

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**July 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 JULY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>															
INNSBRUCK	TYROLEAN AIRWAYS	C	8	0	0	25	25	13	38	0	0	42	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	AIR 2000	C	8	0	0	88	0	0	13	0	0	9	100	-2	8
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	10	40	17	10
<b>TOTAL SALZBURG</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>10</b>	<b>67</b>	<b>8</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>8</b>	<b>18</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	136	0	2	74	13	13	0	0	0	10	73	12	136
	BRITISH AIRWAYS PLC	S	148	0	6	77	16	6	1	0	0	10	71	11	104
	SABENA	S	216	0	0	74	21	4	2	0	0	10	0	0	0
	VLM (BELGIUM)	C	6	0	0	33	33	33	0	0	0	25	0	0	0
<b>TOTAL BRUSSELS</b>			<b>506</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>12</b>	<b>240</b>
<b>TOTAL BELGIUM</b>			<b>506</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>12</b>	<b>240</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	13	50	25	13	0	0	30	0	120	2
<b>TOTAL BURGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>65</b>	<b>8</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	18	88	11	8
<b>TOTAL VARNA</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>18</b>	<b>88</b>	<b>11</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>38</b>	<b>16</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	18	0	0	50	11	0	28	0	11	91	89	3	18
	BRITISH AIRWAYS PLC	S	57	3	3	56	19	11	14	0	0	14	50	33	58
	CANADA 3000 AIRLINES	C	10	0	0	70	20	10	0	0	0	8	90	-7	10
	ROYAL AIRLINES	C	10	0	0	0	10	50	40	0	0	60	22	51	9
<b>TOTAL TORONTO</b>			<b>95</b>	<b>3</b>	<b>3</b>	<b>51</b>	<b>17</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>59</b>	<b>25</b>	<b>95</b>
<b>TOTAL CANADA</b>			<b>95</b>	<b>3</b>	<b>3</b>	<b>51</b>	<b>17</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>59</b>	<b>25</b>	<b>95</b>
<b>CROATIA</b>															
PULA	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	4	0	0	0
<b>TOTAL PULA</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>4</b>	<b>100</b>	<b>-4</b>	<b>10</b>
<b>TOTAL CROATIA</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>4</b>	<b>100</b>	<b>-4</b>	<b>10</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	10	0	0	70	30	0	0	0	0	11	60	14	10
	BRITANNIA AIRWAYS	C	7	0	2	100	0	0	0	0	0	7	75	116	8
	CYPRUS AIRWAYS	S	14	0	0	21	14	21	43	0	0	59	21	50	14
	CYPRUS AIRWAYS	C	2	0	6	50	50	0	0	0	0	-4	0	0	0
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL LARNACA</b>			<b>44</b>	<b>2</b>	<b>9</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>55</b>	<b>32</b>
PAPHOS	AIR 2000	C	5	0	0	80	20	0	0	0	0	1	30	25	10
	AIR 2000	S	13	0	0	62	31	8	0	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
PAPHOS	BRITANNIA AIRWAYS	C	20	0	0	45	25	15	5	10	0	41	60	16	10
	EUROCYPRIA AIRLINES LTD	C	10	0	0	60	40	0	0	0	0	10	20	80	10
<b>TOTAL PAPHOS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>40</b>	<b>30</b>
<b>TOTAL CYPRUS</b>			<b>92</b>	<b>2</b>	<b>9</b>	<b>60</b>	<b>22</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>48</b>	<b>62</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	108	0	0	85	10	5	0	0	0	5	94	1	82
<b>TOTAL COPENHAGEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>1</b>	<b>82</b>
<b>TOTAL DENMARK</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>182</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	5	100	-8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	38	13	0	74	50	356	8
<b>TOTAL PUERTO PLATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>6</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>75</b>	<b>174</b>	<b>16</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	13	0	0	0
<b>TOTAL SANTO DOMINGO</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>174</b>	<b>16</b>
<b>FRANCE</b>															
LIMOGES	AIR LIB	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL LIMOGES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>14</b>	<b>2</b>
LYON	DUO AIRWAYS LTD	S	62	0	0	89	6	5	0	0	0	5	69	14	62
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>62</b>
PARIS (CHARLES DE GAULLE)	AIR JET	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	286	0	0	75	17	6	2	0	0	11	77	13	286
	FLYBE.BRITISH EUROPEAN	S	284	0	2	76	16	7	1	0	0	10	81	10	293
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>572</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>579</b>
<b>TOTAL FRANCE</b>			<b>636</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>643</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	CALEDONIAN AIRWAYS	C	2	0	0	0	100	0	0	0	0	29	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</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>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	54	0	0	94	4	2	0	0	0	4	94	1	54
<b>TOTAL BERLIN (TEGEL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>1</b>	<b>54</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	224	0	0	78	15	5	1	0	0	10	83	8	224
	LUFTHANSA CITY LINE	S	150	0	4	64	25	7	3	0	0	13	90	4	146
<b>TOTAL DUSSELDORF</b>			<b>374</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>370</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	162	0	0	88	9	1	1	0	0	7	90	5	162
	LUFTHANSA	S	116	0	0	86	11	2	1	0	0	7	98	1	124
<b>TOTAL FRANKFURT MAIN</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	<b>286</b>
HAMBURG	BRITISH AIRWAYS PLC	S	23	0	0	96	4	0	0	0	0	2	91	6	23
<b>TOTAL HAMBURG</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>6</b>	<b>23</b>
HANOVER	BRITISH AIRWAYS PLC	S	23	0	0	83	17	0	0	0	0	8	100	-2	23

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 HANOVER</b>			<b>23</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>8</b>	<b>100</b>	<b>-2</b>	<b>23</b>
<b>MUNICH</b>	BRITANNIA AIRWAYS PLC	S	62	0	0	87	10	3	0	0	0	6	85	4	62
	LUFTHANSA	S	10	0	0	90	10	0	0	0	0	5	0	0	0
	LUFTHANSA CITY LINE	S	112	1	2	62	26	13	0	0	0	14	77	10	120
<b>TOTAL MUNICH</b>			<b>184</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>182</b>
<b>STUTT GART</b>	DUO AIRWAYS LTD	S	94	0	0	65	23	6	5	0	0	13	79	13	94
<b>TOTAL STUTT GART</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>94</b>
<b>TOTAL GERMANY</b>			<b>1032</b>	<b>1</b>	<b>6</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>1032</b>
<b>GREECE</b>															
<b>CORFU</b>	AIR 2000	C	9	0	0	78	11	11	0	0	0	-7	63	5	8
	BRITANNIA AIRWAYS	C	22	0	0	68	14	9	9	0	0	16	69	24	16
	MONARCH AIRLINES	C	16	0	0	56	13	25	6	0	0	14	44	69	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-8	75	3	8
<b>TOTAL CORFU</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>26</b>	<b>41</b>
<b>HERAKLION</b>	AIR 2000	C	9	0	0	100	0	0	0	0	0	-12	80	-1	10
	BRITANNIA AIRWAYS	C	8	0	0	25	25	38	13	0	0	38	13	49	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-2	80	1	10
<b>TOTAL HERAKLION</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>7</b>	<b>61</b>	<b>14</b>	<b>28</b>
<b>KAVALLA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL KAVALLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>16</b>	<b>10</b>
<b>KEFALLINIA</b>	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	13	80	7	10
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>9</b>	<b>18</b>
<b>KOS</b>	AIR 2000	C	10	0	0	60	20	10	10	0	0	18	80	4	10
	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	20	0	0	32	100	-3	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	20	0	0	0	10	50	13	10
<b>TOTAL KOS</b>			<b>30</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>5</b>	<b>29</b>
<b>RHODES</b>	AIR 2000	C	10	0	0	50	30	20	0	0	0	15	80	3	10
	BRITANNIA AIRWAYS	C	20	0	0	50	45	5	0	0	0	16	100	-2	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	6	100	-7	10
<b>TOTAL RHODES</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>33</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>-2</b>	<b>30</b>
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	89	-5	9
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>-5</b>	<b>9</b>
<b>SKIATHOS</b>	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	6	0	0	0
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ZAKINTHOS</b>	AIR 2000	C	8	0	0	75	13	13	0	0	0	6	30	46	10
	BRITANNIA AIRWAYS	C	8	0	0	25	0	25	50	0	0	65	13	35	8
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	7	67	16	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	22	50	10	10
<b>TOTAL ZAKINTHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>27</b>	<b>37</b>
<b>TOTAL GREECE</b>			<b>222</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>14</b>	<b>202</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	9	0	0	78	11	0	0	11	0	34	88	11	8
<b>TOTAL CONNAUGHT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>34</b>	<b>88</b>	<b>11</b>	<b>8</b>
CORK	AER LINGUS	S	84	1	1	94	1	0	4	1	0	7	93	3	85
	FLYBE.BRITISH EUROPEAN	S	20	0	0	85	10	5	0	0	0	7	0	0	0
<b>TOTAL CORK</b>			<b>104</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>3</b>	<b>85</b>
DUBLIN	AER LINGUS	S	309	0	0	91	5	3	1	0	0	4	89	5	273
	RYANAIR	S	312	0	0	78	18	4	0	0	0	8	88	6	344
<b>TOTAL DUBLIN</b>			<b>621</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>617</b>
GALWAY	VLM (BELGIUM)	C	6	0	0	33	50	17	0	0	0	18	0	0	0
<b>TOTAL GALWAY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	AB AIRLINES	S	62	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL SHANNON</b>			<b>62</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>802</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>710</b>
<b>ITALY</b>															
MILAN (LINATE)	DUO AIRWAYS LTD	S	144	0	0	67	24	6	3	0	0	13	57	24	134
<b>TOTAL MILAN (LINATE)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>24</b>	<b>134</b>
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	60	10	10	20	0	0	24	38	26	8
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>26</b>	<b>8</b>
TREVISIO	BRITISH WORLD AIRLINES LTD	C	8	0	0	13	13	25	50	0	0	50	60	61	5
<b>TOTAL TREVISIO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>60</b>	<b>61</b>	<b>5</b>
VERONA	BRITANNIA AIRWAYS	C	18	0	0	44	56	0	0	0	0	14	0	0	0
<b>TOTAL VERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>102</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>181</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>25</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>35</b>	<b>172</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	61	33	0	6	0	0	14	39	25	18
	AIR MALTA	C	12	0	0	50	17	0	33	0	0	43	100	-1	6
	BRITANNIA AIRWAYS	C	10	0	0	40	50	10	0	0	0	17	88	10	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	0	13	25	0	66	90	6	10
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>71</b>	<b>12</b>	<b>52</b>
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>71</b>	<b>12</b>	<b>52</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	214	0	2	67	14	14	5	0	0	16	87	5	214
	KLM UK LTD	S	335	0	13	67	18	8	6	1	0	16	94	1	236
<b>TOTAL AMSTERDAM</b>			<b>549</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>3</b>	<b>450</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	80	0	4	66	14	19	1	0	0	12	75	14	52
<b>TOTAL EINDHOVEN</b>			<b>80</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>14</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>52</b>
<b>TOTAL NETHERLANDS</b>			<b>629</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>4</b>	<b>502</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	26	0	0	69	19	12	0	0	0	11	85	7	26
	BRITANNIA AIRWAYS	C	10	0	0	80	10	0	10	0	0	16	90	4	10
	DUO AIRWAYS LTD	C	8	1	0	38	25	13	25	0	0	39	50	14	8
	MONARCH AIRLINES	C	44	0	0	39	30	20	11	0	0	26	48	23	44
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	17	63	17	8
<b>TOTAL FARO</b>			<b>97</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>15</b>	<b>96</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>97</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>15</b>	<b>96</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	5	100	4	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>100</b>	<b>4</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>100</b>	<b>4</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	50	50	0	0	0	0	10	38	31	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	-8	10
	BRITISH AIRWAYS PLC	C	8	0	0	75	25	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	24	0	0	50	17	25	8	0	0	23	42	24	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	63	13	0	0	0	23	20	35	10
	VIVA	C	4	0	0	0	25	75	0	0	0	37	50	7	2
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>21</b>	<b>56</b>
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	83	0	6	11	0	0	17	89	2	18
<b>TOTAL ALMERIA</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>89</b>	<b>2</b>	<b>18</b>
BARCELONA	BRITISH AIRWAYS PLC	S	62	0	0	79	10	10	2	0	0	9	81	8	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>62</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	88	5	8
<b>TOTAL GERONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>8</b>
IBIZA	AIR 2000	C	8	0	0	88	13	0	0	0	0	3	75	2	8
	BMI BRITISH MIDLAND	C	8	0	0	75	25	0	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	45	0	0	71	13	9	7	0	0	13	77	12	26
	BRITISH AIRWAYS PLC	C	8	0	0	63	25	13	0	0	0	1	100	-3	8
	MONARCH AIRLINES	C	16	0	0	50	38	13	0	0	0	14	67	32	24
	MY TRAVEL AIRWAYS UK	C	17	0	1	82	0	0	12	6	0	31	75	16	8
<b>TOTAL IBIZA</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>16</b>	<b>74</b>
MAHON	AIR 2000	C	18	0	0	61	17	11	6	6	0	30	38	66	16
	BRITANNIA AIRWAYS	C	26	0	0	58	15	27	0	0	0	17	67	39	18
	MONARCH AIRLINES	C	28	0	0	50	18	32	0	0	0	21	25	53	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	50	25	0	25	0	94	63	8	8
<b>TOTAL MAHON</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>25</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>45</b>	<b>44</b>	<b>74</b>
MALAGA	AIR 2000	C	9	0	1	89	0	11	0	0	0	11	38	115	8
	AIR EUROPA	C	7	1	1	14	14	29	29	14	0	75	36	38	11
	BRITANNIA AIRWAYS	C	17	1	1	88	12	0	0	0	0	2	89	16	18
	BRITISH AIRWAYS PLC	C	24	0	0	63	8	21	8	0	0	21	92	2	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
MALAGA	DUO AIRWAYS LTD	C	16	0	0	75	19	6	0	0	0	10	88	16	8
	MONARCH AIRLINES	C	16	0	0	6	6	44	44	0	0	58	19	81	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	41	25	69	8
<b>TOTAL MALAGA</b>			<b>97</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>39</b>	<b>93</b>
MURCIA SAN JAVIER	DUO AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	20	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR 2000	C	42	0	0	88	7	5	0	0	0	74	7	43	
	AIR EUROPA	C	8	0	0	13	13	25	25	25	0	97	13	109	16
	BRITANNIA AIRWAYS	C	80	0	0	74	11	6	6	3	0	15	78	14	77
	BRITISH AIRWAYS PLC	C	8	0	0	25	0	38	38	0	0	47	50	17	8
	DUO AIRWAYS LTD	C	15	0	1	27	13	40	20	0	0	46	38	33	8
	MONARCH AIRLINES	C	17	0	0	76	12	12	0	0	0	3	61	28	18
	MY TRAVEL AIRWAYS UK	C	35	1	0	54	17	9	6	14	0	45	84	2	43
	SPANAIR	C	9	0	1	11	56	11	22	0	0	50	33	48	18
	VIVA	C	8	0	0	0	13	25	38	25	0	89	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>222</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>22</b>	<b>231</b>
REUS	BRITANNIA AIRWAYS	C	16	0	0	63	6	6	25	0	0	27	67	33	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	26	100	0	8
<b>TOTAL REUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>23</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>682</b>	<b>3</b>	<b>6</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>24</b>	<b>644</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	20	0	0	65	25	5	5	0	0	9	94	-1	16
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-3	100	5	10
	IBERWORLD	C	2	0	0	50	50	0	0	0	0	21	0	0	0
	MONARCH AIRLINES	C	20	0	0	75	10	15	0	0	0	10	60	17	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	4	0	0	0
<b>TOTAL ARRECIFE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>50</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	38	63	0	0	0	0	16	70	8	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	8	80	7	10
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>8</b>	<b>20</b>
LAS PALMAS	AIR 2000	C	8	0	0	75	25	0	0	0	0	6	100	1	8
	BRITANNIA AIRWAYS	C	17	0	1	59	12	12	18	0	0	29	56	41	9
	MONARCH AIRLINES	C	8	0	0	13	0	50	38	0	0	52	56	19	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	11	6	11	0	36	82	6	17
<b>TOTAL LAS PALMAS</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>10</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>72</b>	<b>15</b>	<b>50</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	19	0	0	95	5	0	0	0	0	1	73	12	26
	AIR FOYLE PASSENGER AIRLINES	C	6	0	0	50	0	0	17	33	0	93	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	88	12	0	0	0	0	-2	72	17	18
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	14	0	0	0
	FUTURA AIRLINES	C	8	0	0	100	0	0	0	0	0	-2	0	0	0
	MONARCH AIRLINES	C	28	0	0	50	11	36	4	0	0	24	27	56	26
	MY TRAVEL AIRWAYS UK	C	17	0	1	71	18	0	6	6	0	31	90	3	10
	SPANAIR	C	10	0	0	80	20	0	0	0	0	6	63	25	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>26</b>	<b>88</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 SPAIN(CANARY ISLANDS)			238	0	2	69	13	11	5	2	0	17	69	17	208
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	54	0	0	48	15	28	9	0	0	24	67	16	54
TOTAL BASLE MULHOUSE			54	0	0	48	15	28	9	0	0	24	67	16	54
ZURICH	SWISS AIRLINES	S	108	0	0	42	26	26	6	0	0	25	47	22	53
TOTAL ZURICH			108	0	0	42	26	26	6	0	0	25	47	22	53
TOTAL SWITZERLAND			162	0	0	44	22	27	7	0	0	25	57	19	107
TUNISIA															
MONASTIR	AIR 2000	C	8	0	0	100	0	0	0	0	0	-5	100	0	8
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	-13	0	0	0
	NOUVELAIR TUNISIE	C	8	0	0	25	13	25	38	0	0	63	72	58	18
TOTAL MONASTIR			36	0	0	75	8	8	8	0	0	12	81	41	26
TOTAL TUNISIA			36	0	0	75	8	8	8	0	0	12	81	41	26
TURKEY															
ANTALYA	AIR 2000	C	8	0	0	88	13	0	0	0	0	1	100	-9	7
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	21	50	11	10
TOTAL ANTALYA			16	0	0	75	13	0	13	0	0	11	71	3	17
BODRUM (MILAS)	AIR 2000	C	8	0	0	88	0	13	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	13	13	0	13	62	0	0	0
TOTAL BODRUM (MILAS)			24	0	0	63	13	13	8	0	4	27	0	0	0
DALAMAN	AIR 2000	C	18	0	0	83	17	0	0	0	0	-15	61	22	18
	BRITANNIA AIRWAYS	C	18	0	0	33	33	11	11	11	0	50	62	16	26
	MONARCH AIRLINES	C	9	0	0	44	11	33	11	0	0	33	35	33	17
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	0	44	33	0	0	63	90	-3	10
TOTAL DALAMAN			54	0	0	50	19	17	11	4	0	28	63	17	81
IZMIR (ADNAM MENDERES)	AIR 2000	C	8	0	0	88	13	0	0	0	0	0	65	20	17
TOTAL IZMIR (ADNAM MENDERES)			8	0	0	88	13	0	0	0	0	0	73	12	26
TOTAL TURKEY			102	0	0	60	16	12	10	2	1	23	66	14	124
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	60	10	20	10	0	0	19	63	12	8
TOTAL ASHKHABAD			10	0	0	60	10	20	10	0	0	19	63	12	8
TOTAL TURKMENISTAN			10	0	0	60	10	20	10	0	0	19	63	12	8
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	6	86	6	6	1	1	0	10	0	0	0
TOTAL ABERDEEN			156	0	6	86	6	6	1	1	0	10	91	5	121
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	267	0	1	79	10	7	3	0	0	9	81	9	263
TOTAL BELFAST CITY			267	0	1	79	10	7	3	0	0	9	81	9	263

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	262	0	0	85	8	4	2	0	0	4	92	7	225
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>7</b>	<b>225</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	477	0	1	90	7	2	1	0	4	87	6	404	
<b>TOTAL EDINBURGH</b>			<b>477</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>404</b>	
EXETER	FLYBE.BRITISH EUROPEAN	S	132	0	4	83	10	5	2	0	8	0	0	0	
<b>TOTAL EXETER</b>			<b>132</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GATWICK	FLYBE.BRITISH EUROPEAN	S	5	0	0	80	0	0	20	0	13	75	21	4	
<b>TOTAL GATWICK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>21</b>	<b>4</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	411	1	4	92	6	2	1	0	3	89	4	453	
	FLYBE.BRITISH EUROPEAN	S	219	1	2	69	17	9	4	0	13	86	7	116	
<b>TOTAL GLASGOW</b>			<b>630</b>	<b>2</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>569</b>	
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	62	0	0	55	18	21	5	2	22	74	27	111	
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>22</b>	<b>74</b>	<b>27</b>	<b>111</b>	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	108	0	0	84	5	5	6	0	11	94	2	108	
<b>TOTAL ISLE OF MAN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>2</b>	<b>108</b>	
JERSEY	BMI BRITISH MIDLAND	S	87	0	9	68	25	5	2	0	11	71	29	104	
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	1	63	14	8	
	FLYBE.BRITISH EUROPEAN	S	106	0	0	67	18	13	2	0	14	51	33	67	
<b>TOTAL JERSEY</b>			<b>201</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>29</b>	<b>187</b>	
NEWCASTLE	DUO AIRWAYS LTD	S	144	0	0	99	0	1	0	0	0	95	2	174	
<b>TOTAL NEWCASTLE</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>174</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2444</b>	<b>4</b>	<b>27</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>2176</b>	
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	87	6	5	2	0	-4	79	7	62	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>-4</b>	<b>79</b>	<b>7</b>	<b>62</b>	
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	82	11	2	2	3	7	65	15	34	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>65</b>	<b>15</b>	<b>34</b>	
SANFORD	BRITANNIA AIRWAYS	C	16	2	2	63	19	6	13	0	22	78	2	18	
	MONARCH AIRLINES	C	9	0	0	0	11	33	44	11	89	38	43	8	
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	11	11	44	22	98	88	-10	8	
<b>TOTAL SANFORD</b>			<b>34</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>15</b>	<b>15</b>	<b>29</b>	<b>9</b>	<b>60</b>	<b>71</b>	<b>9</b>	<b>34</b>	
<b>TOTAL USA</b>			<b>158</b>	<b>3</b>	<b>4</b>	<b>73</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>135</b>	
<b>TOTAL BIRMINGHAM</b>			<b>8362</b>	<b>22</b>	<b>88</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>7494</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>															
INNSBRUCK	TYROLEAN AIRWAYS	C	8	0	0	38	0	50	13	0	0	32	0	0	0
TOTAL INNSBRUCK			8	0	0	38	0	50	13	0	0	32	13	41	8
TOTAL AUSTRIA			8	0	0	38	0	50	13	0	0	32	13	41	8
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	178	0	0	52	34	13	2	0	0	17	50	15	116
TOTAL BRUSSELS			178	0	0	52	34	13	2	0	0	17	50	15	116
TOTAL BELGIUM			178	0	0	52	34	13	2	0	0	17	50	15	116
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	25	38	25	13	0	0	39	0	0	0
TOTAL BURGAS			8	0	0	25	38	25	13	0	0	39	0	0	0
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	63	17	8
TOTAL VARNA			8	0	0	88	13	0	0	0	0	4	63	17	8
TOTAL BULGARIA			16	0	0	56	25	13	6	0	0	21	63	17	8
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	10	0	0	40	10	30	20	0	0	45	38	18	8
TOTAL TORONTO			10	0	0	40	10	30	20	0	0	45	38	18	8
TOTAL CANADA			10	0	0	40	10	30	20	0	0	45	38	18	8
<b>CYPRUS</b>															
PAPHOS	MONARCH AIRLINES	C	6	0	0	17	17	33	33	0	0	53	0	0	0
TOTAL PAPHOS			6	0	0	17	17	33	33	0	0	53	0	0	0
TOTAL CYPRUS			6	0	0	17	17	33	33	0	0	53	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	85	0	0	79	12	8	1	0	0	8	85	3	54
TOTAL COPENHAGEN			85	0	0	79	12	8	1	0	0	8	85	3	54
TOTAL DENMARK			85	0	0	79	12	8	1	0	0	8	86	3	58
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	61	0	1	15	18	44	23	0	0	42	57	18	61
	BRITISH AIRWAYS CITIEXPRESS L	S	41	0	0	83	12	5	0	0	0	7	65	14	72
	BRITISH AIRWAYS PLC	S	108	0	0	81	14	4	2	0	0	9	85	9	107
TOTAL PARIS (CHARLES DE GAULLE)			210	0	1	62	15	16	8	0	0	18	72	13	240
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	EUROPEAN AIR CHARTER	C	6	0	0	17	17	17	50	0	0	61	0	108	4
TOTAL TARBES-LOURDES INTERNATIONAL			8	0	0	13	25	25	38	0	0	53	0	108	4
TOTAL FRANCE			219	0	1	60	15	16	9	0	0	19	71	14	244
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	116	0	0	84	11	4	0	0	0	9	72	14	116

