR 2000	C	D	8	0	0	63	25	0	13	0	0	15	86	12	7
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	12	0	1	67	8	0	25	0	0	25	67	3	3
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	13	0	0	46	15	15	15	8	0	39	75	10	4
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	1	75	0	0	25	0	0	23	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	4	0	16	1
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	71	0	0	14	14	0	64	71	5	7
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	11	11	0	52	78	8	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	0	33	11	0	64	57	60	7
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	33	11	22	11	0	63	56	58	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	1	0	0	0	0	67	0	33	245	50	53	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	20	20	0	20	148	40	51	5
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	1	67	0	33	0	0	0	18	67	-1	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	100	-6	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	64	29	0	0	0	7	45	70	12	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	53	24	12	6	0	6	53	77	17	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	9	67	2	3

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			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)											
REUS	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	15	100	-4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	21	100	-6	3
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	21	100	6	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	-4	4
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	1	67	0	33	0	0	0	18	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	30	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-2	100	-11	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	75	12	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	0	25	0	69	57	13	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	77	78	6	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-4	75	48	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	75	65	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	13	0	0	0	3	55	74	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	10	50	92	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	-6	75	66	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	50	78	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	100	-19	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	36	100	3	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-3	100	-16	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	-1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	2	100	-19	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	2	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-9	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	37	0	0	0
<b>TOTAL REUS</b>					<b>245</b>	<b>4</b>	<b>12</b>	<b>64</b>	<b>15</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>32</b>	<b>75</b>	<b>22</b>	<b>22</b>
RHODES	BIRMINGHAM	AIR 2000	C	A	3	0	1	33	0	67	0	0	0	21	67	16	3
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	32	100	1	4
	GATWICK	AIR 2000	C	A	13	0	0	46	8	23	15	0	8	61	50	18	12
	GATWICK	AIR 2000	C	D	13	0	0	46	15	15	8	8	8	73	54	19	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
RHODES																		
	GLASGOW	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	5	33	27	3	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	20	100	-1	4	
	MANCHESTER	AIR 2000	C	A	12	0	1	42	8	8	25	17	0	68	20	42	10	
	MANCHESTER	AIR 2000	C	D	13	0	0	62	0	8	23	8	0	51	55	19	11	
	NEWCASTLE	AIR 2000	C	A	3	0	1	33	0	33	33	0	0	62	0	44	3	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	42	100	5	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	0	75	0	0	25	0	89	50	14	2	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	0	75	25	0	0	0	32	100	-3	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	50	50	0	0	0	0	9	67	5	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	17	75	12	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	1	0	13	63	0	0	13	13	168	14	53	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	45	36	0	9	9	0	46	44	32	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	39	0	29	1	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	0	25	270	50	11	2	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	67	33	0	0	52	100	-1	3	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	20	67	26	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	0	53	0	7	13	27	0	70	50	49	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	20	0	0	50	5	0	25	20	0	77	44	44	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	27	100	12	1	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	28	50	13	2	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	33	11	3	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	24	40	36	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	1	38	23	23	15	0	0	32	40	90	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	54	38	8	0	0	0	16	33	75	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	56	11	11	0	11	11	85	50	35	2	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	56	0	11	11	11	11	98	33	41	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	0	0	50	0	113	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	56	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	0	50	0	187	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	0	0	50	0	186	100	6	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RHODES																		
	GATWICK	MONARCH AIRLINES	C	A	7	0	1	86	14	0	0	0	0	-1	30	57	10	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	10	46	50	13	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	25	0	25	0	67	25	60	4	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	1	67	33	0	0	0	0	18	75	16	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	33	0	0	0	3	100	-27	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	100	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	33	33	0	0	55	67	15	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	44	50	47	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	67	33	0	0	0	29	0	114	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	14	50	90	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	0	0	33	0	86	100	-12	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	60	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	0	33	33	0	0	37	67	14	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	8	50	10	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	1	75	25	0	0	0	0	-1	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL RHODES</b>					<b>297</b>	<b>1</b>	<b>12</b>	<b>48</b>	<b>18</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>53</b>	<b>52</b>	<b>32</b>	<b>32</b>	
RIGA																		
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	5	0	0	100	0	0	0	0	0	-4	36	27	14	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	5	0	0	100	0	0	0	0	0	-7	100	-1	14	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	100	0	0	0	0	0	-9	35	23	17	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	30	43	26	0	0	0	22	82	6	17	
	GATWICK	RIGA AIRLINES EXPRESS	S	A	17	0	0	65	18	12	0	0	6	33	59	13	22	
	GATWICK	RIGA AIRLINES EXPRESS	S	D	17	0	1	94	0	0	0	0	6	23	77	12	22	
<b>TOTAL RIGA</b>					<b>89</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>65</b>	<b>13</b>	<b>13</b>	
RIMINI																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-1	50	56	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	75	11	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
RIMINI	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	67	0	0	0	0	18	25	26	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	20	0	53	4
<b>TOTAL RIMINI</b>					<b>14</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>37</b>	<b>37</b>
RIO DE JANEIRO (GALEAO)	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	-6	60	24	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	79	21	0	0	0	8	80	16	5	
	HEATHROW	VARIG	S	A	18	0	0	72	6	6	17	0	17	71	3	14	
	HEATHROW	VARIG	S	D	19	0	0	74	21	5	0	0	9	78	16	18	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>15</b>	<b>15</b>	
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	100	-6	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	0	8	26	85	15	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	20	20	40	20	0	33	60	54	5	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	5	0	0	60	20	0	20	0	21	80	6	5	
<b>TOTAL RIYADH</b>					<b>36</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>11</b>	<b>11</b>
ROME (CIAMPINO)	GATWICK	AIR 2000	C	A	7	0	0	29	29	14	14	14	0	56	25	55	4
	GATWICK	AIR 2000	C	D	7	0	0	57	29	0	0	14	0	35	25	18	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	8	40	14	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	6	80	7	5	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	78	0	5	24	24	19	15	15	1	85	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	77	1	6	32	12	22	27	6	0	57	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	1	100	0	0	0	0	-14	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	9	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	17	0	0	0	
	STANSTED	GO FLY LTD	S	A	18	1	1	83	6	11	0	0	3	0	0	0	
	STANSTED	GO FLY LTD	S	D	18	0	1	50	39	11	0	0	15	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	22	0	0	0	8	22	34	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	78	22	0	0	0	7	56	17	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1997				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
ROME (CIAMPINO)		MANCHESTER	MANCHESTER	MY TRAVEL AIRWAYS UK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	44	0	0	0	0	9	33	66	9	
		MANCHESTER	MANCHESTER	MY TRAVEL AIRWAYS UK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	0	56	38	9	
<b>TOTAL ROME (CIAMPINO)</b>								<b>266</b>	<b>5</b>	<b>16</b>	<b>45</b>	<b>20</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>47</b>	<b>41</b>	<b>43</b>	<b>43</b>	