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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 DUSSELDORF			116	0	0	84	11	4	0	0	0	9	69	14	122
MUNICH	BRITISH AIRWAYS PLC	S	27	0	0	93	7	0	0	0	0	4	91	4	54
TOTAL MUNICH			27	0	0	93	7	0	0	0	0	4	83	10	64
TOTAL GERMANY			143	0	0	86	10	3	0	0	0	8	72	13	215
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	286	0	0	89	8	1	1	0	0	5	80	9	262
TOTAL DUBLIN			286	0	0	89	8	1	1	0	0	5	80	9	262
TOTAL IRISH REPUBLIC			286	0	0	89	8	1	1	0	0	5	80	9	262
ITALY															
BOLOGNA	EUROFLY SPA	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
TOTAL BOLOGNA			8	0	0	100	0	0	0	0	0	-5	0	0	0
MILAN (MALPENSA)	EUROFLY SPA	C	15	0	0	80	7	7	7	0	0	9	38	48	16
	TRANSAVIA	C	10	0	0	0	40	40	20	0	0	59	0	0	0
TOTAL MILAN (MALPENSA)			25	5	0	48	20	20	12	0	0	29	30	71	23
ROME (CIAMPINO)	BMI BRITISH MIDLAND	C	8	0	0	25	63	13	0	0	0	20	63	18	8
TOTAL ROME (CIAMPINO)			8	0	0	25	63	13	0	0	0	20	43	65	14
ROME (FIUMICINO)	AIR ONE	C	8	0	0	0	25	25	50	0	0	69	0	0	0
	ALITALIA	C	2	2	0	0	0	50	50	0	0	62	0	0	0
TOTAL ROME (FIUMICINO)			10	2	0	0	20	30	50	0	0	67	50	3	2
TOTAL ITALY			51	8	0	43	24	18	16	0	0	30	38	53	55
MALTA															
MALTA	AIR MALTA	C	14	0	2	71	14	14	0	0	0	7	70	7	10
TOTAL MALTA			14	0	2	71	14	14	0	0	0	7	70	7	10
TOTAL MALTA			14	0	2	71	14	14	0	0	0	7	70	7	10
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	290	0	4	37	28	28	6	1	0	27	76	13	302
TOTAL AMSTERDAM			290	0	4	37	28	28	6	1	0	27	76	13	302
TOTAL NETHERLANDS			290	0	4	37	28	28	6	1	0	27	76	13	302
PORTUGAL(EXCLUDING MADEIRA)															
FARO	DUO AIRWAYS LTD	C	7	0	1	29	29	14	29	0	0	40	63	12	8
	MONARCH AIRLINES	C	10	0	0	20	50	30	0	0	0	23	50	26	10
TOTAL FARO			17	0	1	24	41	24	12	0	0	30	56	20	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			17	0	1	24	41	24	12	0	0	30	56	20	18
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	26	100	7	10
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-8	100	3	10
TOTAL ALICANTE			18	0	0	78	6	11	6	0	0	7	100	5	20

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
BARCELONA	AVIACO	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL BARCELONA</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>0</b>	<b>0</b>	<b>0</b>
IBIZA	AIR EUROPA	C	8	0	0	0	0	38	13	25	25	185	0	60	8
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>185</b>	<b>0</b>	<b>60</b>	<b>8</b>
MADRID	AVIACO	C	8	0	0	0	38	63	0	0	0	33	100	6	3
	BMI BRITISH MIDLAND	C	2	0	0	0	50	50	0	0	0	37	0	0	0
<b>TOTAL MADRID</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>0</b>	<b>34</b>	<b>56</b>	<b>16</b>	<b>9</b>
MAHON	FUTURA AIRLINES	C	10	0	0	70	0	10	10	0	10	66	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	40	0	0	0	26	75	12	8
<b>TOTAL MAHON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>75</b>	<b>12</b>	<b>8</b>
MALAGA	AIR EUROPA	C	8	0	0	63	38	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	5	0	0	0
<b>TOTAL MALAGA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR EUROPA	C	16	0	0	0	13	25	38	19	6	128	31	37	26
	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	20	0	0	33	0	0	0
	FUTURA AIRLINES	C	8	0	0	63	13	0	13	13	0	51	0	79	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	54	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>12</b>	<b>17</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>76</b>	<b>24</b>	<b>42</b>	<b>42</b>
<b>TOTAL SPAIN</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>13</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>50</b>	<b>47</b>	<b>30</b>	<b>87</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	8	0	0	38	13	38	13	0	0	28	0	135	9
<b>TOTAL ARRECIFE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>135</b>	<b>9</b>
LAS PALMAS	AIR EUROPA	C	8	0	0	50	0	0	38	13	0	69	0	0	0
	SPANAIR	C	8	0	0	100	0	0	0	0	0	-8	50	24	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>24</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	100	0	0	0	0	0	-2	80	0	20
	FUTURA AIRLINES	C	10	0	0	70	20	10	0	0	0	7	38	57	8
	SPANAIR	C	10	0	0	70	10	20	0	0	0	14	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>16</b>	<b>28</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>41</b>	<b>45</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	8	0	0	75	25	0	0	0	0	7	100	0	8
<b>TOTAL STOCKHOLM (ARLANDA)</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>7</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL SWEDEN</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>7</b>	<b>100</b>	<b>-1</b>	<b>10</b>
<b>SWITZERLAND</b>															
ZURICH	BRITISH REGIONAL AIRLINES LTD	S	46	0	0	83	13	2	2	0	0	8	0	0	0
	SWISS AIRLINES	S	62	0	0	6	21	60	13	0	0	40	53	17	62
<b>TOTAL ZURICH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>17</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>17</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>TURKEY</b>															
DALAMAN	PEGASUS AIRLINES	C	10	0	0	50	20	20	10	0	0	20	63	5	8
TOTAL DALAMAN			10	0	0	50	20	20	10	0	0	20	63	5	8
TOTAL TURKEY			10	0	0	50	20	20	10	0	0	20	59	19	17
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	98	0	55	64	24	7	4	0	0	15	0	0	0
TOTAL ABERDEEN			98	0	55	64	24	7	4	0	0	15	72	11	128
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	160	0	2	86	7	3	4	0	0	10	84	7	161
TOTAL BELFAST CITY			160	0	2	86	7	3	4	0	0	10	84	7	161
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	85	9	4	0	2	0	12	0	0	0
TOTAL BELFAST INTERNATIONAL			54	0	0	85	9	4	0	2	0	12	0	0	0
BIRMINGHAM	BRITISH AIRWAYS PLC	S	226	0	1	92	6	1	1	0	0	6	91	5	126
TOTAL BIRMINGHAM			226	0	1	92	6	1	1	0	0	6	91	5	126
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	34	0	0	68	21	9	3	0	0	12	0	0	0
TOTAL BOURNEMOUTH			34	0	0	68	21	9	3	0	0	12	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	266	0	9	81	6	6	8	0	0	11	52	25	211
TOTAL BRISTOL			266	0	9	81	6	6	8	0	0	11	52	25	211
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	137	0	1	86	4	6	4	0	0	8	86	6	138
TOTAL CARDIFF WALES			137	0	1	86	4	6	4	0	0	8	86	6	138
DUNDEE	BMI BRITISH MIDLAND	S	46	0	1	70	17	11	2	0	0	10	0	0	0
TOTAL DUNDEE			46	0	24	70	17	11	2	0	0	10	42	17	19
EAST MIDLANDS	BMI BRITISH MIDLAND	S	206	0	94	77	14	4	5	0	0	12	75	10	207
TOTAL EAST MIDLANDS			206	0	94	77	14	4	5	0	0	12	75	10	207
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	340	0	0	69	21	7	2	0	0	12	75	12	338
TOTAL GATWICK			340	0	0	69	21	7	2	0	0	12	75	12	340
GLASGOW	BMI BRITISH MIDLAND	S	85	0	0	87	7	5	1	0	0	3	96	0	54
TOTAL GLASGOW			85	0	0	87	7	5	1	0	0	3	96	0	54
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	3	0	0	67	0	0	33	0	0	18	80	12	20
TOTAL GUERNSEY			3	0	0	67	0	0	33	0	0	18	80	12	20
HEATHROW	BMI BRITISH MIDLAND	S	480	0	0	71	16	11	2	0	0	13	72	13	486
	BRITISH AIRWAYS PLC	S	670	0	2	72	20	6	2	0	0	12	63	15	538
TOTAL HEATHROW			1150	0	2	72	18	8	2	0	0	12	67	14	1025
JERSEY	BA CITIEXPRESS (IOM) LTD	C	7	0	0	86	14	0	0	0	0	10	0	0	0
	BMI BRITISH MIDLAND	S	16	0	0	0	31	56	13	0	0	41	0	37	16
	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	40	0	20	40	0	0	38	0	31	9
	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	2	63	13	8
TOTAL JERSEY			36	0	0	44	17	28	11	0	0	26	20	33	49
KIRKWALL	BRITISH REGIONAL AIRLINES LTD	S	53	1	1	58	19	15	8	0	0	19	31	29	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 KIRKWALL			53	1	1	58	19	15	8	0	0	19	31	29	52
LEEDS BRADFORD	GILL AIRWAYS	S	92	0	0	99	1	0	0	0	0	3	91	5	89
TOTAL LEEDS BRADFORD			92	0	0	99	1	0	0	0	0	3	91	5	89
LONDON CITY	KLM UK LTD	S	207	0	1	82	12	4	2	0	0	8	92	1	158
TOTAL LONDON CITY			207	0	1	82	12	4	2	0	0	8	92	1	158
LUTON	EASYJET AIRLINE COMPANY LTD	S	266	3	4	50	18	13	18	1	0	33	0	0	0
TOTAL LUTON			266	3	4	50	18	13	18	1	0	33	66	15	234
MANCHESTER	BMI BRITISH MIDLAND	S	148	0	6	65	22	9	3	0	0	17	0	0	0
	BRITISH AIRWAYS PLC	S	250	0	4	85	12	2	1	0	0	8	86	8	246
	GILL AIRWAYS	C	2	0	0	50	0	0	50	0	0	82	0	0	0
TOTAL MANCHESTER			401	0	10	77	16	4	2	0	0	12	80	9	395
NORWICH	SCOT AIRWAYS	S	100	0	0	76	16	4	2	2	0	13	75	11	92
TOTAL NORWICH			100	0	0	76	16	4	2	2	0	13	75	11	92
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	98	0	2	76	15	4	5	0	0	12	94	3	144
TOTAL SOUTHAMPTON			98	0	2	76	15	4	5	0	0	12	94	3	144
STANSTED	KLM UK LTD	S	312	0	12	61	14	12	12	1	0	24	69	14	307
TOTAL STANSTED			312	0	12	61	14	12	12	1	0	24	69	14	308
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	54	33	9	4	0	0	16	42	30	52
TOTAL SUMBURGH			54	0	0	54	33	9	4	0	0	16	42	30	52
TOTAL UNITED KINGDOM			4425	4	218	74	15	7	4	0	0	13	73	12	4002
USA															
ORLANDO	AMERICAN TRANS AIR	C	3	2	1	67	33	0	0	0	0	-6	14	51	7
TOTAL ORLANDO			3	2	1	67	33	0	0	0	0	-6	14	51	7
SANFORD	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	33	13	3
TOTAL SANFORD			2	0	0	100	0	0	0	0	0	0	33	13	3
TOTAL USA			5	2	1	80	20	0	0	0	0	-3	20	39	10
TOTAL EDINBURGH			6054	14	227	70	16	9	5	0	0	15	71	13	5537

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	20	0	0	85	0	10	5	0	0	-2	88	-7	8
	EXCEL AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	8	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>-7</b>	<b>8</b>
<b>TOTAL ALGERIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>-7</b>	<b>8</b>
<b>ANTIGUA AND BARBUDA</b>															
<b>ANTIGUA</b>															
	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	11	33	22	9
	BRITISH AIRWAYS PLC	S	27	0	0	70	15	11	4	0	0	10	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	0	67	11	11	0	0	11	104	33	98	9
<b>TOTAL ANTIGUA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>35</b>	<b>64</b>	<b>20</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>35</b>	<b>64</b>	<b>20</b>
<b>ARMENIA</b>															
YEREVAN	ARMENIAN AIRLINES	S	8	0	0	38	13	38	13	0	0	33	0	0	0
<b>TOTAL YEREVAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
<b>INNSBRUCK</b>															
	CALEDONIAN AIRWAYS	C	10	0	0	60	10	10	0	0	20	106	20	34	20
	LEISURE INTERNATIONAL	C	8	0	0	50	38	13	0	0	0	13	75	26	8
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>36</b>	<b>32</b>	<b>28</b>
<b>SALZBURG</b>															
	AIR 2000	C	18	0	0	56	22	6	11	6	0	32	82	11	28
	CALEDONIAN AIRWAYS	C	18	0	0	72	17	11	0	0	0	4	72	31	18
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	-2	100	10	2
	LAUDA-AIR	S	95	0	1	28	47	19	3	2	0	29	65	12	104
<b>TOTAL SALZBURG</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>37</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>14</b>	<b>152</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	59	27	11	3	0	0	16	68	7	124
	LAUDA-AIR	S	36	0	0	33	25	42	0	0	0	24	38	23	34
<b>TOTAL VIENNA</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>11</b>	<b>160</b>
<b>TOTAL AUSTRIA</b>			<b>320</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>31</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>340</b>
<b>AZERBAIJAN</b>															
<b>BAKU</b>															
	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	28	33	17	22	0	0	32	17	52	18
	BRITISH AIRWAYS PLC	S	34	0	0	74	18	9	0	0	0	1	67	18	24
<b>TOTAL BAKU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>33</b>	<b>42</b>
<b>TOTAL AZERBAIJAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>33</b>	<b>42</b>
<b>BAHAMAS</b>															
<b>NASSAU</b>															
	BRITANNIA AIRWAYS	C	6	0	0	67	17	0	17	0	0	22	25	23	4
	BRITISH AIRWAYS PLC	S	14	0	0	71	0	14	14	0	0	21	50	63	4
<b>TOTAL NASSAU</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>43</b>	<b>8</b>
<b>TOTAL BAHAMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>43</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>BARBADOS</b>															
<b>BRIDGETOWN</b>	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	39	64	17	11
	BRITISH AIRWAYS PLC	S	9	0	0	11	22	44	22	0	0	52	59	22	27
	CALEDONIAN AIRWAYS	C	7	1	0	43	57	0	0	0	0	17	7	61	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	25	13	0	0	24	83	15	6
<b>TOTAL BRIDGETOWN</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>30</b>	<b>58</b>
<b>TOTAL BARBADOS</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>30</b>	<b>58</b>
<b>BELARUS</b>															
<b>MINSK</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	28	0	0	14	46	39	0	0	0	28	31	45	26
<b>TOTAL MINSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>46</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>45</b>	<b>26</b>
<b>TOTAL BELARUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>46</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>45</b>	<b>26</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>	BRITISH AIRWAYS (EURO OPS) LG	S	200	0	0	91	7	2	1	0	0	2	75	11	202
	SABENA	S	220	0	12	70	16	8	7	0	0	15	80	8	124
<b>TOTAL BRUSSELS</b>			<b>420</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>326</b>
<b>TOTAL BELGIUM</b>			<b>420</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>10</b>	<b>504</b>
<b>BERMUDA</b>															
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	36	0	0	81	6	8	6	0	0	6	68	25	25
<b>TOTAL BERMUDA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>25</b>	<b>25</b>
<b>TOTAL BERMUDA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>25</b>	<b>25</b>
<b>BRAZIL</b>															
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	25	0	0	56	12	12	16	0	4	61	67	6	9
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>67</b>	<b>6</b>	<b>9</b>
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	18	0	0	72	11	11	6	0	0	15	78	1	9
	TRANSBRASIL	S	20	0	0	60	20	20	0	0	0	15	39	44	18
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>29</b>	<b>27</b>
<b>TOTAL BRAZIL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>56</b>	<b>24</b>	<b>36</b>
<b>BULGARIA</b>															
<b>BURGAS</b>	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	25	50	25	0	0	0	23	38	47	8
<b>TOTAL BURGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>47</b>	<b>8</b>
<b>SOFIA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	61	11	20	7	0	0	20	66	12	44
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>12</b>	<b>44</b>
<b>VARNA</b>	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	0	75	25	0	0	0	26	0	0	0
	BALKAN BULGARIAN AIRLINES	C	4	4	0	100	0	0	0	0	0	-6	0	71	8
<b>TOTAL VARNA</b>			<b>12</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>71</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>64</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>24</b>	<b>60</b>
<b>CAMEROON</b>															
<b>DOUALA</b>	CAMEROON AIRLINES	S	6	0	2	17	33	17	0	0	33	473	0	118	9

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				Actual (7)	Plan (8)										
TOTAL DOUALA			6	0	2	17	33	17	0	0	33	473	0	118	9
TOTAL CAMEROON			6	0	2	17	33	17	0	0	33	473	0	118	9
CANADA															
TORONTO	AIR TRANSAT	C	52	0	0	46	25	13	15	0	0	27	45	25	66
	CANADA 3000 AIRLINES	C	68	0	0	69	21	7	0	3	0	9	68	11	62
TOTAL TORONTO			120	0	0	59	23	10	7	2	0	17	46	51	155
VANCOUVER	AIR TRANSAT	C	26	0	0	19	27	27	23	4	0	49	11	45	18
	CANADA 3000 AIRLINES	C	26	0	0	62	12	4	23	0	0	26	72	18	18
TOTAL VANCOUVER			52	0	0	40	19	15	23	2	0	37	33	82	45
TOTAL CANADA			172	0	0	53	22	12	12	2	0	23	45	56	206
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	12	1	1	92	8	0	0	0	0	-5	71	114	14
TOTAL GRAND CAYMAN			12	1	1	92	8	0	0	0	0	-5	71	114	14
TOTAL CAYMAN ISLANDS			12	1	1	92	8	0	0	0	0	-5	71	114	14
CHILE															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	44	0	0	75	14	2	9	0	0	11	70	6	27
TOTAL SANTIAGO DE CHILE			44	0	0	75	14	2	9	0	0	11	70	6	27
TOTAL CHILE			44	0	0	75	14	2	9	0	0	11	70	6	27
COLOMBIA															
BOGOTA	BRITISH AIRWAYS PLC	S	27	0	0	41	4	41	15	0	0	30	36	38	14
TOTAL BOGOTA			27	0	0	41	4	41	15	0	0	30	36	38	14
TOTAL COLOMBIA			27	0	0	41	4	41	15	0	0	30	36	38	14
CROATIA															
DUBROVNIK	CALEDONIAN AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	CROATIA AIRLINES	S	8	0	0	63	38	0	0	0	0	9	0	0	0
TOTAL DUBROVNIK			18	0	0	83	17	0	0	0	0	5	0	0	0
PULA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	80	14	10
TOTAL PULA			8	0	0	88	13	0	0	0	0	5	80	14	10
SPLIT	CROATIA AIRLINES	S	10	0	0	80	10	0	10	0	0	17	50	15	10
TOTAL SPLIT			10	0	0	80	10	0	10	0	0	17	50	15	10
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	68	19	13	0	0	0	12	50	17	62
TOTAL ZAGREB			62	0	0	68	19	13	0	0	0	12	50	17	62
TOTAL CROATIA			98	0	0	73	17	8	1	0	0	10	54	17	82
CUBA															
HAVANA	CUBANA	S	26	0	0	42	35	15	8	0	0	26	39	42	28
TOTAL HAVANA			26	0	0	42	35	15	8	0	0	26	39	42	28
HOLGUIN (FRANK PAIS)	LEISURE INTERNATIONAL	C	5	0	0	20	40	20	20	0	0	37	0	72	2



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			Actual (7)	Plan (8)											
TOTAL HOLGUIN (FRANK PAIS)			5	0	0	20	40	20	20	0	0	37	0	72	2
VARADERO	LEISURE INTERNATIONAL	C	5	0	0	40	20	40	0	0	0	24	0	33	5
TOTAL VARADERO			5	0	0	40	20	40	0	0	0	24	0	33	5
TOTAL CUBA			36	0	0	39	33	19	8	0	0	27	32	44	38
CYPRUS															
LARNACA	AIR 2000	S	47	0	0	43	28	15	6	9	0	43	17	77	46
	BRITANNIA AIRWAYS	C	10	0	0	50	10	0	40	0	0	44	0	0	0
	CALEDONIAN AIRWAYS	C	37	1	1	35	22	24	16	3	0	40	29	99	31
	CYPRUS AIRWAYS	S	28	0	0	14	21	54	11	0	0	42	31	35	26
	EUROCYPRIA AIRLINES LTD	C	10	0	0	50	40	0	10	0	0	18	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	20	20	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	63	0	0	0	34	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	11	0	0	0
TOTAL LARNACA			160	1	1	39	22	25	11	3	0	36	24	73	103
PAPHOS	AIR 2000	S	36	0	0	19	31	17	33	0	0	46	19	119	36
	AIR 2000	C	10	0	0	20	20	10	50	0	0	52	0	0	0
	AIRWORLD AVIATION LTD	C	10	0	0	50	0	40	10	0	0	27	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	0	10	70	0	20	0	72	0	0	0
	CALEDONIAN AIRWAYS	C	26	0	0	42	8	31	12	0	8	70	0	207	11
	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	4	33	62	18
TOTAL PAPHOS			100	0	0	32	16	27	21	2	2	50	20	118	65
TOTAL CYPRUS			260	1	1	37	20	26	15	3	1	42	23	91	168
DENMARK															
BILLUND	MAERSK AIR	S	170	0	8	42	44	12	2	0	0	20	59	18	170
TOTAL BILLUND			170	0	8	42	44	12	2	0	0	20	59	18	170
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	65	23	7	4	0	0	13	76	7	124
	MAERSK AIR	S	89	0	1	74	16	3	7	0	0	15	63	15	54
TOTAL COPENHAGEN			213	0	1	69	20	6	5	0	0	14	72	9	178
TOTAL DENMARK			383	0	9	57	31	9	4	0	0	17	66	14	348
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	17	0	0	88	6	6	0	0	0	5	64	12	28
	LEISURE INTERNATIONAL	C	8	0	0	50	13	25	13	0	0	16	64	11	11
	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	9	0	0	0
TOTAL PUERTO PLATA			33	0	0	76	6	15	3	0	0	8	57	40	61
PUNTA CANA	BRITANNIA AIRWAYS	C	2	0	0	0	100	0	0	0	0	26	50	8	4
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	25	0	0	0	8	0	0	0
TOTAL PUNTA CANA			6	0	0	50	33	17	0	0	0	14	40	10	5
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	11	58	23	19
	LEISURE INTERNATIONAL	C	5	0	0	100	0	0	0	0	0	-8	75	17	4
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	50	0	0	0	0	4	70	93	10
TOTAL SANTO DOMINGO			17	0	0	76	24	0	0	0	0	4	64	43	33

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				Actual (7)	Plan (8)										
TOTAL DOMINICAN REPUBLIC			56	0	0	73	14	11	2	0	0	8	59	40	99
EGYPT															
HURGHADA	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	11	0	0	0
TOTAL HURGHADA			10	0	0	70	20	10	0	0	0	11	88	9	8
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	9	67	13	18
TOTAL LUXOR			8	0	0	63	38	0	0	0	0	9	52	32	64
SHARM EL SHEIKH (OPHIRA)	AIR 2000	C	10	0	0	40	20	10	30	0	0	37	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			10	0	0	40	20	10	30	0	0	37	37	38	19
TOTAL EGYPT			28	0	0	57	25	7	11	0	0	20	50	38	101
ESTONIA															
TALLIN	ESTONIAN AIR	S	54	0	0	74	22	4	0	0	0	11	96	1	54
TOTAL TALLIN			54	0	0	74	22	4	0	0	0	11	96	1	54
TOTAL ESTONIA			54	0	0	74	22	4	0	0	0	11	96	1	54
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	58	19	17	6	0	0	19	39	23	54
TOTAL BELGRADE			36	0	0	58	19	17	6	0	0	19	39	23	54
TOTAL FED REP YUGO SERBIA M'ENEGRO			36	0	0	58	19	17	6	0	0	19	39	23	54
FINLAND															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	1	61	25	11	2	0	0	15	65	13	62
TOTAL HELSINKI			124	0	1	61	25	11	2	0	0	15	65	15	75
TOTAL FINLAND			125	0	1	61	26	11	2	0	0	15	62	17	125
FRANCE															
AJACCIO	CALEDONIAN AIRWAYS	C	8	0	0	75	0	0	0	0	25	117	0	0	0
TOTAL AJACCIO			8	0	0	75	0	0	0	0	25	117	13	44	8
BASTIA	EUROPEAN AIR CHARTER	C	8	0	0	0	25	50	13	13	0	60	25	36	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	50	23	8
TOTAL BASTIA			16	0	0	31	25	31	6	6	0	37	38	30	16
BORDEAUX	AIR LIB	S	186	0	0	68	23	5	2	1	0	16	0	0	0
TOTAL BORDEAUX			186	0	0	68	23	5	2	1	0	16	65	18	184
BREST	BRIT AIR	S	138	0	0	78	20	2	0	0	0	11	71	11	62
TOTAL BREST			138	0	0	78	20	2	0	0	0	11	71	11	62
CALVI	AIR 2000	C	8	0	0	38	25	38	0	0	0	21	0	0	0
TOTAL CALVI			8	0	0	38	25	38	0	0	0	21	63	35	8
FIGARI	MONARCH AIRLINES	C	8	0	0	13	25	25	25	13	0	67	38	30	8
TOTAL FIGARI			8	0	0	13	25	25	25	13	0	67	38	30	8
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	78	14	7	1	0	0	9	42	26	186
TOTAL MARSEILLE			186	0	0	78	14	7	1	0	0	9	42	26	186

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	70	0	0	81	9	7	3	0	0	5	44	22	70
<b>TOTAL MONTPELLIER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>22</b>	<b>70</b>
NANTES	BRIT AIR	S	40	0	0	15	45	35	5	0	0	31	64	14	170
<b>TOTAL NANTES</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>14</b>	<b>170</b>
NICE	AB AIRLINES	S	46	0	0	35	28	37	0	0	0	23	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	50	25	25	0	0	0	22	0	0	0
<b>TOTAL NICE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>28</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR GABON	S	8	0	0	75	25	0	0	0	0	13	33	83	6
	AIR TRANSAT	C	2	0	0	0	0	50	50	0	0	66	13	73	8
	BRITISH AIRWAYS (EURO OPS) LG	S	294	0	0	66	20	11	4	0	0	15	55	22	294
	CAMEROON AIRLINES	S	6	0	2	0	33	33	0	0	33	485	14	119	7
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>52</b>	<b>26</b>	<b>315</b>
PERPIGNAN	BRITISH AIRWAYS (EURO OPS) LG	S	8	0	0	50	38	13	0	0	0	19	63	18	8
<b>TOTAL PERPIGNAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>18</b>	<b>8</b>
RENNES	BRIT AIR	S	108	0	0	73	24	1	2	0	0	10	78	12	98
<b>TOTAL RENNES</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>98</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	6	0	14	33	50	17	0	0	0	21	75	13	4
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>13</b>	<b>4</b>
TOULOUSE (BLAGNAC)	AIR LIB	S	186	0	0	66	24	4	4	2	0	18	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>18</b>	<b>185</b>
<b>TOTAL FRANCE</b>			<b>1332</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>20</b>	<b>1376</b>
GABON															
LIBREVILLE	AIR GABON	S	8	0	0	50	13	38	0	0	0	18	38	56	8
<b>TOTAL LIBREVILLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>56</b>	<b>8</b>
<b>TOTAL GABON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>56</b>	<b>8</b>
GAMBIA															
BANJUL	MONARCH AIRLINES	C	10	0	0	10	40	10	40	0	0	51	25	36	8
<b>TOTAL BANJUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>36</b>	<b>8</b>
<b>TOTAL GAMBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>36</b>	<b>8</b>
GERMANY															
BERLIN (SCHONEFELD)	AB AIRLINES	S	108	1	0	41	24	10	19	5	2	49	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>108</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>10</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	CITY FLYER EXPRESS	S	198	0	0	66	24	7	2	1	0	14	70	10	178
<b>TOTAL BREMEN</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>10</b>	<b>178</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	224	0	0	75	18	5	2	0	0	11	63	16	162
<b>TOTAL COLOGNE (BONN)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>16</b>	<b>162</b>
DUSSELDORF	CITY FLYER EXPRESS	S	216	0	0	79	13	6	2	0	0	8	70	13	131
<b>TOTAL DUSSELDORF</b>			<b>216</b>	<b>0</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>70</b>	<b>13</b>	<b>131</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

## Reporting Airport: GATWICK (Full Analysis)

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				Actual (7)	Plan (8)										
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	69	16	15	1	0	0	12	79	14	175
<b>TOTAL FRANKFURT MAIN</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>14</b>	<b>175</b>
HAMBURG	DEUTSCHE BA	S	116	0	0	80	15	3	2	0	0	9	89	3	142
<b>TOTAL HAMBURG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>3</b>	<b>142</b>
MUNICH	DEUTSCHE BA	S	116	0	0	34	41	22	3	0	0	24	69	13	152
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	25	0	13	0	40	0	0	0
<b>TOTAL MUNICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>40</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>13</b>	<b>152</b>
<b>TOTAL GERMANY</b>			<b>1164</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>13</b>	<b>1252</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	33	0	0	36	42	21	0	0	0	18	62	20	21
<b>TOTAL ACCRA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>20</b>	<b>21</b>
<b>TOTAL GHANA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>20</b>	<b>21</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	91	0	3	80	10	4	4	1	0	14	67	18	52
<b>TOTAL GIBRALTAR</b>			<b>91</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	<b>52</b>
<b>TOTAL GIBRALTAR</b>			<b>91</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	<b>52</b>
<b>GREECE</b>															
ATHENS	AIR 2000	C	36	0	0	53	3	19	25	0	0	36	18	59	38
	AIRWORLD AVIATION LTD	C	10	0	0	70	30	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	52	19	23	6	0	0	18	8	62	62
	CALEDONIAN AIRWAYS	C	19	0	1	37	16	11	26	11	0	64	6	159	17
	MONARCH AIRLINES	C	47	0	0	62	21	4	13	0	0	19	52	27	44
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	2	62	19	17	2	0	0	9	63	15	51
<b>TOTAL ATHENS</b>			<b>227</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>34</b>	<b>49</b>	<b>220</b>
CHANIA	AIR 2000	C	8	0	0	63	0	13	0	0	25	105	30	49	10
	CALEDONIAN AIRWAYS	C	16	0	0	69	19	6	6	0	0	8	30	35	20
	MONARCH AIRLINES	C	8	0	0	0	50	50	0	0	0	34	10	49	10
<b>TOTAL CHANIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>25</b>	<b>42</b>	<b>40</b>
<b>CORFU</b>															
	AIR 2000	C	31	0	0	42	26	26	0	6	0	32	19	63	32
	AIRWORLD AVIATION LTD	C	8	0	0	63	25	13	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	27	1	0	56	19	15	7	4	0	28	58	23	26
	CALEDONIAN AIRWAYS	C	37	0	0	46	19	19	14	3	0	35	54	43	24
	EXCEL AIRWAYS LTD	C	20	0	0	60	10	10	20	0	0	28	50	84	4
	LEISURE INTERNATIONAL	C	31	0	0	42	19	35	3	0	0	26	17	115	29
	MONARCH AIRLINES	C	24	0	0	58	8	29	4	0	0	20	35	34	34
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	25	25	19	0	0	32	64	28	14
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	11	0	0	0	13	88	8	8
<b>TOTAL CORFU</b>			<b>203</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>52</b>	<b>171</b>
<b>HERAKLION</b>															
	AIR 2000	C	26	0	0	46	12	15	27	0	0	31	39	55	28
	AIRWORLD AVIATION LTD	C	11	0	1	55	9	9	27	0	0	35	20	37	10
	BRITANNIA AIRWAYS	C	18	0	0	22	33	17	22	6	0	53	0	48	19
	CALEDONIAN AIRWAYS	C	33	0	2	21	18	42	18	0	0	37	17	79	18

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				Actual (7)	Plan (8)										
HERAKLION	EXCEL AIRWAYS LTD	C	10	0	0	60	0	10	10	20	0	63	25	119	4
	LEISURE INTERNATIONAL	C	8	0	0	38	25	38	0	0	0	26	40	41	10
	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	0	18	50	14	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	11	67	22	0	0	45	50	38	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	-3	40	22	10
<b>TOTAL HERAKLION</b>			<b>132</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>17</b>	<b>26</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>49</b>	<b>117</b>
KALAMATA	AIR 2000	C	8	0	0	13	25	13	25	25	0	95	0	144	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	13	25	99	8
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	13	38	25	8
<b>TOTAL KALAMATA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>89</b>	<b>24</b>
KAVALLA	AIRWORLD AVIATION LTD	C	10	0	0	50	30	20	0	0	0	19	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	15	90	3	10
	EXCEL AIRWAYS LTD	C	10	0	0	60	10	10	10	10	0	38	0	0	0
<b>TOTAL KAVALLA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>13</b>	<b>20</b>
KEFALLINIA	AIR 2000	C	8	0	0	38	13	50	0	0	0	29	0	46	8
	AIRWORLD AVIATION LTD	C	8	0	0	38	38	0	0	25	0	72	13	40	8
	BRITANNIA AIRWAYS	C	10	0	0	50	20	30	0	0	0	20	20	89	10
	CALEDONIAN AIRWAYS	C	8	0	0	0	13	38	25	0	25	148	13	57	8
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	18	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	25	13	13	50	0	0	44	13	124	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	50	0	0	0	22	70	11	10
<b>TOTAL KEFALLINIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>16</b>	<b>31</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>49</b>	<b>23</b>	<b>60</b>	<b>52</b>
KOS	AIR 2000	C	18	0	0	33	11	28	28	0	0	39	25	73	28
	AIRWORLD AVIATION LTD	C	10	0	0	80	20	0	0	0	0	3	80	31	10
	BRITANNIA AIRWAYS	C	18	0	0	28	22	22	28	0	0	43	59	16	17
	CALEDONIAN AIRWAYS	C	30	0	2	17	23	23	27	7	3	94	24	142	17
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	0	40	50	0	0	59	40	29	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	30	20	0	0	0	13	0	0	0
<b>TOTAL KOS</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>19</b>	<b>23</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>40</b>	<b>65</b>	<b>82</b>
LEMNOS	AIRWORLD AVIATION LTD	C	5	0	0	40	0	60	0	0	0	27	60	10	5
	CALEDONIAN AIRWAYS	C	10	0	0	90	0	10	0	0	0	6	0	0	0
<b>TOTAL LEMNOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>20</b>	<b>15</b>
MIKONOS	CALEDONIAN AIRWAYS	C	20	0	0	75	15	10	0	0	0	9	25	51	4
<b>TOTAL MIKONOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>51</b>	<b>4</b>
MITILINI	AIR 2000	C	10	0	0	50	20	30	0	0	0	19	10	112	20
	AIRWORLD AVIATION LTD	C	10	0	0	20	30	30	20	0	0	36	0	0	0
<b>TOTAL MITILINI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>16</b>	<b>101</b>	<b>25</b>
PREVEZA	AIR 2000	C	10	0	0	80	20	0	0	0	0	4	39	29	18
	AIRWORLD AVIATION LTD	C	8	0	0	38	25	13	25	0	0	26	10	50	10
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	13	25	0	0	34	0	233	8
	EXCEL AIRWAYS LTD	C	16	0	0	56	19	13	0	13	0	37	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	14	50	16	8
<b>TOTAL PREVEZA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>27</b>	<b>68</b>	<b>44</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
RHODES	AIR 2000	C	28	0	0	39	14	29	11	7	0	41	32	64	28
	BRITANNIA AIRWAYS	C	22	0	0	27	23	45	5	0	0	28	6	81	18
	CALEDONIAN AIRWAYS	C	33	0	1	39	12	15	27	6	0	51	12	84	25
	EXCEL AIRWAYS LTD	C	4	0	0	0	75	25	0	0	0	29	0	27	2
	LEISURE INTERNATIONAL	C	8	0	0	0	0	50	50	0	0	66	0	115	8
	MONARCH AIRLINES	C	23	0	0	39	26	22	4	9	0	45	57	24	30
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	16	25	37	8
<b>TOTAL RHODES</b>			<b>128</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>19</b>	<b>27</b>	<b>15</b>	<b>5</b>	<b>41</b>	<b>27</b>	<b>61</b>	<b>119</b>	
SALONIKA	AIR 2000	C	10	0	0	50	10	0	30	10	0	62	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	33	75	56	8
	CALEDONIAN AIRWAYS	C	9	0	0	22	11	11	44	11	0	84	0	0	0
	MONARCH AIRLINES	C	18	0	0	72	11	11	6	0	0	10	38	36	26
	MY TRAVEL AIRWAYS UK	C	7	3	1	100	0	0	0	0	0	-6	20	49	5
<b>TOTAL SALONIKA</b>			<b>52</b>	<b>3</b>	<b>1</b>	<b>63</b>	<b>8</b>	<b>6</b>	<b>19</b>	<b>4</b>	<b>34</b>	<b>44</b>	<b>42</b>	<b>39</b>	
SAMOS	BRITANNIA AIRWAYS	C	8	0	0	13	38	50	0	0	0	30	13	99	8
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>13</b>	<b>99</b>	<b>8</b>	
SKIATHOS	AIR 2000	C	10	0	0	50	40	10	0	0	0	11	75	3	8
	AIRWORLD AVIATION LTD	C	41	2	2	63	10	10	17	0	0	20	48	67	33
	CALEDONIAN AIRWAYS	C	13	0	0	31	15	31	8	15	0	60	25	144	8
	LEISURE INTERNATIONAL	C	10	0	0	50	40	10	0	0	0	14	60	19	10
<b>TOTAL SKIATHOS</b>			<b>74</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>25</b>	<b>51</b>	<b>61</b>	<b>59</b>	
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	5	0	0	60	0	40	0	0	0	19	75	29	4
<b>TOTAL THIRA (SANTORINI)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>29</b>	<b>4</b>	
VOLOS	EXCEL AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	18	0	0	0
<b>TOTAL VOLOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>13</b>	<b>190</b>	<b>8</b>	
ZAKINTHOS	AIR 2000	C	24	0	0	50	13	17	21	0	0	33	22	24	18
	AIRWORLD AVIATION LTD	C	10	0	0	60	10	20	10	0	0	24	60	49	10
	BRITANNIA AIRWAYS	C	18	0	0	44	6	50	0	0	0	23	31	30	16
	CALEDONIAN AIRWAYS	C	18	0	0	72	17	6	0	0	6	38	56	28	16
	EXCEL AIRWAYS LTD	C	18	0	0	61	11	6	6	17	0	48	60	17	5
	MONARCH AIRLINES	C	28	0	0	57	11	14	18	0	0	22	26	54	19
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	50	50	0	0	0	31	60	13	10
<b>TOTAL ZAKINTHOS</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>31</b>	<b>40</b>	<b>33</b>	<b>94</b>	
<b>TOTAL GREECE</b>			<b>1310</b>	<b>6</b>	<b>12</b>	<b>48</b>	<b>18</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>32</b>	<b>35</b>	<b>54</b>	<b>1145</b>	
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	5	0	0	40	20	0	40	0	0	54	53	13	17
	CALEDONIAN AIRWAYS	C	5	0	0	60	40	0	0	0	0	15	0	51	5
<b>TOTAL GRENADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>34</b>	<b>41</b>	<b>22</b>	<b>22</b>	
<b>TOTAL GRENADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>34</b>	<b>41</b>	<b>22</b>	<b>22</b>	
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	52	0	0	79	21	0	0	0	0	7	0	0	0
<b>TOTAL BUDAPEST</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 HUNGARY			52	0	0	79	21	0	0	0	0	7	0	0	0
INDONESIA															
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	26	0	0	31	27	31	12	0	0	35	60	17	5
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			26	0	0	31	27	31	12	0	0	35	60	17	5
TOTAL INDONESIA			26	0	0	31	27	31	12	0	0	35	38	27	26
IRISH REPUBLIC															
CORK	CITY FLYER EXPRESS	S	173	0	1	58	23	9	9	1	0	23	48	29	141
TOTAL CORK			173	0	1	58	23	9	9	1	0	23	48	29	141
DUBLIN	CITY FLYER EXPRESS	S	347	1	4	65	18	12	5	1	0	19	60	26	248
	RYANAIR	S	246	3	2	78	17	3	0	1	1	12	65	14	248
TOTAL DUBLIN			593	4	6	70	18	8	3	1	1	16	63	20	496
SHANNON	AB AIRLINES	S	179	0	0	61	17	12	8	2	0	23	61	24	178
TOTAL SHANNON			179	0	0	61	17	12	8	2	0	23	61	24	178
TOTAL IRISH REPUBLIC			945	4	7	66	18	9	5	1	0	19	60	23	815
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	38	13	38	13	0	0	29	0	0	0
TOTAL OVDA			8	0	0	38	13	38	13	0	0	29	0	0	0
TEL AVIV	AIR 2000	C	16	0	0	38	25	25	13	0	0	28	20	59	25
	ARKIA	C	10	0	0	10	40	30	0	20	0	91	20	85	10
	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	100	0	0	96	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	24	34	31	3	5	3	63	60	22	62
	CALEDONIAN AIRWAYS	C	22	0	0	73	9	0	9	9	0	32	20	92	15
	EL AL	C	17	1	1	65	24	6	6	0	0	16	65	13	20
	LEISURE INTERNATIONAL	C	4	0	0	0	25	75	0	0	0	36	0	71	4
	MONARCH AIRLINES	C	44	0	0	32	7	34	18	9	0	62	24	68	45
TOTAL TEL AVIV			177	1	1	36	22	25	10	6	1	53	39	48	181
TOTAL ISRAEL			185	1	1	36	22	26	10	6	1	52	39	48	181
ITALY															
BOLOGNA	ALITALIA	S	62	0	0	74	18	6	2	0	0	12	68	13	62
	BRITISH WORLD AIRLINES LTD	C	7	1	5	0	57	14	0	29	0	71	39	31	18
TOTAL BOLOGNA			69	1	5	67	22	7	1	3	0	18	61	17	82
BRINDISI	AIR 2000	C	8	0	0	13	0	38	50	0	0	66	0	37	8
TOTAL BRINDISI			8	0	0	13	0	38	50	0	0	66	0	37	8
CAGLIARI (ELMAS)	MONARCH AIRLINES	C	8	0	0	13	0	50	25	13	0	78	38	30	8
TOTAL CAGLIARI (ELMAS)			9	0	0	11	11	44	22	11	0	71	26	37	66
CATANIA (FONTANAROSSA)	AIR 2000	C	8	0	0	13	0	13	13	63	0	188	0	28	5
	AIRWORLD AVIATION LTD	C	8	0	0	50	13	13	25	0	0	42	0	0	0
	MONARCH AIRLINES	C	8	0	0	25	0	25	50	0	0	66	0	69	8
TOTAL CATANIA (FONTANAROSSA)			24	0	0	29	4	17	29	21	0	99	0	65	17
FLORENCE	MERIDIANA AIR	S	124	0	0	41	27	26	6	0	0	26	41	30	58