ROME (FIUMICINO)		GATWICK	GATWICK	ALITALIA	ALITALIA	S	A	31	0	0	90	10	0	0	0	0	52	17	31		
		GATWICK	GATWICK	ALITALIA	ALITALIA	S	D	30	0	1	93	3	3	0	0	3	68	12	31		
		HEATHROW	HEATHROW	ALITALIA	ALITALIA	S	A	188	0	3	63	24	7	5	0	13	66	17	154		
		HEATHROW	HEATHROW	ALITALIA	ALITALIA	S	D	187	0	4	66	18	12	4	0	15	73	13	154		
		GATWICK	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	79	11	10	0	0	6	71	15	31		
		GATWICK	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	69	15	11	5	0	14	61	17	31		
		HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	BRITISH AIRWAYS PLC	S	A	155	0	0	68	21	8	3	0	12	75	14	155		
		HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	BRITISH AIRWAYS PLC	S	D	155	0	0	68	20	10	2	0	12	81	11	155		
		MANCHESTER	MANCHESTER	BRITISH AIRWAYS PLC	BRITISH AIRWAYS PLC	S	A	16	0	1	31	25	13	31	0	45	92	4	25		
		MANCHESTER	MANCHESTER	BRITISH AIRWAYS PLC	BRITISH AIRWAYS PLC	S	D	16	0	1	25	31	13	31	0	40	58	17	26		
<b>TOTAL ROME (FIUMICINO)</b>								<b>902</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>14</b>		
ROTTERDAM		GATWICK	GATWICK	CITY FLYER EXPRESS	CITY FLYER EXPRESS	S	A	86	0	0	81	7	5	7	0	8	71	13	103		
		GATWICK	GATWICK	CITY FLYER EXPRESS	CITY FLYER EXPRESS	S	D	86	0	0	83	6	5	7	0	13	73	14	103		
		HEATHROW	HEATHROW	KLM	KLM	S	A	106	0	0	71	16	12	1	0	11	83	7	130		
		HEATHROW	HEATHROW	KLM	KLM	S	D	104	0	0	81	14	4	1	0	3	87	1	129		
		LONDON CITY	LONDON CITY	VLM (BELGIUM)	VLM (BELGIUM)	S	A	116	0	2	82	14	4	0	0	6	96	-3	115		
		LONDON CITY	LONDON CITY	VLM (BELGIUM)	VLM (BELGIUM)	S	D	116	0	2	75	19	6	0	0	11	94	6	115		
<b>TOTAL ROTTERDAM</b>								<b>615</b>	<b>2</b>	<b>4</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>8</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	9	0	0	100	0	0	0	0	0	-25	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	9	1	0	100	0	0	0	0	0	-15	0	0	0	
	GATWICK	AIR 2000	C	A	4	0	0	25	0	0	50	25	0	93	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	25	0	0	75	0	0	93	0	0	0	
	MANCHESTER	AIR 2000	C	A	4	0	0	0	25	0	75	0	0	122	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	0	0	75	0	0	101	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	1	50	50	0	0	0	0	8	0	53	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	2	50	35	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	19	75	43	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	33	0	67	0	0	0	27	75	41	4	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	0	0	33	33	223	100	8	2	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	0	25	25	149	100	2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	14	29	43	14	0	0	45	33	39	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	0	44	0	0	46	75	20	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	1	50	0	0	50	0	0	71	33	66	3	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	64	75	11	4	
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	33	33	0	0	33	0	68	38	36	8	
	GATWICK	MONARCH AIRLINES	C	D	3	0	5	33	0	0	33	33	0	99	40	34	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	23	100	5	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	33	0	67	0	184	0	0	0	
MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	0	50	0	149	0	0	0		
<b>TOTAL SALONIKA</b>					<b>89</b>	<b>4</b>	<b>10</b>	<b>48</b>	<b>9</b>	<b>8</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>62</b>	<b>58</b>	<b>25</b>	<b>25</b>	
SALZBURG	BIRMINGHAM	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	1	67	1	3	
	BIRMINGHAM	AIR 2000	C	D	3	0	0	67	33	0	0	0	0	8	67	12	3	
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-7	63	13	8	
	GATWICK	AIR 2000	C	D	5	0	0	60	0	40	0	0	0	19	13	29	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	50	25	25	0	0	0	11	75	4	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	34	40	17	5	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	0	4	50	0	50	0	0	0	16	100	-10	3	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
SALZBURG																		
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	4	50	0	0	50	0	0	33	100	5	3	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	0	20	20	0	70	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	20	0	40	0	104	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-2	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	48	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	0	50	0	112	0	0	0	
	GATWICK	LAUDA-AIR	S	A	40	0	0	58	30	5	8	0	0	18	63	15	49	
	GATWICK	LAUDA-AIR	S	D	40	0	0	60	30	5	3	3	0	18	71	9	49	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	1	0	50	50	0	0	0	27	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	100	0	0	0	0	18	100	8	1	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	36	50	4	2	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	14	0	20	2	
<b>TOTAL SALZBURG</b>					<b>137</b>	<b>1</b>	<b>10</b>	<b>55</b>	<b>24</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>15</b>	<b>15</b>	
SAMOS																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	23	0	77	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	60	0	0	0	28	50	20	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	0	0	20	259	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	0	20	276	0	0	0	
<b>TOTAL SAMOS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>146</b>	<b>40</b>	<b>33</b>	<b>33</b>	
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-10	84	-1	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	13	3	0	0	16	58	22	31	
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>11</b>	<b>11</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	68	19	6	5	0	2	16	64	13	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	16	6	2	2	0	16	56	24	61	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	66	10	18	6	0	0	19	65	15	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	87	6	5	2	0	0	7	85	9	62	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SAN FRANCISCO		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	13	3	3	0	0	4	45	37	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	45	39	10	6	0	0	22	65	36	31
<b>TOTAL SAN FRANCISCO</b>						<b>310</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>20</b>	<b>20</b>
SAN JUAN (PUERTO RICO)		GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	11	0	0	7	50	405	4	
		GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	80	10	0	10	0	21	25	48	4	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>						<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>38</b>	<b>227</b>	<b>227</b>
SANAA		GATWICK	YEMENIA	S	A	9	0	0	0	11	33	44	11	0	78	50	27	8
		GATWICK	YEMENIA	S	D	9	0	0	33	22	11	33	0	0	53	75	19	8
<b>TOTAL SANAA</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>22</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>66</b>	<b>63</b>	<b>23</b>	<b>23</b>
SANDEFJORD(TORP)		STANSTED	RYANAIR	S	A	53	1	4	68	25	8	0	0	4	0	0	0	
		STANSTED	RYANAIR	S	D	54	1	2	41	31	22	6	0	23	0	0	0	
<b>TOTAL SANDEFJORD(TORP)</b>						<b>107</b>	<b>2</b>	<b>6</b>	<b>54</b>	<b>28</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	2	0	20	30	40	10	0	34	83	-6	6	
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	33	0	0	27	56	79	9	
		GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	11	11	44	22	6	6	80	50	67	14
		GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	78	0	6	11	6	0	31	69	27	13
		GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	20	20	20	40	0	0	52	67	241	6
		GLASGOW	BRITANNIA AIRWAYS	C	D	10	0	0	50	10	10	30	0	0	42	89	46	9
		MANCHESTER	BRITANNIA AIRWAYS	C	A	19	0	1	32	37	16	16	0	0	32	54	46	13
		MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	56	28	6	11	0	0	26	67	52	15
		NEWCASTLE	BRITANNIA AIRWAYS	C	A	6	0	0	17	17	50	17	0	0	35	33	30	6
		NEWCASTLE	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	9	71	11	7	
		GATWICK	CALEDONIAN AIRWAYS	C	A	15	0	2	7	13	40	40	0	0	60	11	108	9
		GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	0	53	18	24	6	0	0	21	20	39	10
		GATWICK	LEISURE INTERNATIONAL	C	A	10	0	0	20	10	10	40	10	10	207	21	84	14

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Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAY 1997				
			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)											
SANFORD																	
	GATWICK	LEISURE INTERNATIONAL	C	D	8	0	1	25	13	38	25	0	0	52	15	90	13
	MANCHESTER	LEISURE INTERNATIONAL	C	A	14	0	3	21	14	29	36	0	0	54	29	77	14
	MANCHESTER	LEISURE INTERNATIONAL	C	D	14	1	0	0	36	29	21	0	14	120	36	52	14
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	1	0	0	50	50	0	0	64	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	1	25	25	0	50	0	0	45	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	1	0	50	25	25	0	0	42	0	94	2
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	0	40	20	20	0	20	109	0	137	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	0	0	40	20	40	0	144	60	90	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	103	20	20	5
	GLASGOW	MONARCH AIRLINES	C	A	10	0	1	40	10	0	50	0	0	47	60	40	10
	GLASGOW	MONARCH AIRLINES	C	D	11	0	0	27	9	27	18	18	0	82	33	75	12
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	6	30	26	13	17	9	4	72	30	67	10
	MANCHESTER	MONARCH AIRLINES	C	D	27	0	0	19	26	22	19	0	15	98	0	93	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	59	0	53	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	17	80	-3	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	21	0	0	0	10	33	48	5	5	90	0	136	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	0	0	50	9	18	18	0	5	52	21	222	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	44	11	44	0	0	56	0	142	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	22	22	22	0	0	38	10	108	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	20	5	15	55	5	0	70	15	102	20
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	21	16	42	16	0	5	75	35	70	23