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 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 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL FLORENCE			124	0	0	41	27	26	6	0	0	26	41	30	58
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	66	15	11	7	0	1	20	55	21	124
TOTAL GENOA			124	0	0	66	15	11	7	0	1	20	55	21	124
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	54	30	15	2	0	0	16	44	22	122
TOTAL MILAN (LINATE)			124	0	0	54	30	15	2	0	0	16	41	28	138
MILAN (MALPENSA)	AIRWORLD AVIATION LTD	C	8	0	0	75	13	0	0	13	0	27	0	91	16
	BRITISH WORLD AIRLINES LTD	C	9	0	0	11	33	11	44	0	0	67	17	28	6
	CALEDONIAN AIRWAYS	C	16	0	0	81	6	13	0	0	0	5	50	104	18
	EXCEL AIRWAYS LTD	C	12	0	0	33	33	25	8	0	0	26	47	40	30
	LEISURE INTERNATIONAL	C	10	0	0	80	20	0	0	0	0	7	80	11	10
TOTAL MILAN (MALPENSA)			55	2	0	58	20	11	9	2	0	23	36	66	92
NAPLES	AIR 2000	C	10	0	0	50	40	10	0	0	0	17	0	64	16
	BMI BRITISH MIDLAND	C	4	0	0	25	50	0	25	0	0	36	25	54	4
	BRITANNIA AIRWAYS	C	18	0	0	39	17	28	17	0	0	30	75	19	16
	BRITISH AIRWAYS (EURO OPS) LG	S	132	0	0	77	14	8	2	0	0	4	74	13	124
	CALEDONIAN AIRWAYS	C	8	0	0	25	13	50	13	0	0	30	0	0	0
	EXCEL AIRWAYS LTD	C	9	1	1	67	22	11	0	0	0	4	25	52	4
	MONARCH AIRLINES	C	10	0	0	20	50	20	10	0	0	28	38	23	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	10	40	0	0	47	25	72	8
TOTAL NAPLES			201	1	1	64	18	12	6	0	0	12	62	23	180
OLBIA	CALEDONIAN AIRWAYS	C	10	0	0	70	0	20	10	0	0	15	0	0	0
	MERIDIANA AIR	S	26	0	0	35	19	27	19	0	0	32	15	57	26
	MONARCH AIRLINES	C	8	0	0	13	38	25	25	0	0	53	13	47	8
TOTAL OLBIA			44	0	0	39	18	25	18	0	0	32	20	52	44
PALERMO	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	66	33	159	18
	CALEDONIAN AIRWAYS	C	7	0	2	14	0	71	0	0	14	101	0	0	0
	MERIDIANA AIR	S	54	0	0	31	30	30	9	0	0	29	31	34	52
TOTAL PALERMO			63	0	2	29	27	33	10	0	2	38	29	66	79
PISA	ALITALIA	S	62	0	0	35	34	26	5	0	0	27	66	12	62
	BRITISH AIRWAYS (EURO OPS) LG	S	150	0	0	69	18	11	2	0	0	10	69	14	124
	CALEDONIAN AIRWAYS	C	25	0	1	48	8	12	32	0	0	37	25	51	16
	EUROPEAN AIR CHARTER	C	8	0	6	50	25	13	13	0	0	21	30	79	20
	MONARCH AIRLINES	C	26	0	0	54	19	12	15	0	0	23	33	28	18
TOTAL PISA			271	0	7	58	21	14	7	0	0	18	57	26	258
RIMINI	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	80	69	10
TOTAL RIMINI			8	0	0	100	0	0	0	0	0	3	80	69	10
ROME (CIAMPINO)	AIR 2000	C	16	0	0	63	19	13	6	0	0	17	56	30	16
	CALEDONIAN AIRWAYS	C	8	1	2	75	0	0	13	13	0	45	40	35	15
	MONARCH AIRLINES	C	18	0	0	67	22	11	0	0	0	14	33	26	18
TOTAL ROME (CIAMPINO)			42	1	2	67	17	10	5	2	0	21	42	37	76
ROME (FIUMICINO)	ALITALIA	S	62	0	0	48	31	18	3	0	0	21	48	20	62
	BRITISH AIRWAYS (EURO OPS) LG	S	123	0	1	69	22	7	2	0	0	12	47	26	60
TOTAL ROME (FIUMICINO)			185	0	1	62	25	11	2	0	0	15	47	23	124



## 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)										
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	76	13	10	2	0	0	6	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	ALITALIA	S	97	0	1	38	34	20	6	2	0	28	0	0	0
<b>TOTAL TURIN</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>34</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	AIR 2000	C	10	0	0	50	10	40	0	0	0	23	0	85	10
	ALITALIA	S	124	0	0	55	27	15	3	0	0	17	81	8	124
	BRITANNIA AIRWAYS	C	10	0	0	30	10	40	20	0	0	41	38	40	8
	BRITISH WORLD AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	0	49	10
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	25	13	0	0	25	40	95	5
	MONARCH AIRLINES	C	8	0	0	25	25	50	0	0	0	27	13	56	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	13	0	0	0
<b>TOTAL VENICE</b>			<b>176</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>24</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	<b>171</b>
VERONA	BRITISH AIRWAYS (EURO OPS) LG	S	168	0	0	64	21	11	3	1	0	15	75	9	132
	BRITISH WORLD AIRLINES LTD	C	16	0	0	19	31	25	25	0	0	41	25	47	8
	LEISURE INTERNATIONAL	C	17	1	1	59	18	0	24	0	0	33	61	51	18
	MONARCH AIRLINES	C	28	0	0	50	18	11	21	0	0	29	67	11	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	9	88	6	8
<b>TOTAL VERONA</b>			<b>237</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>25</b>	<b>212</b>
<b>TOTAL ITALY</b>			<b>1923</b>	<b>6</b>	<b>40</b>	<b>56</b>	<b>22</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>30</b>	<b>1749</b>
IVORY COAST															
ABIDJAN	BRITISH AIRWAYS PLC	S	4	0	0	75	0	25	0	0	0	15	0	0	0
<b>TOTAL ABIDJAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IVORY COAST</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</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	36	0	0	44	22	8	8	14	3	85	27	66	22
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	2	26	45	19
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	19	0	108	9
<b>TOTAL MONTEGO BAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>64</b>	<b>22</b>	<b>66</b>	<b>50</b>
<b>TOTAL JAMAICA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>64</b>	<b>22</b>	<b>66</b>	<b>50</b>
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	7	63	26	8
	MONARCH AIRLINES	C	8	0	0	50	25	13	13	0	0	21	38	170	8
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>107</b>	<b>24</b>
NAIROBI	BRITISH AIRWAYS PLC	S	18	0	0	89	0	11	0	0	0	6	75	16	8
<b>TOTAL NAIROBI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>16</b>	<b>8</b>
<b>TOTAL KENYA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>44</b>	<b>84</b>	<b>32</b>
LATVIA															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	43	0	0	56	33	9	2	0	0	12	74	42	35
	RIGA AIRLINES EXPRESS	S	34	0	0	35	21	29	15	0	0	31	57	18	44
<b>TOTAL RIGA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>29</b>	<b>79</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>77</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>29</b>	<b>79</b>
<b>LITHUANIA</b>															
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	69	22	8	0	0	0	8	0	0	0
<b>TOTAL VILNIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</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>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</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	162	0	0	62	25	12	1	0	0	15	54	16	154
<b>TOTAL LUXEMBOURG</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>16</b>	<b>154</b>
<b>TOTAL LUXEMBOURG</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>16</b>	<b>154</b>
<b>MALAWI</b>															
LILONGWE	AIR MALAWI	S	8	0	0	63	0	25	13	0	0	25	0	0	0
	BRITISH AIRWAYS PLC	S	17	0	0	65	6	12	18	0	0	21	67	18	6
<b>TOTAL LILONGWE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>18</b>	<b>6</b>
<b>TOTAL MALAWI</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>18</b>	<b>6</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	CALEDONIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	14	50	39	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>24</b>	<b>13</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>24</b>	<b>13</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	16	0	0	50	0	0	38	13	0	65	6	72	18
	AIR MALTA	S	95	0	0	68	15	11	6	0	0	12	64	14	96
	AIR MALTA	C	12	0	3	33	33	8	25	0	0	30	70	10	10
	BRITANNIA AIRWAYS	C	18	0	0	39	28	33	0	0	0	22	56	17	18
	CALEDONIAN AIRWAYS	C	8	0	0	75	0	13	13	0	0	15	83	7	12
	GB AIRWAYS LTD	S	62	0	0	66	24	5	2	3	0	20	82	9	62
	MONARCH AIRLINES	C	8	0	0	0	63	38	0	0	0	24	0	42	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	0	13	0	36	70	6	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	8	100	-2	9
<b>TOTAL MALTA</b>			<b>237</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>17</b>	<b>244</b>
<b>TOTAL MALTA</b>			<b>237</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>17</b>	<b>244</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	100	0	0	0	0	0	-2	88	-4	16
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>88</b>	<b>-4</b>	<b>16</b>
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>88</b>	<b>-4</b>	<b>16</b>
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	9	0	0	33	11	44	11	0	0	31	64	14	14
	BRITISH AIRWAYS PLC	S	8	0	0	63	0	0	25	13	0	58	0	0	0
	LEISURE INTERNATIONAL	C	9	0	0	56	33	0	11	0	0	30	20	96	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	0	20	20	0	96	0	115	10

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 CANCUN			36	0	0	47	17	11	17	8	0	55	32	68	34
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	4	0	0	50	25	0	25	0	0	9	63	16	8
	LEISURE INTERNATIONAL	C	7	0	0	71	29	0	0	0	0	-3	67	14	9
TOTAL PUERTO VALLARTA			11	0	0	64	27	0	9	0	0	1	62	20	26
TOTAL MEXICO			47	0	0	51	19	9	15	6	0	42	45	44	85
MOROCCO															
AGADIR	AIRWORLD AVIATION LTD	C	10	0	0	60	0	30	10	0	0	24	0	0	0
TOTAL AGADIR			10	0	0	60	0	30	10	0	0	24	100	-7	4
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	62	0	0	71	18	3	8	0	0	15	0	0	0
TOTAL CASABLANCA MOHAMED V			62	0	0	71	18	3	8	0	0	15	0	0	0
TOTAL MOROCCO			72	0	0	69	15	7	8	0	0	17	83	7	18
NEPAL															
KATHMANDU	ROYAL NEPAL AIRLINES	S	18	0	0	33	33	17	17	0	0	30	25	25	16
TOTAL KATHMANDU			18	0	0	33	33	17	17	0	0	30	25	25	16
TOTAL NEPAL			18	0	0	33	33	17	17	0	0	30	25	25	16
NETHERLANDS															
AMSTERDAM	CITY FLYER EXPRESS	S	267	0	3	43	31	19	6	0	0	24	61	21	239
	TRANSVIA	S	224	0	0	38	33	21	9	0	0	25	54	21	222
TOTAL AMSTERDAM			491	0	3	41	32	20	8	0	0	24	57	21	477
EINDHOVEN	B A S E BUSINESS AIRLINES	S	36	0	4	67	25	6	3	0	0	10	0	0	0
TOTAL EINDHOVEN			36	0	4	67	25	6	3	0	0	10	0	0	0
ROTTERDAM	CITY FLYER EXPRESS	S	173	0	0	87	10	2	1	0	0	5	77	8	198
TOTAL ROTTERDAM			173	0	0	87	10	2	1	0	0	5	77	8	198
TOTAL NETHERLANDS			700	0	7	54	26	14	6	0	0	19	63	17	675
NORWAY															
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	53	0	1	75	17	2	6	0	0	16	54	17	54
TOTAL KRISTIANSAND (KJEVIK)			53	0	1	75	17	2	6	0	0	16	54	17	54
OSLO (FORNEBU)	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	0	72	17	6	5	0	0	15	54	19	116
TOTAL OSLO (FORNEBU)			116	0	0	72	17	6	5	0	0	15	60	16	196
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	18	0	0	61	39	0	0	0	0	13	70	8	54
TOTAL STAVANGER			18	0	0	61	39	0	0	0	0	13	70	8	54
TOTAL NORWAY			187	0	1	72	19	4	5	0	0	15	59	16	366
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	89	11	0	0	0	0	-3	64	31	25
TOTAL ISLAMABAD			27	0	0	89	11	0	0	0	0	-3	64	31	25
TOTAL PAKISTAN			27	0	0	89	11	0	0	0	0	-3	64	31	25

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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>POLAND</b>															
GDANSK	LOT-POLISH AIRLINES	S	16	0	0	75	13	13	0	0	0	10	0	0	0
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRAKOW	BRITISH AIRWAYS (EURO OPS) LG	S	37	0	0	35	49	16	0	0	0	19	38	46	16
	LOT-POLISH AIRLINES	S	34	0	0	85	12	3	0	0	0	5	70	10	46
<b>TOTAL KRAKOW</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>31</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>62</b>
<b>TOTAL POLAND</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>62</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>															
	AIR 2000	C	62	0	1	44	13	21	8	11	3	60	37	58	52
	AIRWORLD AVIATION LTD	C	18	0	0	61	11	11	6	11	0	36	88	-1	8
	BRITANNIA AIRWAYS	C	18	0	0	78	22	0	0	0	0	8	83	9	18
	CALEDONIAN AIRWAYS	C	50	2	2	48	14	20	18	0	0	28	43	63	63
	EXCEL AIRWAYS LTD	C	16	0	0	44	13	31	13	0	0	27	71	7	7
	GB AIRWAYS LTD	S	80	1	0	64	25	8	3	1	0	16	77	25	104
	LEISURE INTERNATIONAL	C	36	0	0	53	28	8	8	3	0	28	28	29	36
	MONARCH AIRLINES	C	62	0	0	31	32	26	8	3	0	36	16	47	44
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	63	25	0	0	69	50	88	8
	TRANSAER	C	6	0	0	33	17	17	0	0	33	173	20	137	5
<b>TOTAL FARO</b>			<b>356</b>	<b>4</b>	<b>3</b>	<b>49</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>52</b>	<b>41</b>	<b>355</b>
<b>LISBON</b>															
	AB AIRLINES	S	61	0	1	56	13	11	11	7	2	44	70	15	107
	EUROPEAN AIR CHARTER	C	7	1	0	71	14	0	14	0	0	5	0	0	0
	GB AIRWAYS LTD	S	62	0	0	85	0	8	6	0	0	10	0	0	0
<b>TOTAL LISBON</b>			<b>130</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>68</b>	<b>17</b>	<b>179</b>
<b>OPORTO</b>															
	GB AIRWAYS LTD	S	116	0	0	78	12	9	1	0	0	6	83	6	108
<b>TOTAL OPORTO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>114</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>602</b>	<b>5</b>	<b>4</b>	<b>59</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>62</b>	<b>28</b>	<b>648</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>															
	AIR 2000	C	8	0	0	50	0	0	25	25	0	81	0	0	0
	AIRWORLD AVIATION LTD	C	8	0	0	88	0	13	0	0	0	-1	17	62	18
	CALEDONIAN AIRWAYS	C	24	0	0	58	0	13	29	0	0	39	44	44	16
	GB AIRWAYS LTD	S	26	0	0	85	8	8	0	0	0	7	69	13	26
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	7	50	13	8
<b>TOTAL FUNCHAL</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>33</b>	<b>68</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>33</b>	<b>68</b>
<b>PUERTO RICO</b>															
<b>SAN JUAN (PUERTO RICO)</b>															
	BRITISH AIRWAYS PLC	S	16	0	0	44	25	13	13	6	0	36	25	91	8
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>91</b>	<b>8</b>
<b>TOTAL PUERTO RICO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>91</b>	<b>8</b>
<b>REPUBLIC OF MOLDOVA</b>															
<b>KISHINEV</b>															
	AIR MOLDOVA INTERNATIONAL	S	8	0	0	38	38	25	0	0	0	22	0	0	0
<b>TOTAL KISHINEV</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 REPUBLIC OF MOLDOVA			8	0	0	38	38	25	0	0	0	22	0	0	0
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	28	22	39	11	0	0	33	50	45	18
TOTAL SANAA			18	0	0	28	22	39	11	0	0	33	50	45	18
TOTAL REPUBLIC OF YEMEN			18	0	0	28	22	39	11	0	0	33	50	45	18
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	89	0	0	65	24	9	2	0	0	12	35	27	89
TOTAL BUCHAREST (OTOPENI)			89	0	0	65	24	9	2	0	0	12	35	27	89
TOTAL RUMANIA			89	0	0	65	24	9	2	0	0	12	35	27	89
RUSSIA															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	84	15	2	0	0	0	5	66	45	62
TOTAL MOSCOW (SHEREMETYEVO)			62	1	0	84	15	2	0	0	0	5	66	45	62
ST PETERSBURG	AEROFLOT	S	28	0	0	75	18	7	0	0	0	7	85	5	26
	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	66	20	11	2	0	0	12	57	37	42
TOTAL ST PETERSBURG			72	0	0	69	19	10	1	0	0	10	68	25	68
TOTAL RUSSIA			134	1	0	76	17	6	1	0	0	8	67	35	130
SAINT KITTS AND NEVIS															
ST KITTS	CALEDONIAN AIRWAYS	C	4	0	0	75	0	0	0	0	25	234	0	68	4
TOTAL ST KITTS			4	0	0	75	0	0	0	0	25	234	0	68	4
TOTAL SAINT KITTS AND NEVIS			4	0	0	75	0	0	0	0	25	234	0	68	4
SAUDI ARABIA															
DHAHRAN	BRITISH AIRWAYS PLC	S	53	0	0	83	11	2	4	0	0	-2	0	0	0
TOTAL DHAHRAN			53	0	0	83	11	2	4	0	0	-2	0	0	0
TOTAL SAUDI ARABIA			53	0	0	83	11	2	4	0	0	-2	0	0	0
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	28	28	44	0	0	0	27	56	12	18
	BRITISH AIRWAYS PLC	S	18	0	0	94	0	6	0	0	0	-1	0	0	0
TOTAL SEYCHELLES			36	0	0	61	14	25	0	0	0	13	56	12	18
TOTAL SEYCHELLES			36	0	0	61	14	25	0	0	0	13	56	12	18
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	C	5	0	1	100	0	0	0	0	0	4	0	22	2
	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	65	27	8	0	0	0	11	0	0	0
TOTAL LJUBLJANA			31	0	1	71	23	6	0	0	0	10	0	22	2
TOTAL SLOVENIA			31	0	1	71	23	6	0	0	0	10	0	22	2
SPAIN															
ALICANTE	AIR 2000	C	33	0	0	61	15	9	12	3	0	33	25	87	36
	AIRWORLD AVIATION LTD	C	8	0	0	50	25	25	0	0	0	18	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
ALICANTE	AVIACO	C	3	0	1	67	0	33	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	50	19	13	19	0	0	23	56	16	18
	CALEDONIAN AIRWAYS	C	56	0	5	29	29	18	20	2	4	54	38	71	45
	EXCEL AIRWAYS LTD	C	4	0	0	0	50	50	0	0	0	35	50	61	36
	LEISURE INTERNATIONAL	C	34	0	0	44	15	26	15	0	0	31	37	71	35
	MONARCH AIRLINES	C	53	0	1	38	19	34	6	4	0	32	38	26	50
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	-12	60	218	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	50	0	0	0	26	75	10	8
	TRANSAER	C	4	0	0	100	0	0	0	0	0	-2	20	84	10
	VIRGIN EXPRESS	C	5	0	0	40	0	20	40	0	0	35	0	0	0
	VIVA	C	2	0	0	50	50	0	0	0	5	0	0	0	0
<b>TOTAL ALICANTE</b>			<b>236</b>	<b>1</b>	<b>7</b>	<b>44</b>	<b>19</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>40</b>	<b>63</b>	<b>249</b>
ALMERIA	AIRWORLD AVIATION LTD	C	20	0	0	40	25	10	25	0	0	29	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	17	33	6	0	0	21	89	5	18
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	9	60	13	10
<b>TOTAL ALMERIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>35</b>	<b>38</b>
ASTURIAS	IBERIA	S	26	0	0	58	15	27	0	0	0	6	0	0	0
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	73	20	5	2	0	0	11	66	17	122
	EUROPEAN AIR CHARTER	C	5	0	1	40	20	40	0	0	0	31	0	0	0
<b>TOTAL BARCELONA</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>15</b>	<b>186</b>
GERONA	AIR 2000	C	20	0	0	75	10	5	10	0	0	14	31	89	16
	BRITANNIA AIRWAYS	C	17	0	0	53	24	18	6	0	0	18	67	10	18
	CALEDONIAN AIRWAYS	C	10	0	0	80	10	10	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	5	50	16	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	1	75	13	16
<b>TOTAL GERONA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>33</b>	<b>71</b>
IBIZA	AIR 2000	C	31	0	1	74	6	10	10	0	0	18	68	16	34
	AIRWORLD AVIATION LTD	C	32	0	0	69	16	6	9	0	0	16	43	31	14
	BRITANNIA AIRWAYS	C	71	0	0	54	21	8	15	1	0	31	69	29	59
	CALEDONIAN AIRWAYS	C	19	0	1	58	5	5	16	16	0	55	27	85	26
	LEISURE INTERNATIONAL	C	44	0	0	43	9	9	39	0	0	47	38	40	26
	MONARCH AIRLINES	C	43	0	1	63	14	12	12	0	0	19	65	18	31
	MY TRAVEL AIRWAYS UK	C	26	0	0	65	8	15	12	0	0	20	42	32	24
<b>TOTAL IBIZA</b>			<b>266</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>13</b>	<b>9</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>34</b>	<b>236</b>
JEREZ	GB AIRWAYS LTD	S	17	0	1	82	12	6	0	0	0	8	71	5	21
<b>TOTAL JEREZ</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>0</b>	<b>49</b>
MADRID	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	73	17	7	2	1	0	10	62	18	186
	IBERIA	S	42	0	12	33	21	19	26	0	0	44	46	19	52
	SPANAIR	S	18	0	0	28	61	11	0	0	0	21	61	12	18
<b>TOTAL MADRID</b>			<b>247</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>16</b>	<b>310</b>
MAHON	AIR 2000	C	36	0	0	61	19	11	8	0	0	16	13	106	24
	AIRWORLD AVIATION LTD	C	12	0	0	75	0	8	17	0	0	20	33	25	9
	BRITANNIA AIRWAYS	C	36	0	0	19	31	22	22	6	0	62	53	33	34
	CALEDONIAN AIRWAYS	C	29	0	1	45	17	3	28	7	0	48	15	54	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)											
MAHON	EUROPEAN AIR CHARTER	C	10	1	2	10	30	40	20	0	0	48	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	56	25	0	19	0	0	19	30	76	10
	LEISURE INTERNATIONAL	C	10	0	0	50	50	0	0	0	0	10	0	34	8
	MONARCH AIRLINES	C	40	0	0	35	18	38	10	0	0	30	16	31	32
	MY TRAVEL AIRWAYS UK	C	18	0	2	44	11	22	22	0	0	37	50	64	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	6	17	17	0	0	31	83	1	18
	TRANSAER	C	14	0	0	29	43	14	14	0	0	36	21	62	14
<b>TOTAL MAHON</b>			<b>239</b>	<b>1</b>	<b>5</b>	<b>43</b>	<b>21</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>33</b>	<b>48</b>	187
MALAGA	AIR 2000	C	37	0	0	57	19	16	3	0	5	61	23	70	48
	AIRWORLD AVIATION LTD	C	17	0	0	88	0	0	0	12	0	36	0	0	0
	BRITANNIA AIRWAYS	C	24	0	0	29	33	13	17	0	8	61	33	24	18
	CALEDONIAN AIRWAYS	C	64	2	3	38	16	17	19	5	6	74	19	72	43
	FUTURA AIRLINES	C	4	0	0	75	25	0	0	0	0	11	0	0	0
	GB AIRWAYS LTD	S	108	2	0	68	15	6	7	3	1	25	85	2	143
	LEISURE INTERNATIONAL	C	42	0	0	69	21	5	5	0	0	16	48	41	40
	MONARCH AIRLINES	C	90	0	1	49	20	26	4	1	0	24	25	38	87
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	11	0	0	0	8	35	45	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	TRANSAER	C	31	1	1	55	32	10	3	0	0	18	19	132	21
<b>TOTAL MALAGA</b>			<b>443</b>	<b>5</b>	<b>7</b>	<b>58</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>45</b>	<b>41</b>	451
MURCIA SAN JAVIER	CALEDONIAN AIRWAYS	C	8	0	0	38	13	25	25	0	0	34	38	14	8
	GB AIRWAYS LTD	S	34	0	0	56	18	15	12	0	0	24	78	10	36
<b>TOTAL MURCIA SAN JAVIER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>11</b>	44
PALMA DE MALLORCA	AIR 2000	C	69	0	1	32	16	22	22	6	3	69	29	65	66
	AIR EUROPA	C	12	0	3	42	25	25	0	0	8	83	17	49	12
	AIRWORLD AVIATION LTD	C	41	0	0	66	12	17	5	0	0	16	8	102	24
	AVIACO	C	2	1	0	100	0	0	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	108	0	0	67	10	5	7	9	2	48	63	20	105
	CALEDONIAN AIRWAYS	C	18	0	0	28	17	44	0	11	0	44	36	155	11
	CITY FLYER EXPRESS	C	3	0	1	100	0	0	0	0	0	-1	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	0	0	50	50	0	0	74	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	-3	0	0	0
	FUTURA AIRLINES	C	10	0	0	20	20	0	60	0	0	56	0	43	8
	FUTURA AIRLINES	S	34	0	0	56	9	18	18	0	0	27	61	15	18
	GB AIRWAYS LTD	S	44	0	0	68	14	14	5	0	0	15	0	0	0
	LEISURE INTERNATIONAL	C	12	0	0	33	33	25	8	0	0	30	0	44	8
	MONARCH AIRLINES	C	53	0	0	51	23	15	11	0	0	26	58	33	71
	MY TRAVEL AIRWAYS UK	C	60	2	0	47	17	13	12	12	0	54	44	31	57
	SPANAIR	C	4	0	4	50	0	50	0	0	0	23	44	35	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	1	80	3	10
VIRGIN EXPRESS	C	8	0	0	50	38	13	0	0	0	17	38	27	8	
VIVA	C	8	0	0	25	13	38	25	0	0	49	38	55	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>501</b>	<b>3</b>	<b>9</b>	<b>53</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>40</b>	<b>46</b>	<b>41</b>	426
REUS	AIR 2000	C	8	0	0	25	25	0	50	0	0	42	60	20	10
	BRITANNIA AIRWAYS	C	16	1	0	19	19	31	19	13	0	64	44	37	18
	MONARCH AIRLINES	C	9	0	0	78	0	0	11	11	0	31	50	38	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	6	63	13	8

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			MATCHED	Actual (7)											Plan (8)
<b>TOTAL REUS</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>12</b>	<b>12</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>52</b>	<b>29</b>	46
VALENCIA	GB AIRWAYS LTD	S	54	0	0	48	20	17	13	2	0	29	61	20	54
<b>TOTAL VALENCIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>20</b>	54
ZARAGOZA	IBERIA	S	26	0	0	58	8	35	0	0	0	19	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>2390</b>	<b>11</b>	<b>45</b>	<b>55</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>52</b>	<b>35</b>	2381
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	18	0	0	50	17	11	22	0	0	39	0	120	17
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	6	80	122	10
	CALEDONIAN AIRWAYS	C	20	0	1	65	10	5	10	10	0	36	28	103	18
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	-2	50	13	6
	LEISURE INTERNATIONAL	C	10	0	0	70	10	20	0	0	0	13	70	20	10
	MONARCH AIRLINES	C	20	0	0	40	50	5	5	0	0	18	45	26	22
	MY TRAVEL AIRWAYS UK	C	20	0	0	95	5	0	0	0	0	-9	50	100	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-2	0	0	0
	TRANSAER	C	3	2	1	33	33	0	0	33	0	119	0	109	4
<b>TOTAL ARRECIFE</b>			<b>115</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>74</b>	114
FUERTEVENTURA	AIR 2000	C	10	0	0	60	10	10	20	0	0	29	50	30	10
	BRITANNIA AIRWAYS	C	8	0	0	25	25	25	25	0	0	55	60	14	10
	EXCEL AIRWAYS LTD	C	3	0	1	100	0	0	0	0	0	7	50	15	2
	MONARCH AIRLINES	C	20	0	0	55	20	10	15	0	0	28	60	18	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	28	28	11	0	0	29	39	93	18
<b>TOTAL FUERTEVENTURA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>20</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>48</b>	<b>64</b>	60
LAS PALMAS	AIR 2000	C	16	0	0	19	6	19	44	13	0	96	0	124	8
	AIR EUROPA	C	8	0	2	63	0	0	0	13	25	133	44	25	9
	AIRWORLD AVIATION LTD	C	8	0	0	75	0	0	0	25	0	63	0	86	8
	BRITANNIA AIRWAYS	C	18	0	0	39	28	22	11	0	0	29	18	45	17
	CALEDONIAN AIRWAYS	C	4	0	0	50	0	0	50	0	0	45	67	22	3
	EXCEL AIRWAYS LTD	C	12	0	0	25	25	25	25	0	0	34	33	23	6
	LEISURE INTERNATIONAL	C	8	0	0	63	13	0	25	0	0	25	0	73	8
	MONARCH AIRLINES	C	16	0	0	44	19	25	13	0	0	23	44	31	16
	MY TRAVEL AIRWAYS UK	C	36	0	0	56	6	17	17	6	0	39	37	38	27
	THOMAS COOK AIRLINES LTD	C	24	0	0	67	13	13	8	0	0	20	75	9	16
	TRANSAER	C	4	0	0	75	25	0	0	0	0	-6	0	59	4
<b>TOTAL LAS PALMAS</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>12</b>	<b>15</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>43</b>	<b>33</b>	<b>43</b>	126
TENERIFE (SURREINA SOFIA)	AIR 2000	C	48	0	0	73	8	13	6	0	0	14	38	48	42
	BRITANNIA AIRWAYS	C	25	0	0	32	12	32	16	8	0	54	42	63	26
	CALEDONIAN AIRWAYS	C	27	0	1	63	15	19	4	0	0	15	33	85	30
	EXCEL AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	14	40	51	10
	FUTURA AIRLINES	C	5	0	0	100	0	0	0	0	0	0	75	20	4
	LEISURE INTERNATIONAL	C	17	0	0	29	18	35	18	0	0	37	44	101	18
	MONARCH AIRLINES	C	48	0	1	56	21	15	8	0	0	24	43	22	44
	MY TRAVEL AIRWAYS UK	C	26	0	1	65	31	4	0	0	0	8	39	107	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	1	89	3	18
	TRANSAER	C	10	0	0	70	10	0	0	20	0	39	25	51	8



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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
TENERIFE (SURREINA SOFIA)	VIVA	C	4	0	0	50	0	0	50	0	0	51	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>238</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>54</b>	<b>227</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>566</b>	<b>2</b>	<b>8</b>	<b>59</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>57</b>	<b>527</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	10	0	0	50	20	20	10	0	0	23	56	13	9
	BRITISH AIRWAYS PLC	S	21	0	0	67	14	10	10	0	0	12	59	18	27
	CALEDONIAN AIRWAYS	C	9	0	0	44	22	22	11	0	0	27	13	71	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>48</b>	<b>29</b>	<b>46</b>
<b>TOTAL ST LUCIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>48</b>	<b>29</b>	<b>46</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	61	0	1	92	7	2	0	0	0	0	55	18	62
<b>TOTAL GOTEBORG</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>62</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	80	17	4	0	0	0	6	89	2	62
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>24</b>	<b>123</b>
<b>TOTAL SWEDEN</b>			<b>249</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>22</b>	<b>185</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	87	11	3	0	0	0	5	73	14	178
<b>TOTAL GENEVA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>178</b>
ZURICH	CITY FLYER EXPRESS	S	186	0	0	50	27	16	7	0	0	22	0	0	0
<b>TOTAL ZURICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>12</b>	<b>124</b>
<b>TOTAL SWITZERLAND</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>302</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	81	4	12	4	0	0	4	86	5	28
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>28</b>
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>28</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	-4	0	0	0
<b>TOTAL PHUKET</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>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</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>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	75	0	0	25	0	0	25	0	0	0
	CALEDONIAN AIRWAYS	C	7	1	0	100	0	0	0	0	0	-2	33	58	9
<b>TOTAL TOBAGO</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>58</b>	<b>9</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>58</b>	<b>9</b>
<b>TUNISIA</b>															
JERBA	NOUVELAIR TUNISIE	C	4	0	1	100	0	0	0	0	0	10	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 JERBA</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>MONASTIR</b>	AIRWORLD AVIATION LTD	C	8	0	0	63	13	0	0	25	0	61	0	0	
	MONARCH AIRLINES	C	8	0	0	25	25	38	13	0	0	32	38	96	
	MY TRAVEL AIRWAYS UK	C	26	0	0	50	12	19	19	0	0	26	46	51	
	NOUVELAIR TUNISIE	C	12	0	1	0	8	83	8	0	0	47	60	17	
<b>TOTAL MONASTIR</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>13</b>	<b>33</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>45</b>	
<b>SFAX</b>	CALEDONIAN AIRWAYS	C	10	0	0	10	10	10	50	20	0	84	0	0	
<b>TOTAL SFAX</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>84</b>	<b>30</b>	<b>36</b>	
<b>TUNIS</b>	GB AIRWAYS LTD	S	36	0	0	33	31	28	8	0	0	28	36	23	
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>31</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>36</b>	<b>23</b>	
<b>TOTAL TUNISIA</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>18</b>	<b>28</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>36</b>	
<b>TURKEY</b>															
<b>ANTALYA</b>	AIRWORLD AVIATION LTD	C	17	0	0	59	24	12	6	0	0	15	0	90	
	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	44	60	11	
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	11	44	68	
<b>TOTAL ANTALYA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>59</b>	
<b>BODRUM (MILAS)</b>	AIR 2000	C	24	0	0	63	13	8	13	4	0	30	0	0	
	AIRWORLD AVIATION LTD	C	4	0	0	100	0	0	0	0	0	-1	0	0	
	CALEDONIAN AIRWAYS	C	16	1	0	69	13	6	0	13	0	34	0	87	
	EXCEL AIRWAYS LTD	C	17	0	0	29	41	24	6	0	0	26	56	34	
	ISTANBUL HAVA YOLLARI	C	3	0	3	0	67	33	0	0	0	29	0	0	
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	0	0	
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	28	39	0	0	0	21	0	0	
	PEGASUS AIRLINES	C	8	0	0	88	13	0	0	0	0	1	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>98</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>48</b>	
<b>DALAMAN</b>	AIR 2000	C	24	0	0	46	13	17	17	4	4	65	15	99	
	AIRWORLD AVIATION LTD	C	21	0	0	81	0	19	0	0	0	8	18	59	
	BRITANNIA AIRWAYS	C	18	0	0	11	17	17	50	6	0	78	32	88	
	CALEDONIAN AIRWAYS	C	40	0	1	20	25	25	23	8	0	55	6	128	
	EXCEL AIRWAYS LTD	C	16	0	0	25	13	19	31	13	0	76	25	39	
	LEISURE INTERNATIONAL	C	8	0	0	75	13	13	0	0	0	8	25	121	
	MONARCH AIRLINES	C	25	0	0	32	36	24	8	0	0	29	41	26	
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	12	18	24	0	0	33	33	60	
	ONUR AIR	C	10	0	0	20	40	20	20	0	0	44	13	36	
	PEGASUS AIRLINES	C	12	0	0	75	17	8	0	0	0	7	0	0	
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	0	6	6	6	0	22	65	11	
<b>TOTAL DALAMAN</b>			<b>207</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>79</b>	
<b>ISTANBUL</b>	ISTANBUL HAVA YOLLARI	C	18	0	10	6	17	22	50	0	6	105	9	60	
<b>TOTAL ISTANBUL</b>			<b>18</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>17</b>	<b>22</b>	<b>50</b>	<b>0</b>	<b>6</b>	<b>105</b>	<b>12</b>	<b>55</b>	
<b>IZMIR (ADNAM MENDERES)</b>	AIRWORLD AVIATION LTD	C	18	0	0	61	22	17	0	0	0	14	22	197	
	CALEDONIAN AIRWAYS	C	8	0	0	0	25	25	50	0	0	79	63	51	
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	9	55	36	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>55</b>	<b>45</b>	

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				Actual (7)	Plan (8)										
<b>TOTAL TURKEY</b>			<b>390</b>	<b>2</b>	<b>14</b>	<b>46</b>	<b>19</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>34</b>	<b>65</b>	<b>450</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	57	27	14	2	0	0	17	66	19	44
	UKRAINE INTERNATIONAL AIRLINE	S	45	0	0	31	51	11	4	2	0	26	57	15	44
<b>TOTAL KIEV (BORISPOL)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>39</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>17</b>	<b>88</b>
<b>TOTAL UKRAINE</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>39</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>17</b>	<b>88</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	39	26	34	2	0	0	21	33	24	52
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>24</b>	<b>52</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>39</b>	<b>23</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	232	0	0	85	11	3	1	0	0	7	78	9	230
<b>TOTAL ABERDEEN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>230</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	356	0	1	76	16	5	3	0	0	10	75	14	354
<b>TOTAL BELFAST CITY</b>			<b>356</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>354</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	41	0	5	71	20	2	5	2	0	22	78	9	46
<b>TOTAL BRISTOL</b>			<b>41</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>9</b>	<b>46</b>
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	340	0	0	76	17	5	1	0	0	9	78	9	338
<b>TOTAL EDINBURGH</b>			<b>340</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>340</b>
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	348	0	0	88	8	3	1	0	0	5	81	7	285
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL GLASGOW</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>7</b>	<b>285</b>
GUERNSEY	CITY FLYER EXPRESS	S	224	0	0	82	11	3	3	1	0	9	71	16	186
	FLYBE.BRITISH EUROPEAN	S	242	0	6	87	7	3	2	0	0	9	88	8	233
<b>TOTAL GUERNSEY</b>			<b>466</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>427</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	186	0	0	82	13	2	2	1	0	11	0	0	0
<b>TOTAL INVERNESS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	CITY FLYER EXPRESS	S	289	0	0	67	19	10	4	0	0	15	58	23	312
	FLYBE.BRITISH EUROPEAN	S	275	1	5	78	12	7	3	0	0	11	76	19	268
<b>TOTAL JERSEY</b>			<b>564</b>	<b>1</b>	<b>5</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>21</b>	<b>580</b>
MANCHESTER	AIRWORLD AVIATION LTD	C	8	0	0	88	0	0	13	0	0	-5	0	0	0
	BRITANNIA AIRWAYS	C	8	0	2	50	25	25	0	0	0	19	100	-21	2
	BRITISH AIRWAYS (EURO OPS) LG	S	340	0	0	86	9	3	1	0	0	7	75	11	337
	MONARCH AIRLINES	C	8	0	1	63	25	0	13	0	0	18	63	139	8
<b>TOTAL MANCHESTER</b>			<b>365</b>	<b>2</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>363</b>
NEWCASTLE	CITY FLYER EXPRESS	S	331	0	1	76	16	6	2	0	0	8	70	13	318
<b>TOTAL NEWCASTLE</b>			<b>332</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>13</b>	<b>318</b>
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	92	0	1	68	22	5	4	0	0	14	72	13	93
<b>TOTAL NEWQUAY</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>22</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>93</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	151	0	1	71	21	4	4	0	0	12	75	12	155
<b>TOTAL PLYMOUTH</b>			<b>151</b>	<b>1</b>	<b>4</b>	<b>71</b>	<b>21</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>155</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3475</b>	<b>5</b>	<b>34</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>3393</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	73	18	8	2	0	0	8	82	-5	55
	DELTA AIRLINES	S	124	0	0	74	14	10	1	1	0	9	73	10	124
<b>TOTAL ATLANTA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>5</b>	<b>179</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	1	89	6	2	3	0	0	0	61	23	56
<b>TOTAL BALTIMORE</b>			<b>62</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>0</b>	<b>61</b>	<b>23</b>	<b>56</b>
BOSTON	AMERICAN AIRLINES	S	62	0	0	71	15	8	6	0	0	13	0	0	0
	AMERICAN TRANS AIR	C	8	0	0	25	0	25	0	25	25	195	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	10	8	2	0	0	2	68	12	62
<b>TOTAL BOSTON</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>68</b>	<b>12</b>	<b>62</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	66	15	15	5	0	0	12	70	7	56
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>7</b>	<b>56</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	81	13	6	0	0	0	5	53	27	62
<b>TOTAL CINCINNATI</b>			<b>62</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>5</b>	<b>53</b>	<b>27</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	124	0	0	81	9	6	4	0	0	1	73	9	124
	BRITISH AIRWAYS PLC	S	62	0	0	84	13	0	3	0	0	3	64	21	58
<b>TOTAL DALLAS/FORT WORTH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>182</b>
DETROIT	AMERICAN TRANS AIR	C	8	0	0	75	0	13	13	0	0	10	38	33	8
	NORTHWEST AIRLINES	S	118	1	6	58	13	14	13	3	0	27	62	19	123
<b>TOTAL DETROIT</b>			<b>126</b>	<b>1</b>	<b>6</b>	<b>59</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>20</b>	<b>131</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	45	29	21	5	0	0	19	53	34	59
	CONTINENTAL AIRLINES	S	124	0	0	72	15	5	6	2	0	14	62	22	114
<b>TOTAL HOUSTON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>26</b>	<b>173</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	94	3	2	2	0	0	-11	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	61	19	15	5	0	0	17	61	21	56
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>43</b>	<b>117</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	65	10	5	15	5	2	37	76	22	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>5</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>37</b>	<b>76</b>	<b>22</b>	<b>62</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	81	8	11	0	0	0	5	78	3	51
<b>TOTAL NEW YORK (JF KENNEDY)</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>5</b>	<b>78</b>	<b>3</b>	<b>51</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	1	0	83	9	6	2	0	0	2	66	19	122
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	52	24	19	3	2	0	20	45	33	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>24</b>	<b>184</b>
ORLANDO	AMERICAN TRANS AIR	C	17	0	0	65	18	0	12	6	0	25	31	72	29
	BRITISH AIRWAYS PLC	S	54	0	0	63	7	9	13	6	2	36	67	31	30
	VIRGIN ATLANTIC AIRWAYS LTD	S	109	0	3	83	8	5	3	1	0	8	73	9	62
<b>TOTAL ORLANDO</b>			<b>180</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>57</b>	<b>29</b>	<b>138</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	1	0	85	11	2	2	0	0	1	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	90	3	2	5	0	0	2	80	12	60
<b>TOTAL PITTSBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>60</b>
RALEIGH	AMERICAN AIRLINES	S	61	1	1	89	7	2	3	0	0	-5	90	-10	62
<b>TOTAL RALEIGH</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>90</b>	<b>-10</b>	<b>62</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	69	16	10	5	0	0	6	69	17	52
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>17</b>	<b>52</b>
SANFORD	BRITANNIA AIRWAYS	C	36	0	0	72	19	3	6	0	0	13	70	10	27
	CALEDONIAN AIRWAYS	C	35	0	0	57	11	23	9	0	0	25	25	64	24
	LEISURE INTERNATIONAL	C	20	0	0	55	20	10	10	5	0	41	22	100	23
	MONARCH AIRLINES	C	14	0	1	43	43	0	0	0	14	79	62	23	13
	MY TRAVEL AIRWAYS UK	C	44	1	0	16	18	23	32	9	2	78	12	66	25
<b>TOTAL SANFORD</b>			<b>149</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>19</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>45</b>	<b>37</b>	<b>54</b>	<b>112</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	124	0	0	80	10	3	5	2	0	12	60	24	124
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>24</b>	<b>124</b>
TAMPA	BRITISH AIRWAYS PLC	S	45	0	0	78	7	11	2	2	0	7	35	78	26
<b>TOTAL TAMPA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>35</b>	<b>78</b>	<b>26</b>
<b>TOTAL USA</b>			<b>2181</b>	<b>5</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>23</b>	<b>1922</b>
VENEZUELA															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	6	25	290	4
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>290</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>290</b>	<b>4</b>
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	28	0	0	71	14	4	7	4	0	18	56	17	16
<b>TOTAL LUSAKA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>17</b>	<b>16</b>
<b>TOTAL ZAMBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>17</b>	<b>16</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	34	0	0	85	6	9	0	0	0	-2	60	27	40
<b>TOTAL HARARE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>64</b>	<b>25</b>	<b>44</b>
<b>TOTAL ZIMBABWE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>64</b>	<b>25</b>	<b>44</b>
<b>TOTAL GATWICK</b>			<b>22434</b>	<b>57</b>	<b>239</b>	<b>63</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>27</b>	<b>21591</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	8	0	0	88	13	0	0	0	0	-2	75	54	8	
TOTAL SALZBURG			8	0	0	88	13	0	0	0	0	-2	89	28	18	
TOTAL AUSTRIA			8	0	0	88	13	0	0	0	0	-2	61	75	28	
<b>BELGIUM</b>																
BRUSSELS	SABENA	S	177	0	1	70	23	7	0	0	0	12	73	8	116	
TOTAL BRUSSELS			177	0	1	70	23	7	0	0	0	12	73	8	116	
TOTAL BELGIUM			177	0	1	70	23	7	0	0	0	12	73	8	116	
<b>BULGARIA</b>																
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	50	38	13	0	0	0	11	0	40	8	
TOTAL BURGAS			8	0	0	50	38	13	0	0	0	11	0	40	8	
TOTAL BULGARIA			8	0	0	50	38	13	0	0	0	11	0	40	8	
<b>CANADA</b>																
TORONTO	AIR CANADA	S	62	0	0	74	13	8	5	0	0	14	65	21	62	
	AIR TRANSAT	C	40	0	0	58	23	10	0	0	10	67	77	27	30	
	CANADA 3000 AIRLINES	C	27	1	1	70	19	4	7	0	0	13	100	-8	26	
	ROYAL AIRLINES	C	26	0	0	54	12	27	8	0	0	21	11	102	36	
TOTAL TORONTO			155	1	1	66	16	11	5	0	3	29	60	36	154	
VANCOUVER	AIR TRANSAT	C	9	0	0	33	11	22	33	0	0	58	50	16	8	
	CANADA 3000 AIRLINES	C	18	0	0	72	22	0	6	0	0	11	100	-12	8	
	ROYAL AIRLINES	C	8	0	0	0	25	38	38	0	0	71	0	0	0	
TOTAL VANCOUVER			35	0	0	46	20	14	20	0	0	36	75	2	16	
TOTAL CANADA			190	1	1	62	17	12	7	0	2	30	62	33	170	
<b>CYPRUS</b>																
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	25	13	63	0	0	0	32	50	15	4	
	CALEDONIAN AIRWAYS	C	8	0	0	13	0	0	63	25	0	136	0	0	0	
	EUROCYPRIA AIRLINES LTD	C	10	1	0	10	50	0	20	20	0	78	50	19	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	50	0	0	0	25	50	16	10	
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	0	10	0	30	40	44	10	
TOTAL LARNACA			44	1	0	39	14	20	16	11	0	60	50	22	42	
PAPHOS	AIR 2000	C	10	0	0	40	10	40	10	0	0	34	70	36	10	
	EUROCYPRIA AIRLINES LTD	C	9	0	1	33	44	22	0	0	0	22	0	0	0	
TOTAL PAPHOS			19	0	1	37	26	32	5	0	0	28	63	29	16	
TOTAL CYPRUS			63	1	1	38	17	24	13	8	0	50	53	24	58	
<b>DENMARK</b>																
COPENHAGEN	BMI BRITISH MIDLAND	S	108	0	0	90	6	3	2	0	0	1	96	-2	108	
TOTAL COPENHAGEN			108	0	0	90	6	3	2	0	0	1	96	-2	108	
TOTAL DENMARK			108	0	0	90	6	3	2	0	0	1	96	-2	108	