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	80	0	0	0	34	25	33	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	35	0	105	5
<b>TOTAL SANFORD</b>					<b>419</b>	<b>3</b>	<b>18</b>	<b>28</b>	<b>19</b>	<b>24</b>	<b>24</b>	<b>3</b>	<b>3</b>	<b>63</b>	<b>34</b>	<b>79</b>	<b>79</b>
SANTIAGO DE CHILE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	6	0	0	0	-9	77	91	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	100	0	0	0	0	0	2	69	24	13
<b>TOTAL SANTIAGO DE CHILE</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>73</b>	<b>58</b>	<b>58</b>
SANTIAGO DE COMPOSTELA																	

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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)											
SANTIAGO DE COMPOSTELA		HEATHROW	IBERIA	S	A	30	0	1	67	13	10	7	3	0	21	74	13	31
		HEATHROW	IBERIA	S	D	30	0	1	77	10	3	7	3	0	15	84	9	31
<b>TOTAL SANTIAGO DE COMPOSTELA</b>						<b>60</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>11</b>	<b>11</b>
SANTO DOMINGO		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	7	0	0	0
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	40	0	0	0	27	0	0	0
		GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	50	25	0	102	25	78	8
		GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	0	40	20	0	81	38	45	8
		MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	11	75	67	4
		MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	20	0	0	25	25	21	4
		GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	28	100	3	1
		GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	5	100	4	2
		GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	17	0	156	3
		GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	50	0	0	0	32	50	113	4
<b>TOTAL SANTO DOMINGO</b>						<b>36</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>39</b>	<b>74</b>	<b>74</b>
SAO PAULO (GUARULHOS)		GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	80	10	0	0	10	0	11	100	-30	4
		GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	22	22	0	11	0	42	75	31	4
		GATWICK	TRANSBRASIL	S	A	9	0	0	67	22	11	0	0	0	-1	0	0	0
		GATWICK	TRANSBRASIL	S	D	9	0	0	0	0	0	100	0	0	95	0	0	0
		HEATHROW	VARIG	S	A	5	0	0	0	60	20	0	20	0	67	89	3	9
		HEATHROW	VARIG	S	D	4	0	0	25	25	0	25	25	0	108	100	-2	5
<b>TOTAL SAO PAULO (GUARULHOS)</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>20</b>	<b>9</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>46</b>	<b>91</b>	<b>1</b>	<b>1</b>
SEATTLE (TACOMA)		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	3	0	0	3	42	71	5	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	16	3	0	0	19	58	23	31
<b>TOTAL SEATTLE (TACOMA)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>65</b>	<b>14</b>	<b>14</b>
SEOUL (KIMPO)		HEATHROW	KOREAN AIR	S	A	23	0	0	65	22	4	9	0	0	11	73	9	22

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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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)										
SEOUL (KIMPO)	HEATHROW	KOREAN AIR	S	D	23	0	0	91	4	4	0	0	0	0	95	-1	22
<b>TOTAL SEOUL (KIMPO)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>9</b>	<b>9</b>
SEVILLE	GATWICK	AIR 2000	C	A	4	0	0	0	0	25	25	50	0	155	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	37	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	29	42	13	13	3	0	39	97	-3	31
	HEATHROW	IBERIA	S	D	29	2	1	48	28	14	10	0	0	24	100	-3	31
<b>TOTAL SEVILLE</b>					<b>71</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>31</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>98</b>	<b>-4</b>	<b>-4</b>
SEYCHELLES	GATWICK	AIR SEYCHELLES	S	A	9	0	0	0	44	33	22	0	0	52	75	9	8
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	67	22	0	11	0	0	23	88	4	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>2</b>	<b>2</b>
SFAX	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL SFAX</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>48</b>	<b>48</b>
SHANNON	BIRMINGHAM	AB AIRLINES	S	A	10	0	0	40	30	10	20	0	0	36	0	0	0
	BIRMINGHAM	AB AIRLINES	S	D	10	0	0	40	20	10	30	0	0	39	0	0	0
	GATWICK	AB AIRLINES	S	A	88	0	0	73	18	3	5	1	0	13	76	12	80
	GATWICK	AB AIRLINES	S	D	89	0	0	75	8	4	11	1	0	19	74	11	81
	STANSTED	AB AIRLINES	S	A	10	0	1	10	40	30	20	0	0	47	0	0	0
	STANSTED	AB AIRLINES	S	D	11	0	0	0	27	55	18	0	0	55	0	0	0
	HEATHROW	AER LINGUS	S	A	120	1	0	80	8	7	5	0	0	12	71	20	119
	HEATHROW	AER LINGUS	S	D	119	3	0	75	12	9	4	0	0	14	71	20	120
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	51	0	1	80	4	0	14	2	0	18	88	11	52
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	51	0	1	86	0	0	10	4	0	22	86	13	51

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: S																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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)												
SHANNON																		
<b>TOTAL SHANNON</b>					<b>559</b>	<b>5</b>	<b>3</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>16</b>	<b>16</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR 2000	C	A	4	0	0	25	0	0	75	0	0	88	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	25	0	0	75	0	0	80	0	0	0	
	HEATHROW	EGYPT AIR	C	D	2	0	0	50	0	50	0	0	0	29	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>40</b>	<b>33</b>	<b>33</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	77	0	0	60	22	13	5	0	0	16	47	24	62	
	HEATHROW	SINGAPORE AIRLINES	S	D	77	0	0	84	13	1	1	0	0	6	74	7	62	
	MANCHESTER	SINGAPORE AIRLINES	S	A	21	0	0	71	5	5	19	0	0	14	44	25	18	
	MANCHESTER	SINGAPORE AIRLINES	S	D	21	0	0	43	19	14	24	0	0	36	17	32	18	
<b>TOTAL SINGAPORE</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>20</b>	<b>20</b>	
SKIATHOS																		
	GATWICK	AIR 2000	C	A	4	0	1	50	25	0	25	0	0	32	50	6	4	
	GATWICK	AIR 2000	C	D	5	0	0	20	20	40	0	20	0	70	40	26	5	
	GATWICK	AIRWORLD AVIATION LTD	C	A	15	0	2	53	7	20	13	7	0	34	25	49	12	
	GATWICK	AIRWORLD AVIATION LTD	C	D	17	0	0	76	6	6	6	6	0	25	33	42	12	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	2	40	10	30	20	0	0	32	50	20	10	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	13	0	0	38	23	15	23	0	0	31	31	36	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	1	33	17	17	0	17	17	246	67	14	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20	50	30	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	2	33	17	33	17	0	0	26	100	-9	3	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	14	50	24	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	1	67	0	33	0	0	0	-7	33	57	3	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	12	75	70	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	1	33	33	0	33	0	0	7	50	31	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	25	0	0	0	29	25	117	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-24	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SKIATHOS																	
<b>TOTAL SKIATHOS</b>					<b>109</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>37</b>	<b>42</b>	<b>38</b>	<b>38</b>
SOFIA																	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	23	0	0	61	17	9	9	4	0	34	50	16	22
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	23	0	0	65	17	9	4	4	0	26	86	-1	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	73	14	9	5	0	0	8	82	2	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	68	18	14	0	0	0	16	68	15	22
<b>TOTAL SOFIA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>8</b>	<b>8</b>
SOUTHAMPTON																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	45	0	2	89	4	7	0	0	0	4	97	-7	66
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	46	0	1	78	11	4	7	0	0	13	95	4	66
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	84	0	5	85	6	8	1	0	0	8	97	-5	67
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	84	0	5	85	10	6	0	0	0	7	96	1	67
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	4	86	8	5	0	0	0	4	90	4	61
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	4	90	5	3	2	0	0	3	90	9	61
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	38	0	4	84	11	0	5	0	0	7	85	5	20
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	37	0	5	92	3	0	5	0	0	4	85	2	20
<b>TOTAL SOUTHAMPTON</b>					<b>452</b>	<b>0</b>	<b>30</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>1</b>	<b>1</b>
SPLIT																	
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	0	25	50	25	0	0	40	60	26	5
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	0	25	50	25	0	0	43	40	24	5
	HEATHROW	CROATIA AIRLINES	S	A	5	0	0	0	40	60	0	0	0	34	20	36	5
	HEATHROW	CROATIA AIRLINES	S	D	5	0	0	0	40	60	0	0	0	36	40	38	5
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	25	25	25	25	0	0	40	0	0	0
	STANSTED	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	9	0	0	0
	STANSTED	CROATIA AIRLINES	S	D	4	0	0	25	25	50	0	0	0	24	0	0	0
<b>TOTAL SPLIT</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>22</b>	<b>35</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>36</b>	<b>30</b>	<b>30</b>
ST ETIENNE																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 ETIENNE	STANSTED	RYANAIR	S	A	23	0	2	83	4	9	4	0	0	7	0	0	0
	STANSTED	RYANAIR	S	D	23	0	2	70	13	9	9	0	0	21	0	0	0
<b>TOTAL ST ETIENNE</b>					<b>46</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST KITTS	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	23	0	171	4
<b>TOTAL ST KITTS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>171</b>	<b>171</b>
ST LOUIS (LAMBERT)	GATWICK	TRANS WORLD AIRLINES	S	A	62	0	0	23	32	31	15	0	0	37	45	19	47
	GATWICK	TRANS WORLD AIRLINES	S	D	62	0	0	92	3	3	2	0	0	3	91	5	47
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>12</b>	<b>12</b>
ST LUCIA (HEWANORRA)	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	0	40	20	20	308	60	127	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	37	40	108	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	52	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	41	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	22	0	0	0	69	1	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	0	22	0	0	27	67	13	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	40	50	10	0	0	0	16	13	43	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>10</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>51</b>	<b>41</b>	<b>41</b>
ST PETERSBURG	GATWICK	AEROFLOT	S	A	11	0	0	100	0	0	0	0	0	-6	100	1	10
	GATWICK	AEROFLOT	S	D	11	0	0	73	18	9	0	0	0	10	90	5	10
	HEATHROW	AEROFLOT	S	A	5	0	0	100	0	0	0	0	0	-9	80	-6	5
	HEATHROW	AEROFLOT	S	D	5	0	0	100	0	0	0	0	0	-1	80	8	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	87	13	0	0	0	0	-8	91	-6	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	74	9	17	0	0	0	14	59	15	22
<b>TOTAL ST PETERSBURG</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>4</b>	<b>4</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Matched	Plan (8)										
STANSTED	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	59	1	8	83	5	7	5	0	0	8	90	1	60
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	61	0	7	87	5	3	5	0	0	7	90	1	60
	EDINBURGH	KLM UK LTD	S	A	164	0	5	79	6	5	10	0	0	10	78	9	147
	EDINBURGH	KLM UK LTD	S	D	165	0	4	65	13	12	11	0	0	19	76	13	145
	GLASGOW	KLM UK LTD	S	A	126	1	7	60	11	18	11	0	0	22	82	6	130
	GLASGOW	KLM UK LTD	S	D	128	0	5	72	8	12	8	1	0	15	91	3	129
	NEWCASTLE	KLM UK LTD	S	A	64	0	2	78	16	3	3	0	0	9	94	3	68
	NEWCASTLE	KLM UK LTD	S	D	64	0	2	80	13	3	3	2	0	12	99	2	68
<b>TOTAL STANSTED</b>					<b>831</b>	<b>4</b>	<b>40</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>6</b>	<b>6</b>
STAVANGER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	8	0	0	25	50	25	0	0	0	24	81	6	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	8	0	0	50	38	13	0	0	0	12	72	14	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	3	81	15	4	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	3	93	7	0	0	0	0	4	0	0	0
	HEATHROW	SAS	S	A	62	0	0	77	16	5	2	0	0	7	83	6	60
	HEATHROW	SAS	S	D	62	0	0	89	6	5	0	0	0	1	92	3	60
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	20	0	1	50	40	10	0	0	0	16	0	0	0
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	20	0	1	95	0	5	0	0	0	4	0	0	0
<b>TOTAL STAVANGER</b>					<b>234</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>6</b>
STOCKHOLM (ARLANDA)	LUTON	AIR EUROPA	C	A	4	0	0	25	0	50	0	25	0	98	0	0	0
	LUTON	AIR EUROPA	C	D	4	0	0	25	50	0	0	25	0	72	0	0	0
	STANSTED	AOM FRENCH AIRLINES	C	A	2	0	0	0	0	0	0	100	0	337	0	0	0
	STANSTED	AOM FRENCH AIRLINES	C	D	2	0	0	0	0	0	50	50	0	203	0	0	0
	LUTON	BRITANNIA AB	C	A	5	0	0	40	20	0	40	0	0	50	0	0	0
	LUTON	BRITANNIA AB	C	D	5	0	0	20	0	40	40	0	0	71	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	81	15	4	0	0	0	3	77	6	31



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: S				PERCENTAGE OF FLIGHTS LATE							MAY 1997			
				CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	UNMATCHED											
				Actual (7)	Plan (8)													
STOCKHOLM (ARLANDA)		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	80	13	6	1	0	0	10	71	8	31
		HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	2	64	19	15	3	0	0	13	82	5	152
		HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	2	75	17	5	3	0	0	11	86	5	153
		STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	2	0	0	0	50	0	50	298	0	0	0
		STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	2	0	50	50	0	0	0	29	0	0	0
		GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	60	0	0	0
		GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	25	0	0	0
		GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	92	0	0	0
		GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0
		GATWICK	FUTURA AIRLINES	C	A	2	0	0	0	0	0	0	100	0	249	0	0	0
		GATWICK	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
		GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	0	0	33	0	67	0	166	0	0	0
		GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
		LONDON CITY	MALMO AVIATION	S	A	44	0	0	41	45	14	0	0	0	17	0	0	0
		LONDON CITY	MALMO AVIATION	S	D	44	0	0	41	39	16	5	0	0	22	0	0	0
		GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	0	60	40	0	175	0	0	0
		GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	0	40	0	0	37	0	0	0
		STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	56	11	11	11	11	0	45	91	7	11
		STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	22	11	33	11	22	0	69	55	25	11
		EDINBURGH	SAS	S	A	5	0	0	80	0	20	0	0	0	9	100	-8	5
		EDINBURGH	SAS	S	D	5	0	0	100	0	0	0	0	0	-2	80	3	5
		HEATHROW	SAS	S	A	150	0	0	71	17	9	3	0	0	11	76	7	148
		HEATHROW	SAS	S	D	150	1	0	78	10	8	4	0	0	10	90	3	148
		MANCHESTER	SAS	S	A	26	0	0	81	12	8	0	0	0	6	95	-3	21
		MANCHESTER	SAS	S	D	26	0	0	77	15	8	0	0	0	8	90	2	21
		STANSTED	SAS	S	A	57	0	0	70	19	9	2	0	0	7	0	0	0
		STANSTED	SAS	S	D	56	0	1	73	20	5	2	0	0	14	0	0	0
		STANSTED	STAR EUROPE	C	A	2	0	0	0	0	0	100	0	0	169	0	0	0
		STANSTED	STAR EUROPE	C	D	2	0	0	0	0	0	50	50	0	226	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: S																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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)												
STOCKHOLM (ARLANDA)	STANSTED	STERLING EUROPEAN AIRLINES	C	A	2	0	0	0	0	0	0	0	100	0	219	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1155</b>	<b>4</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>7</b>	<b>7</b>	
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	83	1	0	55	16	22	7	0	0	18	0	0	0	
	STANSTED	RYANAIR	C	A	9	0	6	33	11	56	0	0	0	26	0	0	0	
	STANSTED	RYANAIR	S	D	84	0	0	50	21	20	8	0	0	23	0	0	0	
	STANSTED	RYANAIR	C	D	8	0	3	0	50	38	13	0	0	39	0	0	0	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>184</b>	<b>1</b>	<b>9</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STORNOWAY	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	54	0	0	81	17	2	0	0	0	6	78	9	58	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	53	0	0	77	6	11	6	0	0	14	80	10	55	
<b>TOTAL STORNOWAY</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>10</b>	
STRASBOURG	LONDON CITY	AIR FRANCE	S	A	71	0	2	73	15	8	3	0	0	9	0	0	0	
	LONDON CITY	AIR FRANCE	S	D	72	0	1	40	32	21	7	0	0	27	0	0	0	
<b>TOTAL STRASBOURG</b>					<b>143</b>	<b>2</b>	<b>3</b>	<b>57</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>16</b>	<b>16</b>	
STUTTGART	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	75	15	10	0	0	0	8	45	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	77	18	3	1	0	0	5	84	6	31	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	43	0	0	84	7	2	7	0	0	2	81	9	43	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	43	0	0	88	7	0	5	0	0	7	70	20	43	
	HEATHROW	LUFTHANSA	S	A	61	0	0	80	16	2	2	0	0	5	73	11	37	
	HEATHROW	LUFTHANSA	S	D	61	0	0	80	16	2	2	0	0	6	91	6	58	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	14	0	1	93	7	0	0	0	0	3	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	14	0	1	93	7	0	0	0	0	-1	0	0	0	
<b>TOTAL STUTTGART</b>					<b>422</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>12</b>	
SUMBURGH	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	77	15	0	8	0	0	10	67	12	27	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	77	12	8	0	4	0	19	67	16	27	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SUMBURGH	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	0	81	10	2	8	0	0	9	90	1	31
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	51	0	1	78	4	8	10	0	0	16	71	17	31
<b>TOTAL SUMBURGH</b>					<b>155</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>11</b>	<b>11</b>
SYDNEY	HEATHROW	QANTAS	S	A	62	0	0	66	16	5	11	2	0	20	38	31	50
	HEATHROW	QANTAS	S	D	31	0	0	65	19	13	0	3	0	20	55	16	22
<b>TOTAL SYDNEY</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>27</b>	<b>27</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

		Origin / Destinations: T																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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)												
TAIPEI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	0	0	0	8	57	100	-7	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	9	57	17	14	
	HEATHROW	EVA AIR	S	A	13	0	0	77	8	15	0	0	0	-5	71	8	14	
	HEATHROW	EVA AIR	S	D	13	0	0	100	0	0	0	0	0	-2	100	-1	14	
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>82</b>	<b>4</b>	<b>4</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	26	0	0	77	12	12	0	0	0	10	92	3	26	
	GATWICK	ESTONIAN AIR	S	D	26	0	0	85	8	8	0	0	0	7	92	2	26	
<b>TOTAL TALLIN</b>					<b>52</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>8</b>	<b>92</b>	<b>3</b>	<b>3</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	77	18	5	0	0	0	1	8	145	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	76	10	14	0	0	0	9	43	72	14	
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>107</b>	<b>107</b>	
TANGIERS (IBN BATUTA)																		
TARBES-LOURDES INTERNA																		
	LUTON	AERIS	C	A	8	0	0	50	25	25	0	0	0	15	43	40	7	
	LUTON	AERIS	C	D	8	0	0	38	0	25	38	0	0	36	38	42	8	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	8	0	1	13	38	13	25	13	0	78	63	12	8	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	8	0	1	63	0	0	13	25	0	80	50	13	8	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	9	1	4	0	11	44	44	0	0	66	22	33	9	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	9	2	5	22	22	11	44	0	0	55	44	22	9	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	9	0	1	33	22	22	22	0	0	37	29	42	7	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	0	63	13	25	0	0	0	13	63	17	8	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>73</b>	<b>3</b>	<b>12</b>	<b>33</b>	<b>15</b>	<b>25</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>44</b>	<b>32</b>	<b>32</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	19	0	0	89	5	5	0	0	0	-13	56	6	18	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	19	0	0	95	0	5	0	0	0	0	78	6	18	
<b>TOTAL TASHKENT</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>67</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1997						
						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
TBILISI																			
<b>TOTAL TBILISI</b>																			