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	4	0	0	25	25	0	25	25	0	95	50	15	6
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	30	10	0	0	20	67	19	9
<b>TOTAL PUERTO PLATA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>65</b>	<b>13</b>	<b>20</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>7</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>65</b>	<b>13</b>	<b>20</b>
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	56	22	17	6	0	0	20	0	0	0
<b>TOTAL VAGAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>41</b>	<b>1</b>
<b>TOTAL FAROE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>41</b>	<b>1</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	27	0	0	78	11	7	4	0	0	13	73	11	22
	FLYBE.BRITISH EUROPEAN	S	116	0	0	74	17	7	2	0	0	10	89	7	116
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>138</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	0	50	0	0	0	23	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	47	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>-4</b>	<b>1</b>
<b>TOTAL FRANCE</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>139</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>59</b>	<b>16</b>
HAMBURG	BRITISH AIRWAYS PLC	S	23	0	0	91	4	4	0	0	0	2	91	3	22
<b>TOTAL HAMBURG</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>22</b>
HANOVER	BRITISH AIRWAYS PLC	S	22	0	1	82	14	5	0	0	0	7	0	0	0
<b>TOTAL HANOVER</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EXCEL AIRWAYS LTD	C	3	0	0	33	0	0	33	33	0	124	0	0	0
<b>TOTAL MUNICH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>134</b>	<b>8</b>
<b>TOTAL GERMANY</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>46</b>	<b>54</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	9	0	0	78	11	11	0	0	0	11	71	4	17
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	100	2	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	1	56	30	9
<b>TOTAL CORFU</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>11</b>	<b>30</b>
HERAKLION	AIR 2000	C	7	0	1	43	14	43	0	0	0	19	90	17	10
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	25	19	4
	CALEDONIAN AIRWAYS	C	6	0	0	17	33	17	33	0	0	43	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	60	21	10
	TRANSAER	C	10	0	0	0	20	40	40	0	0	61	0	0	0
<b>TOTAL HERAKLION</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>15</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>19</b>	<b>24</b>
RHODES	AIR 2000	C	10	0	0	30	10	40	20	0	0	36	90	-6	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
RHODES	BRITANNIA AIRWAYS	C	10	0	0	20	30	20	10	0	20	174	0	28	4
	CALEDONIAN AIRWAYS	C	8	0	0	25	13	13	50	0	0	55	0	0	0
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>18</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>64</b>	<b>4</b>	<b>14</b>
ZAKINTHOS	AIR 2000	C	8	0	0	13	38	25	25	0	0	32	50	10	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-10	50	101	8
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>56</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>108</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>64</b>	<b>21</b>	<b>84</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	62	1	0	79	11	3	6	0	0	10	60	48	65
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>1</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>60</b>	<b>48</b>	<b>65</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>1</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>60</b>	<b>48</b>	<b>65</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	251	0	2	96	1	1	2	0	0	-1	87	3	196
<b>TOTAL DUBLIN</b>			<b>251</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>87</b>	<b>3</b>	<b>196</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>251</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>82</b>	<b>6</b>	<b>246</b>
<b>ITALY</b>															
BOLOGNA	MALMO AVIATION	C	8	0	0	38	13	25	25	0	0	35	0	0	0
<b>TOTAL BOLOGNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	17	56	28	0	0	0	26	25	38	8
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>25</b>	<b>38</b>	<b>8</b>
PISA	BMI BRITISH MIDLAND	C	8	0	0	25	13	63	0	0	0	29	50	23	8
	MALMO AVIATION	C	8	0	0	0	0	38	63	0	0	83	0	0	0
<b>TOTAL PISA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>50</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>37</b>	<b>16</b>
RIMINI	MALMO AVIATION	C	8	0	0	0	38	13	50	0	0	63	0	0	0
<b>TOTAL RIMINI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	ALITALIA	C	4	0	0	0	0	25	75	0	0	85	0	48	4
<b>TOTAL ROME (FIUMICINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>48</b>	<b>4</b>
VENICE	BMI BRITISH MIDLAND	C	8	0	0	63	38	0	0	0	0	8	0	0	0
<b>TOTAL VENICE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	LEISURE INTERNATIONAL	C	8	0	0	38	38	25	0	0	0	16	63	80	8
<b>TOTAL VERONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>62</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>30</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>48</b>	<b>46</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	24	0	0	54	25	17	4	0	0	15	44	18	18
	AIR MALTA	S	18	0	0	33	39	22	6	0	0	25	33	27	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	0	17	50	38	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-14	57	10	7
<b>TOTAL MALTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>22</b>	<b>63</b>



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				Actual (7)	Plan (8)										
TOTAL MALTA			60	0	0	55	25	17	3	0	0	14	43	22	63
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	193	0	1	41	18	26	13	1	0	33	68	16	240
TOTAL AMSTERDAM			193	0	1	41	18	26	13	1	0	33	68	16	240
TOTAL NETHERLANDS			193	0	1	41	18	26	13	1	0	33	68	16	240
NORWAY															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	30	0	14	60	27	13	0	0	0	16	0	0	0
TOTAL STAVANGER			30	0	14	60	27	13	0	0	0	16	0	0	0
TOTAL NORWAY			30	1	14	60	27	13	0	0	0	16	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	25	0	0	56	16	20	8	0	0	15	84	15	25
	BMI BRITISH MIDLAND	C	8	0	0	50	13	38	0	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	9	0	1	33	22	11	22	0	11	75	100	1	8
	MONARCH AIRLINES	C	16	0	0	63	31	0	6	0	0	13	81	8	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	50	38	0	0	0	30	88	8	8
	SATA	C	9	0	1	0	22	56	22	0	0	45	0	0	0
TOTAL FARO			75	0	2	43	24	23	9	0	1	28	82	22	65
TOTAL PORTUGAL(EXCLUDING MADEIRA)			75	0	2	43	24	23	9	0	1	28	82	22	65
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	8	0	0	75	0	25	0	0	0	2	0	0	0
TOTAL FUNCHAL			8	0	0	75	0	25	0	0	0	2	88	5	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	0	25	0	0	0	2	88	5	8
SPAIN															
ALICANTE	AIR 2000	C	8	0	0	13	50	13	25	0	0	39	25	30	8
	BRITANNIA AIRWAYS	C	18	0	0	67	6	17	11	0	0	23	92	5	13
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	0	0	38	13	139	0	0	0
	MONARCH AIRLINES	C	16	0	0	88	0	0	13	0	0	9	100	-2	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	38	50	13	0	0	37	0	55	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	25	84	8
TOTAL ALICANTE			66	0	0	58	14	12	11	5	2	35	63	19	95
GERONA	AIR 2000	C	10	0	0	40	40	20	0	0	0	20	38	58	8
	BRITANNIA AIRWAYS	C	9	0	0	89	0	0	11	0	0	3	100	-8	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	20	0	0	23	100	-9	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-11	100	-3	8
TOTAL GERONA			37	0	0	76	11	5	8	0	0	10	86	8	35
IBIZA	AIR 2000	C	8	0	0	63	25	0	13	0	0	15	50	16	16
	BMI BRITISH MIDLAND	C	8	0	0	25	50	25	0	0	0	22	75	-6	4
	BRITANNIA AIRWAYS	C	19	0	0	89	11	0	0	0	0	3	72	14	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	0	13	0	0	18	75	5	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	0	27	70	84	10
TOTAL IBIZA			53	0	0	68	21	4	4	4	0	14	67	23	58

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			MATCHED	Actual (7)											Plan (8)
MAHON	AIRWORLD AVIATION LTD	C	8	0	0	88	0	13	0	0	0	6	43	16	7
	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	36	75	11	8
	FUTURA AIRLINES	C	23	0	7	83	4	0	0	0	13	86	61	19	23
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	40	10	0	0	30	88	9	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-3	63	26	8
<b>TOTAL MAHON</b>			<b>59</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>7</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>60</b>	<b>19</b>	<b>63</b>
MALAGA	AIR 2000	C	16	0	0	69	19	6	6	0	0	16	58	24	24
	AIR EUROPA	C	7	0	0	71	0	0	29	0	0	42	20	68	5
	BRITANNIA AIRWAYS	C	10	0	0	50	20	10	10	0	0	44	88	7	8
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	25	0	25	0	79	0	28	2
	FUTURA AIRLINES	C	15	1	1	93	7	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	11	43	27	7
THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-7	0	0	0	
<b>TOTAL MALAGA</b>			<b>73</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>23</b>	<b>62</b>
PALMA DE MALLORCA	AIR 2000	C	17	0	0	59	18	0	12	12	0	55	59	19	27
	AIR EUROPA	C	17	7	3	12	41	24	24	0	0	39	29	38	28
	BMI BRITISH MIDLAND	C	9	0	0	22	67	11	0	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	54	0	0	69	6	11	15	0	0	17	70	14	43
	CALEDONIAN AIRWAYS	C	8	0	4	0	38	38	0	25	0	88	0	0	0
	FUTURA AIRLINES	C	10	0	0	60	0	0	40	0	0	53	82	3	17
	MONARCH AIRLINES	C	22	0	0	45	9	27	18	0	0	33	58	13	26
	MY TRAVEL AIRWAYS UK	C	52	0	0	35	17	27	17	4	0	43	52	28	54
	SPANAIR	C	24	7	0	29	8	17	46	0	0	51	75	7	8
THOMAS COOK AIRLINES LTD	C	26	0	0	92	4	4	0	0	0	1	14	63	28	
<b>TOTAL PALMA DE MALLORCA</b>			<b>239</b>	<b>14</b>	<b>7</b>	<b>49</b>	<b>15</b>	<b>16</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>25</b>	<b>243</b>
REUS	AIR 2000	C	8	0	0	38	13	25	25	0	0	42	50	117	10
	BMI BRITISH MIDLAND	C	8	0	0	63	13	0	25	0	0	15	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	13	75	10	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	-11	100	-1	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	0	8	100	-9	10
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>26</b>	<b>43</b>
<b>TOTAL SPAIN</b>			<b>572</b>	<b>15</b>	<b>15</b>	<b>60</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>61</b>	<b>22</b>	<b>599</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	10	0	0	10	30	50	10	0	0	37	30	109	10
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	5	100	0	4
	CALEDONIAN AIRWAYS	C	5	0	0	60	40	0	0	0	0	6	0	0	0
	FUTURA AIRLINES	C	10	0	0	60	20	0	10	0	10	84	0	82	10
	IBERWORLD	C	7	1	3	86	0	14	0	0	0	-5	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	0	10	0	0	20	100	-1	10
THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	5	67	76	9	
<b>TOTAL ARRECIFE</b>			<b>62</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>53</b>	<b>58</b>	<b>53</b>
LAS PALMAS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-7	100	-10	8
	AIR EUROPA	C	15	0	1	27	33	20	13	7	0	38	53	22	15
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	63	17	8
	MONARCH AIRLINES	C	8	0	0	50	13	25	13	0	0	22	0	62	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	13	38	6	0	0	26	71	11	17

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-7	38	110	8
<b>TOTAL LAS PALMAS</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>13</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>30</b>	<b>72</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	10	0	0	100	0	0	0	0	0	5	38	33	16
	AIR EUROPA	C	11	6	1	82	18	0	0	0	0	3	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	25	0	13	0	0	13	88	2	8
	CALEDONIAN AIRWAYS	C	8	1	3	25	25	0	38	0	13	179	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	21	0	0	0
	MONARCH AIRLINES	C	9	0	1	33	33	22	0	0	11	64	38	100	13
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	22	0	0	0	19	44	34	18
	SPANAIR	C	19	0	1	58	21	21	0	0	0	16	57	9	7
	THOMAS COOK AIRLINES LTD	C	19	0	0	100	0	0	0	0	0	-6	38	65	8
	VIVA	C	6	0	0	33	17	50	0	0	0	20	36	41	14
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>102</b>	<b>7</b>	<b>6</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>44</b>	<b>45</b>	<b>91</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>227</b>	<b>8</b>	<b>10</b>	<b>64</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>50</b>	<b>43</b>	<b>216</b>
SWEDEN															
GOTEBORG	MALMO AVIATION	S	8	0	1	25	38	25	13	0	0	34	0	0	0
<b>TOTAL GOTEBORG</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	38	25	38	0	0	0	22	60	15	15
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>15</b>	<b>15</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>15</b>	<b>15</b>
TURKEY															
BODRUM (MILAS)	AIR 2000	C	8	0	0	75	13	13	0	0	0	4	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	13	88	0	0	0	0	20	0	0	0
	ONUR AIR	C	10	0	0	30	30	40	0	0	0	26	0	0	0
	PEGASUS AIRLINES	C	8	0	0	75	13	13	0	0	0	3	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	AIR 2000	C	8	0	0	75	13	13	0	0	0	8	13	40	8
	BRITANNIA AIRWAYS	C	10	0	0	60	30	10	0	0	0	11	13	42	8
	CALEDONIAN AIRWAYS	C	8	0	0	25	25	50	0	0	0	28	0	0	0
	MONARCH AIRLINES	C	9	0	0	67	0	0	33	0	0	26	100	-3	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	25	0	6	0	0	6	70	3	10
	ONUR AIR	C	8	0	0	75	0	25	0	0	0	7	25	25	8
	PEGASUS AIRLINES	C	9	0	1	56	0	11	33	0	0	35	75	10	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	3	50	53	8
<b>TOTAL DALAMAN</b>			<b>76</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>47</b>	<b>79</b>
IZMIR (ADNAM MENDERES)	ONUR AIR	C	10	0	0	60	20	20	0	0	0	15	0	62	10
<b>TOTAL IZMIR (ADNAM MENDERES)</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>39</b>	<b>32</b>	<b>41</b>
<b>TOTAL TURKEY</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>39</b>	<b>136</b>
UNITED KINGDOM															
ABERDEEN	BRITISH REGIONAL AIRLINES LTD	S	90	0	0	93	4	2	0	0	0	-1	69	18	138

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				Actual (7)	Plan (8)										
TOTAL ABERDEEN			90	0	0	93	4	2	0	0	0	-1	69	18	138
BARRA	LOGANAIR	S	62	4	0	81	10	6	3	0	0	-1	84	6	68
TOTAL BARRA			62	4	0	81	10	6	3	0	0	-1	84	6	68
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	183	0	0	74	13	8	3	2	0	15	81	8	177
TOTAL BELFAST CITY			183	0	0	74	13	8	3	2	0	15	81	8	177
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	189	0	0	90	7	0	3	0	0	6	71	16	178
TOTAL BELFAST INTERNATIONAL			189	0	0	90	7	0	3	0	0	6	71	16	178
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	63	22	6	6	4	0	23	80	10	61
TOTAL BENBECULA			54	0	0	63	22	6	6	4	0	23	80	10	61
BIRMINGHAM	BRITISH AIRWAYS PLC	S	333	3	4	92	6	2	0	0	0	4	89	5	409
TOTAL BIRMINGHAM			333	3	4	92	6	2	0	0	0	4	89	5	409
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	80	0	0	93	3	5	0	0	0	3	0	0	0
TOTAL BOURNEMOUTH			80	0	0	93	3	5	0	0	0	3	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	290	4	8	80	11	6	3	0	0	8	74	14	268
TOTAL BRISTOL			290	4	8	80	11	6	3	0	0	8	74	14	268
CAMPBELTOWN	LOGANAIR	S	89	1	2	84	6	8	1	1	0	7	91	2	89
TOTAL CAMPBELTOWN			89	1	2	84	6	8	1	1	0	7	84	12	116
CARDIFF WALES	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	0	50	0	98	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	118	0	0	90	4	3	3	0	0	6	83	7	111
TOTAL CARDIFF WALES			120	0	0	89	4	3	3	1	0	8	82	7	113
EAST MIDLANDS	BMI BRITISH MIDLAND	S	199	8	1	69	23	7	2	0	0	11	80	10	200
TOTAL EAST MIDLANDS			199	8	1	69	23	7	2	0	0	11	80	10	200
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	348	0	0	78	14	7	0	0	0	8	79	10	284
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	CALEDONIAN AIRWAYS	C	5	0	7	60	20	0	20	0	0	23	17	93	6
	LEISURE INTERNATIONAL	C	4	0	0	50	0	0	50	0	0	56	0	0	0
TOTAL GATWICK			359	0	7	78	14	7	1	0	0	9	77	15	291
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	36	0	0	86	11	3	0	0	0	5	67	15	33
	FLYBE.BRITISH EUROPEAN	S	26	0	4	92	4	4	0	0	0	5	0	0	0
TOTAL GUERNSEY			62	0	4	89	8	3	0	0	0	5	67	15	33
HEATHROW	BMI BRITISH MIDLAND	S	489	0	0	71	19	8	1	0	0	13	78	12	491
	BRITISH AIRWAYS PLC	S	669	1	11	84	13	3	0	0	0	7	73	12	535
TOTAL HEATHROW			1158	1	11	78	16	5	1	0	0	9	75	12	1026
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	92	6	2	0	0	0	2	70	10	46
TOTAL INVERNESS			52	0	0	92	6	2	0	0	0	2	70	10	46
ISLAY	LOGANAIR	S	100	0	2	83	9	5	3	0	0	9	0	0	0
TOTAL ISLAY			100	0	2	83	9	5	3	0	0	9	73	24	71
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	82	6	0	11	0	0	14	71	17	62
TOTAL ISLE OF MAN			62	0	0	82	6	0	11	0	0	14	71	17	62

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				Actual (7)	Plan (8)										
JERSEY	BA CITIEXPRESS (IOM) LTD	C	8	0	0	88	13	0	0	0	0	9	0	0	0
	BMI BRITISH MIDLAND	S	47	1	1	64	19	17	0	0	0	15	46	19	56
	FLYBE.BRITISH EUROPEAN	S	77	1	1	70	14	9	6	0	0	13	0	0	0
<b>TOTAL JERSEY</b>			<b>132</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>19</b>	<b>64</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	144	0	2	87	5	6	2	0	0	6	95	3	146
<b>TOTAL LEEDS BRADFORD</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>146</b>
LIVERPOOL	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	9	100	-16	1
<b>TOTAL LIVERPOOL</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>12</b>	<b>100</b>	<b>-16</b>	<b>1</b>
LONDONDERRY	LOGANAIR	S	86	0	0	69	21	6	5	0	0	15	0	0	0
<b>TOTAL LONDONDERRY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>17</b>	<b>62</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	224	0	0	53	16	14	16	0	0	30	0	0	0
<b>TOTAL LUTON</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>73</b>	<b>12</b>	<b>210</b>
MANCHESTER	BMI BRITISH MIDLAND	S	146	0	0	73	16	6	4	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	241	3	3	79	13	7	1	0	0	7	75	10	244
	LEISURE INTERNATIONAL	C	7	0	1	29	57	14	0	0	0	12	0	91	2
<b>TOTAL MANCHESTER</b>			<b>395</b>	<b>3</b>	<b>4</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	<b>407</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	26	0	0	85	8	8	0	0	0	9	57	18	53
<b>TOTAL PLYMOUTH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>18</b>	<b>53</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	184	0	0	77	10	7	6	0	0	12	95	-2	146
<b>TOTAL SOUTHAMPTON</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>-2</b>	<b>146</b>
STANSTED	KLM UK LTD	S	257	0	5	41	18	19	20	2	0	34	80	10	276
<b>TOTAL STANSTED</b>			<b>257</b>	<b>0</b>	<b>5</b>	<b>41</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>80</b>	<b>10</b>	<b>276</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	125	0	0	67	18	7	7	0	0	16	74	12	117
<b>TOTAL STORNOWAY</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>12</b>	<b>117</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	107	1	1	74	10	7	7	1	0	16	77	10	61
<b>TOTAL SUMBURGH</b>			<b>107</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>10</b>	<b>61</b>
TEESSIDE	MY TRAVEL AIRWAYS UK	C	17	0	2	82	0	12	6	0	0	-3	65	12	17
<b>TOTAL TEESSIDE</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>65</b>	<b>12</b>	<b>17</b>
TIREE	LOGANAIR	S	45	9	0	69	18	11	2	0	0	-7	80	17	54
<b>TOTAL TIREE</b>			<b>45</b>	<b>9</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>80</b>	<b>17</b>	<b>54</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5229</b>	<b>37</b>	<b>55</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>4871</b>
<b>USA</b>															
BOSTON	AMERICAN TRANS AIR	C	10	0	0	80	0	20	0	0	0	11	0	0	0
<b>TOTAL BOSTON</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>60</b>	<b>20</b>	<b>47</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	87	5	5	3	0	0	3	87	4	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>4</b>	<b>62</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	43	0	0	60	19	14	7	0	0	12	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	32	0	0	50	22	19	9	0	0	25	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											Plan (8)
TOTAL NEW YORK (NEWARK)			32	0	0	50	22	19	9	0	0	25	0	0	0
SANFORD	BRITANNIA AIRWAYS	C	17	0	0	65	12	6	18	0	0	23	65	55	20
	CALEDONIAN AIRWAYS	C	6	0	2	33	0	50	17	0	0	34	33	64	6
	LEISURE INTERNATIONAL	C	12	0	0	58	8	17	17	0	0	25	0	126	5
	MONARCH AIRLINES	C	33	0	0	39	12	21	18	9	0	52	24	119	29
	MY TRAVEL AIRWAYS UK	C	19	0	0	32	5	26	21	11	5	72	29	43	17
TOTAL SANFORD			87	0	2	45	9	21	18	6	1	46	35	82	77
TOTAL USA			234	1	2	61	11	15	10	2	0	24	59	39	193
TOTAL GLASGOW			8046	67	108	72	14	9	5	1	0	15	73	16	7575