TEESSIDE																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	134	0	1	82	13	2	2	0	0	7	87	5	136		
	HEATHROW	BMI BRITISH MIDLAND	S	D	134	0	1	81	13	5	1	0	0	6	90	3	137		
	MANCHESTER	EASTERN AIRWAYS	S	A	37	0	5	70	24	3	3	0	0	14	0	0	0		
	MANCHESTER	EASTERN AIRWAYS	S	D	37	0	5	95	5	0	0	0	0	0	0	0	0		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	1	50	13	13	25	0	0	30	30	44	10		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	6	0	3	33	0	33	33	0	0	51	14	119	7		
<b>TOTAL TEESSIDE</b>																			
TEHRAN																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	0	-11	85	16	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	3	3	100	0	0	0	0	0	5	69	16	13		
	HEATHROW	IRAN AIR	S	A	13	0	0	85	15	0	0	0	0	-8	69	7	13		
	HEATHROW	IRAN AIR	S	D	13	0	0	77	15	0	8	0	0	14	92	5	13		
<b>TOTAL TEHRAN</b>																			
TEL AVIV																			
	GATWICK	AIR 2000	C	A	6	0	0	17	33	33	17	0	0	46	0	99	5		
	GATWICK	AIR 2000	C	D	5	0	0	40	0	40	20	0	0	48	0	70	6		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	35	45	19	0	0	0	20	74	1	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	13	0	0	0	15	35	24	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	3	74	6	35		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	0	0	6	0	0	0	81	6	36		
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	1	33	17	17	17	17	0	82	0	41	3		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	1	4	40	20	0	20	20	0	73	0	36	3		
	GATWICK	EL AL	C	A	4	0	0	100	0	0	0	0	0	-2	50	18	4		
	GATWICK	EL AL	C	D	4	0	0	100	0	0	0	0	0	3	25	26	4		
	HEATHROW	EL AL	S	A	30	0	2	73	13	10	0	3	0	10	81	9	31		
	HEATHROW	EL AL	S	D	33	0	2	85	12	0	3	0	0	6	52	19	31		
	MANCHESTER	EL AL	S	A	8	0	0	100	0	0	0	0	0	-5	67	3	9		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
TEL AVIV																		
	MANCHESTER	EL AL	S	D	8	0	0	75	25	0	0	0	0	4	67	7	9	
	STANSTED	EL AL	S	A	11	0	4	91	0	0	9	0	0	7	93	-7	15	
	STANSTED	EL AL	S	D	11	0	5	73	18	9	0	0	0	8	67	13	15	
	GATWICK	MONARCH AIRLINES	C	A	17	0	1	24	29	18	29	0	0	47	0	70	10	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	50	11	28	6	6	0	35	21	63	14	
<b>TOTAL TEL AVIV</b>					<b>290</b>	<b>1</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>18</b>	<b>18</b>	
TENERIFE (NORTE LOS ROD)																		
	HEATHROW	IBERIA	S	D	31	0	0	68	10	10	13	0	0	23	0	0	0	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	10	0	0	50	0	10	30	10	0	68	71	29	14	
	BIRMINGHAM	AIR 2000	C	D	10	0	0	50	10	0	40	0	0	49	29	45	14	
	GATWICK	AIR 2000	C	A	24	0	0	42	21	17	21	0	0	33	24	38	21	
	GATWICK	AIR 2000	C	D	24	0	0	50	21	17	13	0	0	27	52	24	21	
	GLASGOW	AIR 2000	C	A	5	0	0	60	20	0	0	20	0	47	40	22	10	
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	20	40	28	10	
	MANCHESTER	AIR 2000	C	A	19	0	0	68	0	0	26	5	0	40	52	29	23	
	MANCHESTER	AIR 2000	C	D	19	0	0	58	16	5	16	5	0	37	65	30	23	
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	25	80	25	5	
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-4	100	0	5	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-13	100	-16	7	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	100	0	0	0	0	0	0	75	11	8	
	GLASGOW	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	GLASGOW	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	0	50	0	50	0	116	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	0	0	50	50	0	0	51	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	0	25	25	0	0	32	63	17	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	1	63	13	0	25	0	0	28	75	11	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	8	15	15	31	23	8	137	8	83	13
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	43	0	7	14	29	7	120	54	52	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	25	198	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	50	99	4
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	0	25	13	0	58	25	17	4
	LUTON	BRITANNIA AIRWAYS	C	D	7	1	2	71	14	0	14	0	0	14	33	14	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	1	2	43	10	24	14	10	0	52	23	47	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	24	0	0	38	17	25	13	4	4	63	46	42	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	0	25	237	50	35	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	3	75	18	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	12	50	21	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	50	19	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	30	10	20	30	0	10	82	62	13	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	2	40	30	30	0	0	0	22	54	26	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	2	0	21	36	36	7	0	79	7	41	14
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	2	0	36	29	29	7	0	67	43	26	14
	STANSTED	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	50	0	50	0	151	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	97	50	71	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	27	50	55	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	56	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	23	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	2	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	80	0	0	20	0	0	5	50	21	4
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	40	20	20	20	0	0	42	20	36	5
	NEWCASTLE	FUTURA AIRLINES	C	A	10	0	0	60	10	10	10	0	10	61	60	19	5
	NEWCASTLE	FUTURA AIRLINES	C	D	10	0	0	20	40	20	10	0	10	73	60	28	5
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	22	22	11	22	22	0	106	22	90	9
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	33	11	11	22	22	0	103	33	68	9
	STANSTED	LEISURE INTERNATIONAL	C	A	4	1	0	0	0	25	50	25	0	110	0	57	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1997					
			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)											
TENERIFE (SURREINA SOFIA)	STANSTED	LEISURE INTERNATIONAL	C	D	4	1	0	0	0	25	50	0	25	282	40	67	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	36	7	29	14	14	0	65	14	46	14
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	50	14	7	21	7	0	57	54	22	13
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	52	22	4	13	9	0	47	5	55	22
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	75	0	8	8	8	0	30	45	32	22
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	20	0	60	20	0	0	57	60	38	5
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	0	34	40	46	5
	LUTON	MONARCH AIRLINES	C	A	5	0	0	0	20	60	0	20	0	68	40	23	10
	LUTON	MONARCH AIRLINES	S	A	6	3	0	50	17	0	17	17	0	53	67	12	9
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	11	0	11	11	0	33	78	10	9
	LUTON	MONARCH AIRLINES	C	D	4	1	1	0	0	100	0	0	0	46	50	22	10
	MANCHESTER	MONARCH AIRLINES	C	A	27	1	0	15	33	26	19	7	0	58	36	42	28
	MANCHESTER	MONARCH AIRLINES	C	D	29	0	0	59	10	14	17	0	0	27	68	23	28
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	11	22	0	11	105	0	64	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	0	22	0	11	95	25	42	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	1	0	31	23	0	38	8	0	61	0	77	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	77	8	0	8	8	0	28	44	42	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	0	20	0	73	11	72	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	61	44	52	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	20	0	85	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	86	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	38	25	0	0	0	14	0	111	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	38	0	0	0	20	25	78	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	40	0	0	20	153	0	42	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	0	20	127	80	9	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	20	0	20	205	80	6	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	20	0	20	175	80	9	5
	BIRMINGHAM	SPANAIR	C	A	5	0	0	40	60	0	0	0	0	16	80	-3	5
	BIRMINGHAM	SPANAIR	C	D	5	0	0	40	40	0	0	20	0	76	80	11	5
	EDINBURGH	SPANAIR	C	A	4	0	1	50	25	0	0	25	0	79	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)																		
	EDINBURGH	SPANAIR	C	D	5	0	0	20	20	20	20	20	0	93	0	0	0	
	GLASGOW	SPANAIR	C	A	5	0	0	40	20	20	0	20	0	85	100	-10	2	
	GLASGOW	SPANAIR	C	D	5	0	0	20	20	40	0	20	0	89	100	2	2	
	MANCHESTER	SPANAIR	C	A	5	0	0	20	20	0	40	20	0	75	58	17	12	
	MANCHESTER	SPANAIR	C	D	5	0	0	20	0	20	40	20	0	84	42	24	12	
	STANSTED	SPANAIR	C	A	5	0	0	40	40	0	0	20	0	70	0	0	0	
	STANSTED	SPANAIR	C	D	5	0	0	0	20	40	0	40	0	135	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	10	56	14	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	22	0	0	0	12	67	13	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	0	20	0	0	26	67	34	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	10	0	0	8	100	-4	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	40	20	20	13	7	0	44	71	11	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	73	13	0	13	0	0	25	64	11	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-3	0	0	0	
	GATWICK	TRANSAER	C	A	5	0	0	40	20	0	20	20	0	61	20	141	5	
	GATWICK	TRANSAER	C	D	5	0	0	40	20	20	0	20	0	62	40	113	5	
	MANCHESTER	TRANSAER	C	A	5	0	0	60	0	20	20	0	0	24	33	113	6	
	MANCHESTER	TRANSAER	C	D	5	0	0	0	40	0	60	0	0	54	0	154	6	
	NEWCASTLE	VIVA	C	A	5	0	0	80	0	0	0	0	20	132	0	0	0	
	NEWCASTLE	VIVA	C	D	5	0	0	80	0	0	0	0	20	265	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>828</b>	<b>10</b>	<b>13</b>	<b>48</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>56</b>	<b>46</b>	<b>36</b>	<b>36</b>	
THIRA (SANTORINI)																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	25	0	25	0	101	50	13	2	
<b>TOTAL THIRA (SANTORINI)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>50</b>	<b>13</b>	<b>13</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	26	0	0	65	23	12	0	0	0	12	38	82	26	
	GLASGOW	LOGANAIR	S	D	26	0	0	96	4	0	0	0	0	-4	52	69	27	
<b>TOTAL TIREE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>75</b>	<b>75</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	20	0	0	28	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	20	20	20	0	0	39	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	88	13	0	0	0	5	0	178	8		