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	26	0	0	8	15	23	31	23	0	113	4	84	26
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>23</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>113</b>	<b>4</b>	<b>84</b>	<b>26</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>23</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>113</b>	<b>4</b>	<b>84</b>	<b>26</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	15	2	2	67	13	7	13	0	0	14	0	0	0
<b>TOTAL YEREVAN</b>			<b>15</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>15</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	62	0	0	82	11	6	0	0	0	6	85	10	27
<b>TOTAL BRISBANE</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>6</b>	<b>85</b>	<b>10</b>	<b>27</b>
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	87	5	3	5	0	0	5	91	3	35
	QANTAS	S	40	0	0	80	15	5	0	0	0	7	81	7	58
<b>TOTAL MELBOURNE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>93</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	74	19	6	0	0	0	6	63	26	62
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>26</b>	<b>62</b>
SYDNEY	QANTAS	S	84	0	0	69	15	8	7	0	0	12	71	8	66
<b>TOTAL SYDNEY</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>8</b>	<b>66</b>
<b>TOTAL AUSTRALIA</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>248</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	233	0	5	61	24	12	3	0	0	15	64	12	202
	BRITISH AIRWAYS PLC	S	186	0	0	60	22	15	4	0	0	18	77	12	164
<b>TOTAL VIENNA</b>			<b>419</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>366</b>
<b>TOTAL AUSTRIA</b>			<b>419</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>366</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	73	0	0	73	12	10	5	0	0	12	53	32	40
<b>TOTAL BAHRAIN</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>32</b>	<b>40</b>
<b>TOTAL BAHRAIN</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>32</b>	<b>40</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	42	0	0	36	24	17	19	0	5	64	49	29	43
	BRITISH AIRWAYS PLC	S	44	0	0	82	11	5	2	0	0	4	68	94	41
<b>TOTAL DACCA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>58</b>	<b>61</b>	<b>84</b>
<b>TOTAL BANGLADESH</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>58</b>	<b>61</b>	<b>84</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	328	0	2	73	19	6	1	0	0	10	74	9	322
	BRITISH AIRWAYS PLC	S	292	0	0	85	10	4	1	0	0	4	74	9	204
	SABENA	S	495	0	23	58	23	14	5	0	0	18	65	14	526
	UNITED AIRLINES	S	62	0	0	85	10	3	2	0	0	4	76	8	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)										
TOTAL BRUSSELS			1177	0	25	70	18	9	3	0	0	12	70	11	1114
TOTAL BELGIUM			1177	0	25	70	18	9	3	0	0	12	70	11	1115
BOTSWANA															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	89	6	6	0	0	0	-2	76	6	17
TOTAL GABORONE			18	0	0	89	6	6	0	0	0	-2	76	6	17
TOTAL BOTSWANA			18	0	0	89	6	6	0	0	0	-2	76	6	17
BRAZIL															
RIO DE JANEIRO (GALEAO)	VARIG	S	37	0	0	22	32	41	5	0	0	32	55	20	31
TOTAL RIO DE JANEIRO (GALEAO)			37	0	0	22	32	41	5	0	0	32	55	20	31
SAO PAULO (GUARULHOS)	VARIG	S	9	0	0	22	33	22	22	0	0	35	62	13	13
TOTAL SAO PAULO (GUARULHOS)			9	0	0	22	33	22	22	0	0	35	62	13	13
TOTAL BRAZIL			46	0	0	22	33	37	9	0	0	32	57	18	44
BRUNEI															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	69	23	5	3	0	0	13	67	17	61
TOTAL BANDAR SERI BEGAWAN			62	0	0	69	23	5	3	0	0	13	67	17	61
TOTAL BRUNEI			62	0	0	69	23	5	3	0	0	13	67	17	61
BULGARIA															
SOFIA	BALKAN BULGARIAN AIRLINES	S	44	0	0	27	16	27	25	5	0	55	50	20	42
TOTAL SOFIA			44	0	0	27	16	27	25	5	0	55	50	20	42
TOTAL BULGARIA			44	0	0	27	16	27	25	5	0	55	50	20	42
CANADA															
CALGARY	AIR CANADA	S	46	0	0	65	22	9	4	0	0	15	88	-1	42
	CANADIAN AIRLINES INT/L	S	62	0	0	71	18	6	3	0	2	23	87	4	62
TOTAL CALGARY			108	0	0	69	19	7	4	0	1	20	88	2	104
EDMONTON	AIR CANADA	S	33	0	0	61	30	3	6	0	0	18	92	6	26
TOTAL EDMONTON			33	0	0	61	30	3	6	0	0	18	92	6	26
HALIFAX INT	AIR CANADA	S	62	0	0	66	13	13	6	0	2	28	65	20	62
TOTAL HALIFAX INT			62	0	0	66	13	13	6	0	2	28	65	20	62
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	55	34	6	5	0	0	19	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	73	13	8	5	2	0	11	0	0	0
TOTAL MONTREAL (DORVAL)			124	0	0	64	23	7	5	1	0	15	0	0	0
OTTAWA INTERNATIONAL	AIR CANADA	S	43	0	0	95	2	2	0	0	0	-3	67	32	63
	CANADIAN AIRLINES INT/L	S	25	0	0	84	0	0	12	0	4	50	0	0	0
TOTAL OTTAWA INTERNATIONAL			68	0	0	91	1	1	4	0	1	17	67	32	63
TORONTO	AIR CANADA	S	252	0	0	73	14	9	3	1	0	10	59	32	233
	BRITISH AIRWAYS PLC	S	86	1	0	69	19	7	3	1	1	24	63	37	70
	CANADIAN AIRLINES INT/L	S	161	0	0	75	17	6	1	1	0	7	85	9	124
TOTAL TORONTO			500	1	0	73	16	8	3	1	0	12	65	27	445



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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	AIR CANADA	S	110	0	0	59	22	16	3	0	0	13	55	48	87
	BRITISH AIRWAYS PLC	S	62	0	0	76	15	6	2	0	2	12	70	5	53
	CANADIAN AIRLINES INT/L	S	62	0	0	77	6	11	3	0	2	25	86	5	59
<b>TOTAL VANCOUVER</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>68</b>	<b>24</b>	<b>199</b>
<b>TOTAL CANADA</b>			<b>1129</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>70</b>	<b>21</b>	<b>990</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	25	1	1	72	8	12	8	0	0	0	79	-2	29
	BRITISH AIRWAYS PLC	S	35	0	0	89	3	9	0	0	0	-4	78	7	23
<b>TOTAL BEIJING</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>79</b>	<b>2</b>	<b>52</b>
<b>TOTAL CHINA</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>79</b>	<b>2</b>	<b>52</b>
<b>COLOMBIA</b>															
BOGOTA	AVIANCA COLOMBIA	S	16	0	0	31	44	25	0	0	0	22	28	65	18
<b>TOTAL BOGOTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>28</b>	<b>65</b>	<b>18</b>
<b>TOTAL COLOMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>28</b>	<b>65</b>	<b>18</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	25	13	38	13	13	0	69	38	50	8
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>69</b>	<b>38</b>	<b>50</b>	<b>8</b>
ZAGREB	CROATIA AIRLINES	S	62	0	0	35	45	16	3	0	0	22	68	22	62
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>45</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>22</b>	<b>62</b>
<b>TOTAL CROATIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>41</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>25</b>	<b>70</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	77	1	0	49	22	21	8	0	0	23	47	20	66
	CYPRUS AIRWAYS	S	107	0	0	32	24	24	20	0	0	33	35	34	110
<b>TOTAL LARNACA</b>			<b>184</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>29</b>	<b>176</b>
<b>TOTAL CYPRUS</b>			<b>184</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>29</b>	<b>176</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	80	0	0	61	23	15	1	0	0	14	69	12	78
	BRITISH AIRWAYS PLC	S	124	0	0	62	28	9	1	0	0	13	78	7	116
	CSA	S	124	0	0	48	32	15	6	0	0	20	76	13	124
<b>TOTAL PRAGUE</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>10</b>	<b>318</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>10</b>	<b>318</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	62	0	0	71	13	8	8	0	0	16	87	5	62
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>5</b>	<b>62</b>
<b>COPENHAGEN</b>															
	BMI BRITISH MIDLAND	S	62	0	0	66	24	3	6	0	0	16	74	8	54
	BRITISH AIRWAYS PLC	S	240	0	0	74	19	7	0	0	0	10	78	10	194
	SAS	S	306	0	0	79	12	6	3	0	0	10	83	7	306
	VARIG	S	28	0	0	18	36	39	7	0	0	33	54	13	26
<b>TOTAL COPENHAGEN</b>			<b>636</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>580</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 DENMARK			698	0	0	73	16	8	3	0	0	12	80	8	642
EGYPT															
ALEXANDRIA ( NOUZHA )	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	61	28	11	0	0	0	9	0	0	0
TOTAL ALEXANDRIA ( NOUZHA )			18	0	0	61	28	11	0	0	0	9	0	0	0
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	82	11	5	2	0	0	0	60	62	50
	EGYPT AIR	S	62	0	0	21	24	42	13	0	0	38	10	60	62
TOTAL CAIRO			124	0	0	52	18	23	7	0	0	19	32	61	112
LUXOR	EGYPT AIR	S	8	0	0	75	0	0	0	0	25	98	88	8	8
TOTAL LUXOR			8	0	0	75	0	0	0	0	25	98	88	8	8
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	C	8	0	0	13	63	13	13	0	0	34	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	13	63	13	13	0	0	34	0	0	0
TOTAL EGYPT			158	0	0	52	20	20	6	0	1	23	36	57	120
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	28	0	8	50	18	18	14	0	0	26	55	25	42
TOTAL ADDIS ABABA			28	0	8	50	18	18	14	0	0	26	55	25	42
TOTAL ETHIOPIA			28	0	8	50	18	18	14	0	0	26	55	25	42
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	S	34	0	0	26	18	41	15	0	0	36	75	8	44
TOTAL BELGRADE			34	0	0	26	18	41	15	0	0	36	75	8	44
TOTAL FED REP YUGO SERBIA M'ENEGRO			34	0	0	26	18	41	15	0	0	36	75	8	44
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	73	19	7	0	0	0	9	82	8	94
	FINNAIR	S	185	0	1	75	19	5	1	0	0	8	77	7	186
TOTAL HELSINKI			309	0	1	74	19	6	1	0	0	8	79	7	280
TOTAL FINLAND			309	0	1	74	19	6	1	0	0	8	79	7	280
FRANCE															
AJACCIO	BMI BRITISH MIDLAND	C	8	0	0	25	13	63	0	0	0	29	0	0	0
TOTAL AJACCIO			8	0	0	25	13	63	0	0	0	29	0	0	0
BEAUVAIS	CIMBER AIR A/S	C	2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL BEAUVAIS			2	0	0	0	50	50	0	0	0	32	0	0	0
LYON	BRITISH AIRWAYS PLC	S	186	0	0	73	17	8	3	0	0	10	63	12	128
	FLYBE.BRITISH EUROPEAN	S	165	0	5	74	17	4	5	0	0	9	72	14	175
TOTAL LYON			351	1	5	73	17	6	4	0	0	10	68	13	303
NICE	BMI BRITISH MIDLAND	S	124	0	0	56	23	17	3	0	0	18	63	12	124
	BRITISH AIRWAYS PLC	S	265	0	1	56	24	15	5	0	0	21	57	17	191
TOTAL NICE			389	1	1	56	24	16	4	0	0	20	59	15	315
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	793	0	12	58	26	14	2	0	0	16	64	16	632
	BMI BRITISH MIDLAND	S	426	0	0	73	17	8	2	0	0	10	81	11	426

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	C	2	0	1	50	50	0	0	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	402	0	0	70	18	8	3	0	0	12	77	10	314
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1624</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	1372	
PARIS (ORLY)	AIR LIB	S	182	0	4	73	15	9	2	0	12	0	0	0	
	BRITISH AIRWAYS PLC	S	178	0	0	83	12	5	1	0	5	81	3	144	
<b>TOTAL PARIS (ORLY)</b>			<b>360</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>5</b>	330	
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	184	0	0	64	14	16	5	1	17	75	8	186	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>17</b>	<b>75</b>	<b>8</b>	186	
<b>TOTAL FRANCE</b>			<b>2919</b>	<b>2</b>	<b>27</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>12</b>	2660	
<b>GEORGIA</b>															
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	6	0	0	67	33	0	0	0	5	91	-5	22	
<b>TOTAL TBILISI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>-5</b>	22	
<b>TOTAL GEORGIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>-5</b>	22	
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	316	0	2	71	21	7	1	0	10	83	6	214	
<b>TOTAL BERLIN (TEGEL)</b>			<b>316</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	338	
BREMEN	LUFTHANSA	S	60	0	2	83	15	2	0	0	5	90	6	62	
<b>TOTAL BREMEN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	62	
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	78	0	0	74	22	3	1	0	6	76	7	63	
	BRITISH AIRWAYS PLC	S	124	0	0	77	12	11	0	0	7	65	12	86	
<b>TOTAL COLOGNE (BONN)</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>10</b>	149	
DRESDEN	BMI BRITISH MIDLAND	S	45	0	1	56	31	13	0	0	15	0	0	0	
	LUFTHANSA	S	27	0	0	74	15	11	0	0	12	88	5	50	
<b>TOTAL DRESDEN</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>5</b>	50	
DUSSELDORF	BRITISH AIRWAYS PLC	S	240	0	0	69	20	9	2	0	12	79	16	209	
	LUFTHANSA	S	221	0	0	69	24	6	1	0	10	85	6	197	
<b>TOTAL DUSSELDORF</b>			<b>461</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	406	
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	248	0	0	77	19	3	0	0	8	82	6	248	
	BRITISH AIRWAYS PLC	S	294	0	0	70	23	5	2	0	11	80	9	225	
	LUFTHANSA	S	496	0	0	76	16	7	1	0	9	85	6	384	
<b>TOTAL FRANKFURT MAIN</b>			<b>1038</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>6</b>	857	
HAMBURG	BRITISH AIRWAYS PLC	S	186	0	0	74	17	7	2	0	9	84	10	140	
	LUFTHANSA	S	186	0	0	75	17	9	0	0	7	87	2	186	
<b>TOTAL HAMBURG</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	326	
HANOVER	BRITISH AIRWAYS PLC	S	107	0	0	87	7	5	1	0	6	76	11	54	
	LUFTHANSA	S	124	0	0	81	12	6	2	0	7	90	2	124	
<b>TOTAL HANOVER</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	178	
LEIPZIG	LUFTHANSA	S	27	0	0	81	15	4	0	0	7	82	7	73	
<b>TOTAL LEIPZIG</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	114	
MUNICH	BRITISH AIRWAYS PLC	S	300	0	2	63	27	8	2	0	13	76	10	246	

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)										
MUNICH	LUFTHANSA	S	283	0	0	51	28	20	2	0	0	18	77	8	319
<b>TOTAL MUNICH</b>			<b>583</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>27</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>9</b>	<b>565</b>
NUREMBERG	LUFTHANSA	S	62	0	0	82	11	5	2	0	0	7	93	-5	61
<b>TOTAL NUREMBERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>-5</b>	<b>61</b>
STUTTGART	BRITISH AIRWAYS PLC	S	186	0	0	74	19	6	0	1	0	9	61	17	44
	LUFTHANSA	S	124	0	0	69	20	10	1	0	0	12	87	5	101
<b>TOTAL STUTTGART</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>145</b>
<b>TOTAL GERMANY</b>			<b>3734</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>3251</b>
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	32	0	2	9	19	28	28	9	6	110	11	87	35
<b>TOTAL ACCRA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>19</b>	<b>28</b>	<b>28</b>	<b>9</b>	<b>6</b>	<b>110</b>	<b>11</b>	<b>87</b>	<b>35</b>
<b>TOTAL GHANA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>19</b>	<b>28</b>	<b>28</b>	<b>9</b>	<b>6</b>	<b>110</b>	<b>11</b>	<b>87</b>	<b>35</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	46	0	0	93	7	0	0	0	0	1	33	28	3
	BRITISH AIRWAYS PLC	S	123	0	1	50	28	19	4	0	0	17	49	27	124
	OLYMPIC AIRWAYS	S	181	0	3	28	22	28	20	2	0	38	36	29	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	13	8	2	3	0	16	55	17	62
<b>TOTAL ATHENS</b>			<b>412</b>	<b>1</b>	<b>4</b>	<b>49</b>	<b>20</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>26</b>	<b>375</b>
PREVEZA	BMI BRITISH MIDLAND	C	8	0	0	0	25	0	75	0	0	93	0	0	0
<b>TOTAL PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALONIKA	AEGEAN AIRLINES	S	18	0	0	100	0	0	0	0	0	-7	80	-3	10
<b>TOTAL SALONIKA</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>-7</b>	<b>68</b>	<b>8</b>	<b>62</b>
<b>TOTAL GREECE</b>			<b>438</b>	<b>1</b>	<b>4</b>	<b>50</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>24</b>	<b>437</b>
<b>GUYANA</b>															
GEORGETOWN (GUYANA)	BWIA	S	4	0	0	25	25	25	25	0	0	51	0	0	0
<b>TOTAL GEORGETOWN (GUYANA)</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>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GUYANA</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>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	87	6	3	3	0	0	1	91	-6	65
	CATHAY PACIFIC AIRWAYS	S	124	0	0	81	10	6	3	0	0	6	85	3	103
	UNITED AIRLINES	S	62	0	0	66	21	11	2	0	0	7	73	9	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	90	6	2	2	0	0	-6	83	-8	58
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>0</b>	<b>288</b>
<b>TOTAL HONG KONG</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>0</b>	<b>288</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	123	0	1	63	24	10	2	0	0	13	75	10	114
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	65	24	10	1	0	0	11	65	15	124
<b>TOTAL BUDAPEST</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>12</b>	<b>238</b>
<b>TOTAL HUNGARY</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>12</b>	<b>238</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>ICELAND</b>																
KEFLAVIK	BRITISH AIRWAYS PLC	C	2	0	0	0	0	100	0	0	0	50	0	0	0	
	ICELANDAIR	S	80	0	0	45	25	25	3	3	0	24	76	9	80	
<b>TOTAL KEFLAVIK</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>9</b>	<b>80</b>	
<b>TOTAL ICELAND</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>9</b>	<b>80</b>	
<b>INDIA</b>																
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	83	0	17	0	0	0	4	65	101	17	
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>101</b>	<b>17</b>	
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	16	0	0	81	13	6	0	0	0	-6	54	3	13	
<b>TOTAL MADRAS/CHENNAI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>54</b>	<b>3</b>	<b>13</b>	
MUMBAI	AIR INDIA	S	87	1	2	33	23	28	14	1	1	36	48	39	95	
	BRITISH AIRWAYS PLC	S	62	0	0	65	21	8	6	0	0	10	61	14	56	
<b>TOTAL MUMBAI</b>			<b>149</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>22</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>53</b>	<b>30</b>	<b>151</b>	
<b>TOTAL INDIA</b>			<b>183</b>	<b>1</b>	<b>2</b>	<b>53</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>53</b>	<b>32</b>	<b>208</b>	
<b>INDONESIA</b>																
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	54	0	0	54	17	13	15	2	0	28	76	11	34	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>76</b>	<b>11</b>	<b>34</b>	
<b>TOTAL INDONESIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>76</b>	<b>11</b>	<b>34</b>	
<b>IRAN</b>																
TEHRAN	BRITISH AIRWAYS PLC	S	27	0	0	74	11	15	0	0	0	9	47	21	19	
	IRAN AIR	S	34	0	0	71	18	6	3	3	0	14	32	40	28	
<b>TOTAL TEHRAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>32</b>	<b>47</b>	
<b>TOTAL IRAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>32</b>	<b>47</b>	
<b>IRISH REPUBLIC</b>																
CORK	AER LINGUS	S	284	0	0	79	16	3	2	0	0	9	76	9	286	
<b>TOTAL CORK</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>286</b>	
DUBLIN	AER LINGUS	S	828	1	3	75	17	6	2	0	0	10	73	13	826	
	BMI BRITISH MIDLAND	S	518	1	0	64	18	15	3	1	0	16	65	14	566	
<b>TOTAL DUBLIN</b>			<b>1346</b>	<b>3</b>	<b>9</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>13</b>	<b>1392</b>	
SHANNON	AER LINGUS	S	250	0	0	89	7	3	1	0	0	6	63	16	248	
<b>TOTAL SHANNON</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>16</b>	<b>248</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1880</b>	<b>3</b>	<b>9</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>1926</b>	
<b>ISRAEL</b>																
TEL AVIV	BRITISH AIRWAYS PLC	S	62	0	0	84	11	2	3	0	0	2	75	9	61	
	EL AL	S	67	0	2	73	16	6	4	0	0	9	67	22	69	
<b>TOTAL TEL AVIV</b>			<b>129</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>16</b>	<b>130</b>	
<b>TOTAL ISRAEL</b>			<b>129</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>16</b>	<b>130</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>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	124	0	0	56	24	15	2	2	0	23	76	9	84
<b>TOTAL BOLOGNA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>9</b>	<b>84</b>
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	10	0	0	10	10	60	20	0	0	46	25	36	16
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>36</b>	<b>16</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	38	25	25	13	0	0	31	50	12	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>12</b>	<b>8</b>
MILAN (LINATE)	ALITALIA	S	432	0	2	46	31	17	6	0	0	22	70	12	372
	BRITISH AIRWAYS PLC	S	309	0	1	61	26	9	5	0	0	16	64	16	255
<b>TOTAL MILAN (LINATE)</b>			<b>741</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>29</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>14</b>	<b>627</b>
NAPLES	BMI BRITISH MIDLAND	C	8	0	0	50	25	25	0	0	0	13	0	0	0
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	ALITALIA	S	379	0	1	50	29	16	4	1	0	22	61	16	317
	BRITISH AIRWAYS PLC	S	309	0	1	62	26	9	3	0	0	14	64	27	274
<b>TOTAL ROME (FIUMICINO)</b>			<b>688</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>20</b>	<b>652</b>
VENICE	BMI BRITISH MIDLAND	C	8	0	0	38	0	13	50	0	0	37	0	0	0
	BRITISH AIRWAYS PLC	S	132	0	0	58	26	11	5	0	0	17	76	7	78
<b>TOTAL VENICE</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>7</b>	<b>78</b>
<b>TOTAL ITALY</b>			<b>1719</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>28</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>16</b>	<b>1527</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	42	0	0	36	24	19	21	0	0	34	25	70	36
<b>TOTAL KINGSTON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>19</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>70</b>	<b>36</b>
<b>TOTAL JAMAICA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>19</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>70</b>	<b>36</b>
<b>JAPAN</b>															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	27	0	0	81	7	7	4	0	0	2	73	5	22
	JAPAN AIRLINES	S	18	0	0	67	17	17	0	0	0	10	0	0	0
<b>TOTAL NAGOYA (AFB)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>5</b>	<b>22</b>
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	42	0	0	86	10	2	2	0	0	2	72	7	18
	BRITISH AIRWAYS PLC	S	44	0	0	89	7	0	5	0	0	0	78	2	41
	JAPAN AIRLINES	S	52	0	0	67	19	8	2	0	4	18	75	2	44
<b>TOTAL OSAKA (KANSAI)</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>76</b>	<b>3</b>	<b>103</b>
TOKYO (NARITA)	AEROFLOT	S	26	0	0	38	31	8	23	0	0	40	50	16	26
	ALL NIPPON AIRWAYS	S	70	0	0	87	10	3	0	0	0	3	82	7	62
	BRITISH AIRWAYS PLC	S	114	0	0	85	9	4	3	0	0	1	70	10	114
	JAPAN AIRLINES	S	88	0	0	61	16	19	3	0	0	16	73	7	96
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	1	1	76	14	10	0	0	0	0	73	9	52
<b>TOTAL TOKYO (NARITA)</b>			<b>348</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>9</b>	<b>350</b>
<b>TOTAL JAPAN</b>			<b>531</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>8</b>	<b>475</b>
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	54	0	0	74	17	7	0	2	0	14	89	6	53