<b>TOTAL TOBAGO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>178</b>	<b>178</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	13	0	0	31	8	31	31	0	0	42	15	46	13	
	HEATHROW	AEROFLOT	S	D	10	0	2	80	10	10	0	0	7	69	13	13		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	65	19	16	0	0	6	42	21	31		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	94	3	3	0	0	4	91	7	32		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	93	4	4	0	0	-5	68	14	56		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	82	11	7	0	0	8	74	19	57		
	HEATHROW	JAPAN AIRLINES	S	A	47	0	0	57	23	19	0	0	12	41	21	39		
	HEATHROW	JAPAN AIRLINES	S	D	45	0	1	87	9	4	0	0	9	86	8	35		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	74	19	4	4	0	1	69	7	26		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	70	19	7	4	0	14	41	22	27		
<b>TOTAL TOKYO (NARITA)</b>					<b>345</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>16</b>		
TORONTO																		
	GLASGOW	AIR CANADA	S	A	30	0	1	40	23	27	7	3	0	31	60	18	30	
	GLASGOW	AIR CANADA	S	D	31	0	0	71	16	10	3	0	13	70	12	30		
	HEATHROW	AIR CANADA	S	A	85	0	0	26	32	33	7	2	0	34	33	23	81	
	HEATHROW	AIR CANADA	S	D	86	0	0	70	19	10	1	0	10	65	20	84		
	MANCHESTER	AIR CANADA	S	A	31	0	0	65	19	10	3	3	0	14	67	16	30	
	MANCHESTER	AIR CANADA	S	D	31	0	0	61	23	10	3	3	0	19	67	19	30	
	BIRMINGHAM	AIR TRANSAT	C	A	9	0	0	44	0	33	22	0	0	37	100	-2	6	
	BIRMINGHAM	AIR TRANSAT	C	D	9	0	0	33	11	22	33	0	0	41	50	20	6	
	EDINBURGH	AIR TRANSAT	C	A	5	0	0	0	0	40	60	0	0	66	60	11	5	
	EDINBURGH	AIR TRANSAT	C	D	5	0	0	0	0	20	80	0	0	77	60	16	5	
	GATWICK	AIR TRANSAT	C	A	17	1	2	24	24	41	12	0	0	36	50	24	18	
	GATWICK	AIR TRANSAT	C	D	21	0	0	33	14	33	19	0	0	37	35	27	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1997				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
TORONTO		GLASGOW	AIR TRANSAT	C	A	10	0	0	60	20	10	10	0	0	13	29	56	14			
		GLASGOW	AIR TRANSAT	C	D	10	0	0	70	10	10	10	0	0	15	43	119	14			
		MANCHESTER	AIR TRANSAT	C	A	15	0	0	27	20	27	27	0	0	40	57	4	14			
		MANCHESTER	AIR TRANSAT	C	D	14	1	1	50	0	14	36	0	0	42	29	35	14			
		NEWCASTLE	AIR TRANSAT	C	A	3	1	1	33	0	67	0	0	0	32	100	1	2			
		NEWCASTLE	AIR TRANSAT	C	D	4	0	0	50	0	50	0	0	0	31	100	11	2			
		STANSTED	AIR TRANSAT	C	A	7	0	1	71	0	0	29	0	0	24	100	-20	4			
		STANSTED	AIR TRANSAT	C	D	7	0	1	43	29	0	29	0	0	34	75	15	4			
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	23	0	0	48	13	22	17	0	0	27	93	-12	30			
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	23	0	0	48	0	30	22	0	0	39	63	15	30			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	26	13	3	0	0	13	80	10	41			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	32	13	0	0	0	14	45	27	40			
		BIRMINGHAM	CANADA 3000 AIRLINES	C	A	5	0	0	40	0	20	20	0	20	123	100	-11	4			
		BIRMINGHAM	CANADA 3000 AIRLINES	C	D	5	0	0	0	60	0	20	0	20	122	75	15	4			
		GATWICK	CANADA 3000 AIRLINES	C	A	21	0	0	57	24	14	5	0	0	14	95	-3	20			
		GATWICK	CANADA 3000 AIRLINES	C	D	21	0	0	57	19	14	10	0	0	19	85	12	20			
		GLASGOW	CANADA 3000 AIRLINES	C	A	12	1	1	75	8	0	17	0	0	14	67	10	9			
		GLASGOW	CANADA 3000 AIRLINES	C	D	13	1	0	62	15	0	15	8	0	33	56	27	9			
		MANCHESTER	CANADA 3000 AIRLINES	C	A	9	0	0	78	0	0	11	11	0	24	100	-12	10			
		MANCHESTER	CANADA 3000 AIRLINES	C	D	9	0	0	44	33	11	11	0	0	34	80	16	10			
		HEATHROW	CANADIAN AIRLINES INT/L	S	A	62	0	0	26	44	24	6	0	0	26	65	15	62			
		HEATHROW	CANADIAN AIRLINES INT/L	S	D	62	0	0	66	18	15	2	0	0	14	84	5	62			
		BIRMINGHAM	ROYAL AIRLINES	C	A	4	0	0	0	25	25	25	25	0	92	0	0	0			
		BIRMINGHAM	ROYAL AIRLINES	C	D	4	0	0	0	0	25	50	25	0	119	0	0	0			
		GLASGOW	ROYAL AIRLINES	C	A	8	0	0	25	13	50	13	0	0	35	40	40	5			
		GLASGOW	ROYAL AIRLINES	C	D	8	0	0	50	0	38	13	0	0	32	20	50	5			
		MANCHESTER	ROYAL AIRLINES	C	A	6	0	0	67	17	0	17	0	0	28	25	103	4			
		MANCHESTER	ROYAL AIRLINES	C	D	6	0	0	0	17	33	50	0	0	69	25	124	4			
		STANSTED	ROYAL AIRLINES	C	A	14	0	0	7	43	29	7	14	0	71	0	0	0			
		STANSTED	ROYAL AIRLINES	C	D	14	0	0	7	29	29	21	14	0	76	0	0	0			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: T		PERCENTAGE OF FLIGHTS LATE										MAY 1997		
				NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
				CHARTER/ SCHED	ARR/ DEP											MATCHED	UNMATCHED	
						Actual (7)	Plan (8)											
TORONTO																		
<b>TOTAL TORONTO</b>					<b>822</b>	<b>6</b>	<b>12</b>	<b>47</b>	<b>21</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>20</b>	<b>20</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
TOULOUSE (BLAGNAC)																		
	GATWICK	AIR LIB	S	A	93	0	0	71	19	4	4	1	0	18	0	0	0	
	GATWICK	AIR LIB	S	D	93	0	0	86	10	2	2	0	0	8	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	93	0	0	69	23	5	3	0	0	12	66	14	93	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	93	0	0	71	15	9	5	0	0	12	77	7	92	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>16</b>	<b>16</b>	
TOURS																		
<b>TOTAL TOURS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TREVISO																		
	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	33	67	0	0	0	0	14	25	71	4	
	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	25	25	79	4	
	STANSTED	RYANAIR	S	A	46	0	5	63	17	15	4	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	D	46	0	5	72	13	11	4	0	0	14	0	0	0	
<b>TOTAL TREVISO</b>					<b>99</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>38</b>	<b>52</b>	<b>52</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	97	3	0	0	0	0	-18	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	81	13	6	0	0	0	8	0	0	0	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TROMSOE																		
	HEATHROW	SAS	S	A	4	0	0	100	0	0	0	0	0	-11	100	-13	4	
	HEATHROW	SAS	S	D	5	0	0	100	0	0	0	0	0	-10	100	-16	4	
<b>TOTAL TROMSOE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>100</b>	<b>-14</b>	<b>-14</b>	
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	65	18	12	6	0	0	20	31	44	16	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
						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)										
TUNIS																			
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	35	53	12	0	0	0	21	50	25	16		
	HEATHROW	TUNISAIR	S	A	19	0	0	68	11	21	0	0	0	14	61	32	18		
	HEATHROW	TUNISAIR	S	D	19	0	0	63	16	11	11	0	0	23	56	31	18		
<b>TOTAL TUNIS</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>33</b>	<b>33</b>		
TURIN																			
	GATWICK	ALITALIA	S	A	41	0	2	29	32	27	10	2	0	35	0	0	0		
	GATWICK	ALITALIA	S	D	41	0	2	51	24	20	2	2	0	28	0	0	0		
	LONDON CITY	ALITALIA	S	A	24	0	0	83	8	8	0	0	0	7	0	0	0		
	LONDON CITY	ALITALIA	S	D	24	0	0	13	38	38	13	0	0	33	0	0	0		
<b>TOTAL TURIN</b>					<b>130</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>26</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>22</b>	<b>22</b>		
TURKU																			

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
URALSK	STANSTED	EUROFLY SPA	C	A	2	0	0	50	50	0	0	0	0	18	0	89	2	
<b>TOTAL URALSK</b>					<b>3</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>76</b>	<b>76</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	26	0	0	38	42	8	12	0	0	23	88	13	26	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	88	0	8	4	0	0	12	85	16	26	
	HEATHROW	IBERIA	S	A	31	0	0	74	16	6	3	0	0	11	84	4	31	
	HEATHROW	IBERIA	S	D	31	0	0	87	10	3	0	0	0	4	90	-1	31	
<b>TOTAL VALENCIA</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>7</b>	<b>7</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	39	35	23	3	0	0	22	42	40	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	39	32	29	0	0	0	22	65	22	31	
	GATWICK	AIR TRANSAT	C	A	10	0	0	30	10	30	30	0	0	46	29	60	7	
	GATWICK	AIR TRANSAT	C	D	10	0	0	40	10	30	10	10	0	43	29	61	7	
	GLASGOW	AIR TRANSAT	C	A	5	0	0	40	40	20	0	0	0	19	0	51	4	
	GLASGOW	AIR TRANSAT	C	D	5	0	0	40	0	60	0	0	0	23	0	98	4	
	MANCHESTER	AIR TRANSAT	C	A	5	0	0	40	60	0	0	0	0	9	40	13	5	
	MANCHESTER	AIR TRANSAT	C	D	5	0	0	20	60	20	0	0	0	23	0	34	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	-5	68	15	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	26	6	0	0	0	12	58	31	31	
	GATWICK	CANADA 3000 AIRLINES	C	A	8	0	0	25	38	0	38	0	0	48	89	-17	9	
	GATWICK	CANADA 3000 AIRLINES	C	D	8	0	0	50	0	13	38	0	0	41	89	6	9	
	GLASGOW	CANADA 3000 AIRLINES	C	A	5	0	0	40	0	40	0	20	0	62	100	-26	5	
	GLASGOW	CANADA 3000 AIRLINES	C	D	5	0	0	20	20	40	20	0	0	51	80	4	5	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	2	0	7	50	0	0	0	50	0	129	100	-27	5	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	2	0	7	0	0	50	0	50	0	159	80	4	5	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	5	0	0	20	20	20	40	0	0	49	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	5	0	0	80	20	0	0	0	0	12	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>204</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>24</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>24</b>	<b>24</b>	
VARADERO																		
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	18	25	383	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	0	67	33	0	0	66	0	0	0	
<b>TOTAL VARADERO</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>383</b>	<b>383</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
VARNA																		
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	2	100	0	0	0	0	0	-32	100	-6	4	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	7	75	47	4	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	11	100	3	2	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	2	100	0	0	0	0	0	-2	33	87	3	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	2	100	0	0	0	0	0	5	0	141	2	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	1	100	0	0	0	0	0	-20	100	-23	4	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	100	-4	4	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-20	0	0	0	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	BALKAN BULGARIAN AIRLINES	C	D	2	0	3	50	0	50	0	0	0	22	0	47	2	
<b>TOTAL VARNA</b>					<b>28</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>68</b>	<b>28</b>	<b>28</b>	
VENICE																		
	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	33	0	54	3	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	36	33	20	3	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	9	0	0	33	0	33	11	22	0	76	40	39	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	44	11	22	0	22	0	63	60	26	5	
	GATWICK	ALITALIA	S	A	62	0	0	73	16	10	2	0	0	10	61	18	62	
	GATWICK	ALITALIA	S	D	62	0	0	60	31	8	2	0	0	13	68	21	62	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	15	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	50	0	0	50	0	0	36	0	143	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	57	0	104	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	60	0	71	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	28	60	37	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	67	0	0	75	18	4	3	0	0	9	69	15	39	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	0	67	22	9	1	0	0	13	63	20	40	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	38	14	44	7	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	50	29	26	7	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	67	33	0	0	0	0	7	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
VENICE																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	67	0	33	0	0	14	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	57	0	128	4		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	26	0	68	4		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	1	0	0	50	50	0	75	100	4	4		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	0	40	20	20	82	100	-5	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	4	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	8	0	0	0		
<b>TOTAL VENICE</b>					<b>364</b>	<b>2</b>	<b>3</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>34</b>	<b>34</b>	
VERONA																		
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	0	50	0	49	14	81	7		
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	25	25	0	34	50	44	8		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	1	33	0	0	67	0	80	0	124	1		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	25	25	25	0	59	100	-11	1		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	1	50	17	17	0	17	65	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	29	29	29	0	14	63	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	82	0	1	88	5	6	1	0	1	81	7	67		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	83	0	0	73	18	6	2	0	11	61	15	67		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	3	0	0	67	33	0	0	0	-12	0	16	1		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	3	0	0	100	0	0	0	0	4	100	2	2		
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	11	44	11	22	0	11	175	0	80	2	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	78	0	22	0	0	15	0	38	2		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	3	0	1	67	0	33	0	0	10	100	-7	4		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	25	0	0	14	50	19	4		
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	1	50	25	13	0	0	13	57	56	32	9	
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	78	0	0	0	0	22	108	56	38	9	
	GLASGOW	LEISURE INTERNATIONAL	C	A	4	0	1	50	25	0	0	0	25	98	50	51	4	
	GLASGOW	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	0	0	0	40	188	60	46	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
VERONA																		
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	3	0	1	100	0	0	0	0	0	5	67	11	3	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	25	75	0	0	0	0	17	50	26	4	
	GATWICK	MONARCH AIRLINES	C	A	8	0	1	63	25	0	13	0	0	24	43	26	7	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	11	22	0	0	31	78	10	9	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	1	50	25	0	0	13	13	93	25	31	8	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	33	33	11	0	11	11	102	63	20	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-17	50	18	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	-3	50	25	2	
<b>TOTAL VERONA</b>					<b>297</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>32</b>	<b>60</b>	<b>22</b>	<b>22</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	117	0	0	79	13	4	3	0	0	6	77	8	103	
	HEATHROW	AUSTRIAN AIRLINES	S	D	117	0	0	79	11	5	5	0	0	10	82	6	102	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	87	6	5	2	0	0	0	95	-4	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	55	27	16	2	0	0	17	50	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	73	18	4	4	0	0	9	80	8	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	71	22	5	2	0	0	10	88	6	93	
	GATWICK	LAUDA-AIR	S	A	19	0	0	47	21	16	16	0	0	26	33	18	18	
	GATWICK	LAUDA-AIR	S	D	19	0	0	47	37	5	11	0	0	26	50	17	18	
	MANCHESTER	LAUDA-AIR	S	A	47	0	0	70	23	4	2	0	0	11	85	4	40	
	MANCHESTER	LAUDA-AIR	S	D	46	0	0	63	17	17	2	0	0	16	70	13	40	
	STANSTED	VIVA	C	A	9	0	0	56	0	11	22	11	0	36	0	0	0	
	STANSTED	VIVA	C	D	9	0	0	67	0	11	22	0	0	29	0	0	0	
<b>TOTAL VIENNA</b>					<b>693</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>8</b>	<b>8</b>	
VILNIUS																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	0	76	18	6	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	83	11	6	0	0	0	9	0	0	0	
	HEATHROW	LITHUANIA AIRLINES	S	A	27	0	0	85	7	7	0	0	0	1	100	-3	22	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
VILNIUS	HEATHROW	LITHUANIA AIRLINES	S	D	27	0	0	93	4	0	4	0	0	4	100	2	22
<b>TOTAL VILNIUS</b>					<b>91</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-1</b>	<b>-1</b>
VITORIA																	
VOLOS	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	1	25	0	0	75	0	0	73	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	25	0	0	25	222	0	0	0
<b>TOTAL VOLOS</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>147</b>	<b>50</b>	<b>29</b>	<b>29</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					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)												
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	10	3	5	2	0	11	79	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	11	3	5	0	0	12	74	11	62	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	1	62	8	8	23	0	0	23	77	21	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	14	0	0	64	0	7	29	0	0	40	38	30	13	
	HEATHROW	LOT-POLISH AIRLINES	S	A	75	0	0	83	11	3	4	0	0	4	76	8	70	
	HEATHROW	LOT-POLISH AIRLINES	S	D	74	0	0	89	8	1	1	0	0	4	87	6	69	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	13	0	0	69	15	8	8	0	0	15	100	-6	13	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	13	0	0	69	8	15	8	0	0	18	62	18	13	
<b>TOTAL WARSAW</b>					<b>326</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>10</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	0	54	28	11	5	2	0	22	92	-1	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	15	6	3	2	0	15	49	20	61	
	HEATHROW	UNITED AIRLINES	S	A	92	0	1	51	14	24	7	4	0	31	66	15	62	
	HEATHROW	UNITED AIRLINES	S	D	92	0	1	53	21	18	8	0	0	24	69	12	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	42	42	10	3	3	0	26	61	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	19	6	3	0	0	14	68	13	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>369</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>12</b>	<b>12</b>	
WATERFORD																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	5	0	0	80	20	0	0	0	0	-4	89	7	9	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	5	0	0	100	0	0	0	0	0	-1	89	1	9	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	90	6	0	3	0	0	3	87	7	31	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	65	19	13	3	0	0	16	77	12	30	
<b>TOTAL WATERFORD</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>8</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	90	0	0	10	0	0	9	91	8	22	
<b>TOTAL WICK</b>					<b>21</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>9</b>	<b>93</b>	<b>4</b>	<b>4</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	7	0	0	71	14	0	0	14	0	39	79	43	14	
	HEATHROW	AIR NAMIBIA	S	D	7	0	0	57	14	14	0	14	0	53	86	8	14	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997				
			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)											
WINDHOEK																	
<b>TOTAL WINDHOEK</b>					14	0	0	64	14	7	0	14	0	46	82	26	26

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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	4	0	0	0	50	0	50	0	0	48	0	0	0
	GATWICK	ARMENIAN AIRLINES	S	D	4	0	0	25	0	75	0	0	0	34	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	-7	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	56	22	11	11	0	0	22	0	0	0
<b>TOTAL YEREVAN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1997					
					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	32	0	0	97	3	0	0	0	0	-5	100	4	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	32	0	0	75	13	9	3	0	0	14	74	14	31	
	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	55	32	6	6	0	0	18	52	17	31	
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	55	26	13	6	0	0	20	58	15	31	
<b>TOTAL ZAGREB</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>12</b>	<b>12</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-15	33	27	3	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7	25	29	4	
	GATWICK	AIR 2000	C	A	14	0	0	86	7	0	7	0	0	5	57	21	7	
	GATWICK	AIR 2000	C	D	14	0	0	64	29	0	7	0	0	16	25	43	8	
	GLASGOW	AIR 2000	C	A	4	0	1	100	0	0	0	0	0	2	33	38	3	
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	15	25	52	4	
	MANCHESTER	AIR 2000	C	A	7	0	1	57	14	29	0	0	0	15	0	37	6	
	MANCHESTER	AIR 2000	C	D	9	0	0	89	0	11	0	0	0	9	50	14	8	
	GATWICK	AIRWORLD AVIATION LTD	C	A	3	0	1	33	0	33	33	0	0	40	25	55	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	26	0	54	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	11	0	2	18	9	36	27	9	0	82	29	49	7	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	13	0	0	31	0	38	23	8	0	72	56	34	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	50	33	60	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	0	75	0	25	0	0	34	50	42	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	1	0	14	14	43	29	0	0	66	29	38	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	11	22	0	0	35	67	30	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	57	75	34	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	49	80	8	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	57	14	29	0	0	0	14	25	24	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	9	100	2	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	1	0	50	50	0	0	0	36	0	94	1	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	18	0	48	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZAKINTHOS	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	3	71	14	14	0	0	0	5	17	54	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	90	10	0	0	0	0	4	60	32	10
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	0	0	43	0	14	0	43	0	114	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	7	0	0	43	14	0	14	29	0	105	0	0	0
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	1	25	50	25	0	0	0	24	33	42	3
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	24	33	182	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	1	60	20	0	20	0	0	11	0	35	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	67	17	0	17	0	0	19	0	52	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-6	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	-2	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	0	67	0	33	0	0	58	67	10	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	13	50	15	4
	GATWICK	MONARCH AIRLINES	C	A	9	0	3	67	22	11	0	0	0	-6	33	21	6
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	62	15	23	0	0	0	15	63	12	8
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	2	33	33	0	33	0	0	42	63	17	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	13	13	25	0	0	32	90	7	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	33	0	0	0	25	100	-4	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	15	75	14	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	33	33	33	0	0	52	33	20	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	15	50	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	33	0	0	14	33	104	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	23	25	33	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	67	0	0	0	31	100	-9	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	24	75	9	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	67	0	0	0	0	13	0	82	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	1	75	25	0	0	0	0	12	0	108	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	2	50	17	0	33	0	0	45	100	6	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	18	100	-10	9
<b>TOTAL ZAKINTHOS</b>					<b>294</b>	<b>1</b>	<b>26</b>	<b>56</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>31</b>	<b>31</b>

ZARAGOZA



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1998

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ZARAGOZA																		
	GATWICK	IBERIA	S	A	13	0	0	46	23	31	0	0	0	19	0	0	0	
	GATWICK	IBERIA	S	D	13	0	0	77	15	0	8	0	0	6	0	0	0	
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZURICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	1	84	12	4	1	0	0	4	73	10	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	1	70	26	4	1	0	0	9	72	10	119	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	21	0	0	81	5	5	10	0	0	13	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	19	0	2	89	11	0	0	0	0	7	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	93	0	0	59	28	10	3	0	0	15	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	76	14	6	3	0	0	12	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	11	0	0	91	0	9	0	0	0	2	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	6	0	1	100	0	0	0	0	0	4	0	0	0	
	LUTON	EDELWEISS AIR	C	A	17	0	5	94	6	0	0	0	0	-13	70	21	27	
	LUTON	EDELWEISS AIR	C	D	17	0	5	100	0	0	0	0	0	-20	74	16	27	
	STANSTED	FLIGHTLINE LTD	C	A	34	0	0	24	62	12	3	0	0	23	44	25	32	
	STANSTED	FLIGHTLINE LTD	C	D	34	0	0	62	26	9	3	0	0	15	42	21	31	
	BIRMINGHAM	SWISS AIRLINES	S	A	52	0	0	60	25	15	0	0	0	15	54	26	26	
	BIRMINGHAM	SWISS AIRLINES	S	D	52	0	0	77	10	12	2	0	0	11	59	16	27	
	EDINBURGH	SWISS AIRLINES	S	A	31	0	0	48	39	10	3	0	0	18	87	2	31	
	EDINBURGH	SWISS AIRLINES	S	D	31	0	0	39	39	19	3	0	0	22	81	10	31	
	LONDON CITY	SWISS AIRLINES	S	A	80	1	1	56	36	8	0	0	0	14	52	17	77	
	LONDON CITY	SWISS AIRLINES	S	D	80	0	0	45	31	23	1	0	0	21	26	27	77	
	MANCHESTER	SWISS AIRLINES	S	A	25	0	1	80	12	8	0	0	0	-1	22	23	27	
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	38	38	12	12	0	0	26	92	5	26	
	HEATHROW	SWISSAIR	S	A	183	0	3	73	22	3	2	0	0	11	69	10	186	
	HEATHROW	SWISSAIR	S	D	186	0	0	81	14	4	1	1	0	9	84	7	186	
	MANCHESTER	SWISSAIR	S	A	62	0	0	63	29	8	0	0	0	11	94	2	31	
	MANCHESTER	SWISSAIR	S	D	62	0	0	87	11	2	0	0	0	5	94	5	31	
<b>TOTAL ZURICH</b>					<b>1495</b>	<b>1</b>	<b>20</b>	<b>69</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>11</b>	<b>11</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	542	0	4	74	13	8	6	0	0	12	82	8	444	
DUBLIN	560	3	4	72	15	9	4	0	0	12	76	10	634	
PALMA DE MALLORCA	229	1	9	50	13	14	14	5	3	57	55	28	229	
PARIS (CHARLES DE GAULLE)	562	0	3	79	14	6	1	0	0	8	81	8	562	
CHARTERED FLIGHTS(ALL ROUTES)	1505	10	66	53	15	13	13	4	2	43	54	29	1391	
SCHEDULED FLIGHTS(ALL ROUTES)	6122	18	70	79	12	6	3	0	0	9	82	8	5730	
AIRPORT TOTAL	7627	28	136	74	13	7	5	1	0	15	76	12	7121	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	258	1	4	56	21	16	7	0	0	18	77	11	301	
DUBLIN	188	0	0	85	9	3	2	2	0	9	88	4	242	
PALMA DE MALLORCA	43	1	2	33	16	14	30	7	0	59	37	50	35	
PARIS (CHARLES DE GAULLE)	198	0	0	64	23	10	4	0	0	14	74	10	209	
CHARTERED FLIGHTS(ALL ROUTES)	209	4	16	49	12	16	19	3	0	38	48	28	162	
SCHEDULED FLIGHTS(ALL ROUTES)	5215	5	201	77	14	6	3	0	0	11	78	10	5120	
AIRPORT TOTAL	5424	9	217	76	13	7	4	0	0	12	77	11	5282	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	490	3	6	52	29	14	5	1	0	21	52	23	469	
ATHENS	192	0	0	71	14	8	4	2	1	14	44	26	201	
DUBLIN	497	0	0	76	13	7	4	0	0	11	46	30	489	
NEW YORK (JF KENNEDY)	62	0	0	76	11	5	6	2	0	14	90	-1	62	
PALMA DE MALLORCA	451	5	15	42	14	12	22	6	4	68	40	42	379	
PARIS (CHARLES DE GAULLE)	303	0	2	67	17	13	2	0	0	12	69	15	308	
CHARTERED FLIGHTS(ALL ROUTES)	4966	65	236	50	16	13	15	5	2	48	39	49	4786	
SCHEDULED FLIGHTS(ALL ROUTES)	15815	19	117	74	14	7	3	0	0	11	69	16	15380	
AIRPORT TOTAL	20781	84	353	69	15	9	6	1	1	20	62	23	20166	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	184	1	1	47	29	19	3	2	0	23	68	14	249	
DUBLIN	204	0	0	97	1	2	0	0	0	-1	91	3	190	
NEW YORK (JF KENNEDY)	34	0	2	21	12	29	35	3	0	57	0	0	0	
PALMA DE MALLORCA	200	2	9	38	15	14	24	9	2	63	28	54	179	
PARIS (CHARLES DE GAULLE)	138	1	0	72	18	8	2	0	0	10	67	12	133	
CHARTERED FLIGHTS(ALL ROUTES)	1191	8	62	49	16	13	15	5	1	46	46	44	1173	
SCHEDULED FLIGHTS(ALL ROUTES)	5970	24	172	79	11	7	3	0	0	10	80	10	5779	
AIRPORT TOTAL	7161	32	234	74	12	8	5	1	0	16	75	16	6952	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1461	0	6	65	18	13	4	0	0	14	76	9	1406	
ATHENS	410	1	5	73	12	9	5	1	0	11	60	15	369	
DUBLIN	1314	3	24	71	17	9	4	0	0	12	77	11	1316	
NEW YORK (JF KENNEDY)	1202	0	3	65	15	11	8	1	0	20	78	10	1131	
PALMA DE MALLORCA	72	0	0	63	13	18	7	0	0	24	66	16	65	
PARIS (CHARLES DE GAULLE)	1554	3	31	53	20	19	8	0	0	20	76	8	1372	
CHARTERED FLIGHTS(ALL ROUTES)	105	3	39	47	21	23	9	1	0	26	44	30	64	
SCHEDULED FLIGHTS(ALL ROUTES)	37167	58	262	73	16	8	3	0	0	11	76	10	36269	
AIRPORT TOTAL	37272	61	301	73	16	8	3	0	0	11	76	10	36333	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	236	0	0	56	25	17	2	0	0	17	49	20	186	
DUBLIN	361	0	27	75	15	6	4	1	0	12	79	10	348	
PARIS (CHARLES DE GAULLE)	134	0	26	80	13	7	0	0	0	9	76	10	236	
SCHEDULED FLIGHTS(ALL ROUTES)	3084	1	94	65	22	11	2	0	0	13	71	11	2726	
AIRPORT TOTAL	3084	7	94	65	22	11	2	0	0	13	71	11	2728	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	166	2	0	37	27	15	16	5	1	43	50	44	202	
DUBLIN	285	2	15	80	11	6	3	0	0	8	80	11	245	
PALMA DE MALLORCA	194	2	23	54	15	9	13	7	3	55	48	31	92	
PARIS (CHARLES DE GAULLE)	138	0	51	43	33	18	6	0	0	21	63	15	131	
CHARTERED FLIGHTS(ALL ROUTES)	767	63	52	51	14	14	11	6	3	56	60	25	657	
SCHEDULED FLIGHTS(ALL ROUTES)	2598	34	172	55	18	12	11	4	0	33	58	29	2321	
AIRPORT TOTAL	3365	97	224	54	17	12	11	5	1	39	58	28	2978	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	603	0	7	68	13	9	8	1	0	15	81	7	549	
ATHENS	29	0	0	41	14	21	17	7	0	42	71	10	17	
DUBLIN	594	4	18	89	6	2	3	0	0	2	83	7	620	
NEW YORK (JF KENNEDY)	124	1	0	54	16	11	17	2	0	28	85	0	62	
PALMA DE MALLORCA	543	5	31	37	13	15	21	9	4	74	42	45	507	
PARIS (CHARLES DE GAULLE)	495	2	6	58	20	15	6	0	0	17	78	8	478	
CHARTERED FLIGHTS(ALL ROUTES)	4856	46	269	45	16	14	16	6	2	53	46	44	4399	
SCHEDULED FLIGHTS(ALL ROUTES)	9791	42	242	77	12	6	4	0	0	9	81	8	8600	
AIRPORT TOTAL	14647	88	511	67	13	9	8	2	1	24	69	20	12999	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	229	1	3	55	17	15	12	1	0	24	79	13	230	
DUBLIN	144	0	0	97	2	1	0	0	0	0	96	0	170	
PALMA DE MALLORCA	134	1	5	60	16	10	10	1	2	35	48	36	118	
PARIS (CHARLES DE GAULLE)	228	0	2	57	21	17	4	1	0	17	68	22	117	
CHARTERED FLIGHTS(ALL ROUTES)	975	11	64	63	14	11	9	2	1	30	56	31	812	
SCHEDULED FLIGHTS(ALL ROUTES)	2748	5	54	81	10	6	3	0	0	8	84	8	2808	
AIRPORT TOTAL	3723	16	118	76	11	7	5	1	0	13	78	13	3620	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1998

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	440	1	13	58	22	11	8	1	0	22	72	12	434	
DUBLIN	1057	4	30	75	14	9	2	0	0	10	71	14	994	
PALMA DE MALLORCA	107	5	10	42	15	13	20	3	7	79	62	23	115	
PARIS (CHARLES DE GAULLE)	236	1	5	64	19	15	2	0	0	13	89	2	245	
CHARTERED FLIGHTS(ALL ROUTES)	1078	53	117	44	20	16	13	5	3	53	60	22	912	
SCHEDULED FLIGHTS(ALL ROUTES)	6520	29	212	66	18	11	5	0	0	15	74	12	5468	
AIRPORT TOTAL	7598	82	329	63	18	12	6	1	0	20	72	13	6380	