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				Actual (7)	Plan (8)										
AMMAN	ROYAL JORDANIAN	S	62	0	0	48	27	19	3	2	0	23	65	13	62
TOTAL AMMAN			116	0	0	60	22	14	2	2	0	19	76	10	115
TOTAL JORDAN			116	0	0	60	22	14	2	2	0	19	76	10	115
KAZAKHSTAN															
ALMA ATA	BRITISH AIRWAYS PLC	S	17	0	0	82	12	6	0	0	0	8	0	0	0
TOTAL ALMA ATA			17	0	0	82	12	6	0	0	0	8	0	0	0
TOTAL KAZAKHSTAN			17	0	0	82	12	6	0	0	0	8	0	0	0
KENYA															
NAIROBI	KENYA AIRWAYS	S	72	0	0	64	22	11	3	0	0	10	70	61	70
TOTAL NAIROBI			72	0	0	64	22	11	3	0	0	10	70	61	70
TOTAL KENYA			72	0	0	64	22	11	3	0	0	10	70	61	70
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	90	8	2	0	0	0	-3	87	2	52
	KUWAIT AIRWAYS	S	72	1	7	60	26	13	1	0	0	14	42	24	71
TOTAL KUWAIT			134	1	7	74	18	7	1	0	0	6	61	15	123
TOTAL KUWAIT			134	1	7	74	18	7	1	0	0	6	61	15	123
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	75	25	0	0	0	0	-3	25	32	4
TOTAL BISHKEK (FRUNZE)			4	0	0	75	25	0	0	0	0	-3	25	32	4
TOTAL KYRGYZSTAN			4	0	0	75	25	0	0	0	0	-3	25	32	4
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	8	0	0	38	63	0	0	0	0	11	85	3	26
TOTAL RIGA			8	0	0	38	63	0	0	0	0	11	85	3	26
TOTAL LATVIA			8	0	0	38	63	0	0	0	0	11	85	3	26
LEBANON															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	70	0	0	59	27	11	1	1	0	15	64	32	61
	MEA	S	54	0	0	56	28	11	0	6	0	27	46	21	46
TOTAL BEIRUT			124	0	0	57	27	11	1	3	0	20	56	27	107
TOTAL LEBANON			124	0	0	57	27	11	1	3	0	20	56	27	107
LITHUANIA															
VILNIUS	LITHUANIA AIRLINES	S	52	0	2	79	6	4	10	2	0	17	80	4	44
TOTAL VILNIUS			52	0	2	79	6	4	10	2	0	17	80	4	44
TOTAL LITHUANIA			52	0	2	79	6	4	10	2	0	17	80	4	44
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	54	0	0	76	13	7	4	0	0	8	62	11	34
	LUXAIR	S	122	0	0	71	25	4	0	0	0	10	76	8	124
TOTAL LUXEMBOURG			176	0	0	73	21	5	1	0	0	9	73	9	158

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				Actual (7)	Plan (8)										
TOTAL LUXEMBOURG			176	0	0	73	21	5	1	0	0	9	73	9	158
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	124	0	0	53	19	14	12	2	0	28	67	13	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	53	19	14	12	2	0	28	67	13	124
TOTAL MALAYSIA			124	0	0	53	19	14	12	2	0	28	67	13	124
<b>MALTA</b>															
MALTA	AIR MALTA	S	129	1	0	57	20	13	8	2	0	21	70	12	126
TOTAL MALTA			129	1	0	57	20	13	8	2	0	21	70	12	126
TOTAL MALTA			129	1	0	57	20	13	8	2	0	21	70	12	126
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	0	72	22	6	0	0	0	9	31	27	16
TOTAL MAURITIUS			18	0	0	72	22	6	0	0	0	9	31	27	16
TOTAL MAURITIUS			18	0	0	72	22	6	0	0	0	9	31	27	16
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	27	0	0	81	11	7	0	0	0	0	0	0	0
TOTAL MEXICO CITY			27	0	0	81	11	7	0	0	0	0	0	0	0
TOTAL MEXICO			27	0	0	81	11	7	0	0	0	0	0	0	0
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	47	18	26	10	0	0	25	65	18	62
TOTAL CASABLANCA MOHAMED V			62	0	0	47	18	26	10	0	0	25	76	11	124
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	10	0	0	30	10	40	20	0	0	33	40	60	10
TOTAL TANGIERS (IBN BATUTA)			10	0	0	30	10	40	20	0	0	33	40	60	10
TOTAL MOROCCO			72	0	0	44	17	28	11	0	0	26	73	15	134
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	18	0	0	61	17	11	11	0	0	17	62	10	26
TOTAL WINDHOEK			18	0	0	61	17	11	11	0	0	17	62	10	26
TOTAL NAMIBIA			18	0	0	61	17	11	11	0	0	17	62	10	26
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	24	2	0	88	4	8	0	0	0	-1	73	32	26
	EVA AIR	S	26	0	0	77	19	4	0	0	0	1	89	1	28
TOTAL TAIPEI			50	2	0	82	12	6	0	0	0	0	81	16	54
TOTAL NATIONALIST CHINA (TAIWAN)			50	2	0	82	12	6	0	0	0	0	81	16	54
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	477	0	3	64	19	13	4	0	0	16	82	6	480
	BRITISH AIRWAYS PLC	S	414	0	2	57	20	16	7	0	0	19	72	10	306
	KLM	S	547	1	4	69	13	10	7	0	0	17	81	6	495
TOTAL AMSTERDAM			1438	1	9	64	17	13	6	0	0	17	79	7	1299



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				Actual (7)	Plan (8)										
EINDHOVEN	KLM	S	92	0	0	70	24	4	2	0	0	12	77	7	92
<b>TOTAL EINDHOVEN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>7</b>	<b>92</b>
ROTTERDAM	KLM	S	215	0	0	73	17	5	5	1	0	13	87	2	270
<b>TOTAL ROTTERDAM</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>2</b>	<b>270</b>
<b>TOTAL NETHERLANDS</b>			<b>1745</b>	<b>1</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>6</b>	<b>1661</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	54	0	0	65	13	13	7	2	0	14	71	27	42
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>27</b>	<b>42</b>
<b>TOTAL NEW ZEALAND</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>27</b>	<b>42</b>
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	61	0	1	56	36	8	0	0	0	16	81	12	62
<b>TOTAL BERGEN</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>12</b>	<b>64</b>
OSLO (FORNEBU)	BMI BRITISH MIDLAND	S	54	0	0	70	19	7	4	0	0	14	77	7	56
	BRITISH AIRWAYS PLC	S	185	0	1	63	25	9	2	1	0	15	68	14	171
	SAS	S	298	0	0	76	17	5	2	0	0	8	89	0	234
<b>TOTAL OSLO (FORNEBU)</b>			<b>537</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>6</b>	<b>461</b>
STAVANGER	BRITISH AIRWAYS PLC	S	62	0	0	77	18	5	0	0	0	7	0	0	0
	SAS	S	124	0	0	80	16	3	1	0	0	8	88	4	124
<b>TOTAL STAVANGER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>4</b>	<b>124</b>
TROMSOE	SAS	S	18	0	0	78	22	0	0	0	0	4	76	4	17
<b>TOTAL TROMSOE</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>4</b>	<b>76</b>	<b>4</b>	<b>17</b>
<b>TOTAL NORWAY</b>			<b>803</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>6</b>	<b>666</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	89	8	3	0	0	0	0	68	13	62
	GULF AIR	S	104	0	2	65	20	9	6	0	0	13	76	5	104
<b>TOTAL MUSCAT</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>8</b>	<b>166</b>
<b>TOTAL OMAN</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>8</b>	<b>166</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	16	0	0	25	25	38	0	6	6	73	61	19	18
<b>TOTAL ISLAMABAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>73</b>	<b>61</b>	<b>19</b>	<b>18</b>
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	11	28	22	28	6	6	95	56	17	18
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>95</b>	<b>56</b>	<b>17</b>	<b>18</b>
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	6	13	25	25	25	13	0	96	33	25	18
<b>TOTAL LAHORE</b>			<b>8</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>96</b>	<b>33</b>	<b>25</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>42</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>26</b>	<b>29</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>86</b>	<b>50</b>	<b>20</b>	<b>54</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	36	0	0	83	8	6	3	0	0	3	81	0	36
<b>TOTAL MANILA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>14</b>	<b>70</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 PHILIPPINES			36	0	0	83	8	6	3	0	0	3	73	14	70
POLAND															
WARSAW	BMI BRITISH MIDLAND	S	44	0	0	73	25	2	0	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	85	10	3	2	1	0	8	73	14	113
	LOT-POLISH AIRLINES	S	146	0	2	72	15	12	1	0	0	10	73	9	142
TOTAL WARSAW			314	0	2	77	14	7	1	0	0	8	73	11	255
TOTAL POLAND			314	0	2	77	14	7	1	0	0	8	73	11	255
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	62	0	0	73	18	10	0	0	0	9	82	10	62
	GB AIRWAYS LTD	S	43	0	1	67	14	16	2	0	0	11	0	0	0
TOTAL FARO			105	0	1	70	16	12	1	0	0	10	77	12	70
LISBON	AIR PORTUGAL	S	186	0	0	75	13	8	3	1	0	12	80	11	186
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	193	1	0	73	15	9	4	0	0	12	75	11	182
TOTAL LISBON			381	1	0	74	14	8	3	0	0	12	77	11	368
OPORTO	AIR PORTUGAL	S	62	0	0	85	3	5	6	0	0	11	90	4	62
TOTAL OPORTO			62	0	0	85	3	5	6	0	0	11	90	4	62
TOTAL PORTUGAL(EXCLUDING MADEIRA)			548	1	1	75	13	9	3	0	0	11	79	10	500
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	18	0	0	100	0	0	0	0	0	-4	78	16	18
TOTAL FUNCHAL			18	0	0	100	0	0	0	0	0	-4	78	16	18
TOTAL PORTUGAL(MADEIRA)			18	0	0	100	0	0	0	0	0	-4	78	16	18
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	77	18	3	2	0	0	4	0	0	0
	GULF AIR	S	9	0	1	44	22	33	0	0	0	19	59	24	17
	QATAR AIRWAYS	S	62	0	0	52	21	19	8	0	0	22	90	-3	62
TOTAL DOHA			133	0	1	63	20	13	5	0	0	13	84	3	79
TOTAL QATAR			133	0	1	63	20	13	5	0	0	13	84	3	79
REPUBLIC OF KOREA															
SEOUL (KIMPO)	KOREAN AIR	S	44	0	0	86	9	5	0	0	0	-3	85	-1	46
TOTAL SEOUL (KIMPO)			44	0	0	86	9	5	0	0	0	-3	82	2	73
TOTAL REPUBLIC OF KOREA			44	0	0	86	9	5	0	0	0	-3	82	2	73
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	44	0	0	86	11	2	0	0	0	4	84	15	25
	SOUTH AFRICAN AIRWAYS	S	30	0	0	57	23	13	7	0	0	20	55	11	31
TOTAL CAPE TOWN			74	0	0	74	16	7	3	0	0	11	68	13	56
DURBAN	BRITISH AIRWAYS PLC	S	34	0	1	88	3	9	0	0	0	0	83	1	36
	SOUTH AFRICAN AIRWAYS	S	28	0	0	29	43	21	7	0	0	27	69	24	26
TOTAL DURBAN			62	0	1	61	21	15	3	0	0	12	77	11	62

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
JOHANNESBURG	BRITISH AIRWAYS PLC	S	62	1	0	77	15	3	0	3	2	29	72	13	54
	SOUTH AFRICAN AIRWAYS	S	74	0	8	43	23	26	7	0	1	35	53	32	73
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	6	2	0	0	0	-3	81	5	58
<b>TOTAL JOHANNESBURG</b>			<b>198</b>	<b>1</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>68</b>	<b>18</b>	<b>185</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>334</b>	<b>1</b>	<b>9</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>70</b>	<b>16</b>	<b>303</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	71	0	0	27	24	32	17	0	0	33	56	20	70
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>24</b>	<b>32</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>20</b>	<b>70</b>
<b>TOTAL RUMANIA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>24</b>	<b>32</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>20</b>	<b>70</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	88	0	0	38	31	24	6	2	0	29	64	14	87
	BRITISH AIRWAYS PLC	S	62	0	0	89	8	3	0	0	0	3	89	0	62
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>8</b>	<b>149</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	88	13	0	0	0	0	4	70	-2	10
<b>TOTAL ST PETERSBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>-2</b>	<b>10</b>
<b>TOTAL RUSSIA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>7</b>	<b>159</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	SAUDI ARABIAN AIRLINES	S	18	0	0	78	11	6	0	6	0	14	61	20	18
<b>TOTAL DHAHRAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	<b>58</b>
JEDDAH	BRITISH AIRWAYS PLC	S	34	0	0	62	18	12	6	3	0	23	80	16	30
	SAUDI ARABIAN AIRLINES	S	44	0	0	52	27	9	11	0	0	23	52	16	44
<b>TOTAL JEDDAH</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>16</b>	<b>74</b>
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	77	19	4	0	0	0	3	78	6	23
	SAUDI ARABIAN AIRLINES	S	36	0	0	42	39	11	8	0	0	25	75	9	16
<b>TOTAL RIYADH</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>39</b>
<b>TOTAL SAUDI ARABIA</b>			<b>158</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>12</b>	<b>171</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	150	0	0	74	17	7	3	0	0	7	71	4	124
<b>TOTAL SINGAPORE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>5</b>	<b>147</b>
<b>TOTAL SINGAPORE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>5</b>	<b>147</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	37	45	18	0	0	0	20	71	10	62
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>45</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>10</b>	<b>62</b>
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>45</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>10</b>	<b>62</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	62	0	0	32	24	19	18	6	0	54	66	18	62
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>24</b>	<b>19</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>66</b>	<b>18</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	S	202	0	0	76	12	9	3	0	0	9	75	9	183

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BARCELONA	IBERIA	S	186	0	0	84	10	3	3	0	0	7	77	12	186
	QANTAS	C	4	0	0	75	0	0	25	0	0	24	0	0	0
<b>TOTAL BARCELONA</b>			<b>392</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>370</b>
BILBAO	BRITISH AIRWAYS PLC	S	124	0	0	85	8	6	1	0	0	4	87	5	103
	IBERIA	S	62	0	0	90	6	0	3	0	0	0	90	3	62
<b>TOTAL BILBAO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>165</b>
LA CORUNA	BMI BRITISH MIDLAND	C	8	0	0	50	0	13	38	0	0	38	38	32	8
<b>TOTAL LA CORUNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>32</b>	<b>8</b>
MADRID	BRITISH AIRWAYS PLC	S	248	0	0	72	19	6	2	0	0	12	59	21	207
	IBERIA	S	246	1	2	65	14	13	7	1	0	19	61	19	276
<b>TOTAL MADRID</b>			<b>494</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>22</b>	<b>511</b>
MALAGA	GB AIRWAYS LTD	S	62	0	0	74	18	6	2	0	0	8	0	0	0
	IBERIA	S	62	0	0	55	11	19	15	0	0	28	68	24	62
<b>TOTAL MALAGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>24</b>	<b>62</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	70	0	0	47	27	16	10	0	0	25	67	11	76
<b>TOTAL PALMA DE MALLORCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>11</b>	<b>76</b>
SANTIAGO DE COMPOSTELA	BMI BRITISH MIDLAND	C	8	0	0	38	50	13	0	0	0	19	25	40	8
	IBERIA	S	62	0	0	42	24	23	11	0	0	27	66	16	62
<b>TOTAL SANTIAGO DE COMPOSTELA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>19</b>	<b>70</b>
SEVILLE	IBERIA	S	62	0	0	61	21	16	2	0	0	16	92	0	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>0</b>	<b>62</b>
VALENCIA	IBERIA	S	62	0	0	74	16	6	3	0	0	11	53	24	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>24</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1530</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>15</b>	<b>1448</b>
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (NORTE LOS RODEOS)	IBERIA	S	61	0	1	46	20	20	13	2	0	31	69	21	26
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>20</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>21</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>20</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>21</b>	<b>26</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	42	0	0	60	21	7	12	0	0	16	69	15	36
<b>TOTAL COLOMBO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>36</b>
<b>TOTAL SRI LANKA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>36</b>
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	8	0	0	38	50	13	0	0	0	15	0	0	0
<b>TOTAL KHARTOUM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SUDAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	88	7	1	3	1	0	6	71	12	95
	SAS	S	132	0	0	83	10	4	3	1	0	10	89	3	132

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 GOTEBOG</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	273
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	306	0	2	70	21	7	2	0	0	11	68	23	253
	SAS	S	301	0	1	75	17	8	1	0	0	9	86	4	302
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>607</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>13</b>	555
<b>TOTAL SWEDEN</b>			<b>863</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	828
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	BRITISH AIRWAYS PLC	S	123	0	1	59	28	11	2	1	0	18	60	14	85
	SWISS AIRLINES	S	186	0	0	46	31	22	1	0	0	18	64	11	190
<b>TOTAL BASLE MULHOUSE</b>			<b>309</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>30</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>12</b>	275
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	286	0	0	75	16	6	3	0	0	11	77	15	230
	SWISSAIR	S	248	0	0	81	11	6	2	0	0	7	77	8	248
<b>TOTAL GENEVA</b>			<b>534</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	478
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	286	0	0	65	24	9	2	0	0	13	73	14	222
	SWISSAIR	S	372	0	0	56	30	11	3	0	0	16	74	10	376
<b>TOTAL ZURICH</b>			<b>658</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	838
<b>TOTAL SWITZERLAND</b>			<b>1501</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	1591
<b>SYRIA</b>															
<b>DAMASCUS</b>	SYRIANAIR	S	25	2	0	16	24	20	32	4	4	93	48	13	27
<b>TOTAL DAMASCUS</b>			<b>25</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>20</b>	<b>32</b>	<b>4</b>	<b>4</b>	<b>93</b>	<b>57</b>	<b>13</b>	53
<b>TOTAL SYRIA</b>			<b>25</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>20</b>	<b>32</b>	<b>4</b>	<b>4</b>	<b>93</b>	<b>57</b>	<b>13</b>	53
<b>TANZANIA</b>															
<b>DAR-ES-SALAAM</b>	ALLIANCE	S	18	0	0	50	28	17	6	0	0	20	44	25	16
<b>TOTAL DAR-ES-SALAAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>25</b>	16
<b>KILIMANJARO</b>	ALLIANCE	S	8	0	0	38	38	13	13	0	0	27	0	0	0
<b>TOTAL KILIMANJARO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>31</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>25</b>	16
<b>THAILAND</b>															
<b>BANGKOK</b>	THAI AIRWAYS INTERNATIONAL	S	62	0	0	71	21	6	2	0	0	10	81	9	62
<b>TOTAL BANGKOK</b>			<b>62</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>10</b>	<b>81</b>	<b>9</b>	62
<b>TOTAL THAILAND</b>			<b>62</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>10</b>	<b>81</b>	<b>9</b>	62
<b>TRINIDAD AND TOBAGO</b>															
<b>PORT OF SPAIN</b>	BWIA	S	58	0	0	34	26	19	19	2	0	32	39	33	62
<b>TOTAL PORT OF SPAIN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>19</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>33</b>	62
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>19</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>33</b>	62
<b>TUNISIA</b>															
<b>JERBA</b>	TUNISAIR	S	10	0	0	50	20	20	10	0	0	19	0	0	0
<b>TOTAL JERBA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
TUNIS	TUNISAIR	S	34	0	0	44	9	32	15	0	0	32	41	25	34
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>9</b>	<b>32</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>41</b>	<b>25</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>11</b>	<b>30</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>41</b>	<b>25</b>	<b>34</b>
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	66	17	13	4	0	0	15	47	23	120
	ISTANBUL HAVA YOLLARI	C	32	0	0	6	13	50	28	0	3	75	8	52	26
	THY TURK HAVA YOLLARI TURKIS	S	149	0	0	54	28	13	4	1	0	18	31	33	140
<b>TOTAL ISTANBUL</b>			<b>306</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>31</b>	<b>286</b>
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	16	0	0	13	25	31	19	0	13	82	31	43	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>31</b>	<b>43</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>322</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>36</b>	<b>31</b>	<b>310</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	75	13	13	0	0	0	6	38	51	8
<b>TOTAL ASHKHABAD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>51</b>	<b>8</b>
<b>TOTAL TURKMENISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>51</b>	<b>8</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	GULF AIR	S	49	0	0	55	14	29	2	0	0	18	52	37	65
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>18</b>	<b>127</b>
DUBAI	BRITISH AIRWAYS PLC	S	62	0	0	84	13	2	2	0	0	6	86	57	21
	EMIRATES	S	124	0	0	39	31	26	5	0	0	25	56	23	123
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>28</b>	<b>144</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>23</b>	<b>271</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	394	0	0	82	14	4	0	0	0	6	79	8	299
<b>TOTAL ABERDEEN</b>			<b>394</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>299</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	498	0	2	81	11	7	2	0	0	7	90	3	522
	BRITISH AIRWAYS PLC	S	375	0	1	83	11	5	1	0	0	6	78	9	290
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>873</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>5</b>	<b>812</b>
EDINBURGH	BMI BRITISH MIDLAND	S	480	0	0	75	14	9	1	0	0	10	77	10	484
	BRITISH AIRWAYS PLC	S	670	0	0	81	11	6	2	0	0	7	70	11	538
<b>TOTAL EDINBURGH</b>			<b>1150</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>1024</b>
EXETER	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	26	0	0	0
<b>TOTAL EXETER</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>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	BMI BRITISH MIDLAND	S	489	0	0	74	18	6	2	0	0	10	79	8	489
	BRITISH AIRWAYS PLC	S	669	0	7	87	10	2	0	0	0	4	77	9	534
<b>TOTAL GLASGOW</b>			<b>1158</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>1023</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	169	0	1	85	9	3	2	0	0	6	84	7	170
<b>TOTAL ISLE OF MAN</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>170</b>
JERSEY	BRITISH AIRWAYS PLC	S	242	0	2	87	7	2	2	2	0	7	77	9	205

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				Actual (7)	Plan (8)										
<b>TOTAL JERSEY</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>9</b>	205
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	280	0	1	82	12	4	3	0	0	7	79	10	282
<b>TOTAL LEEDS BRADFORD</b>			<b>280</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>10</b>	282
MANCHESTER	BMI BRITISH MIDLAND	S	476	0	4	88	8	3	0	0	3	0	0	0	0
	BRITISH AIRWAYS PLC	S	614	0	0	87	9	3	1	0	4	80	9	483	
<b>TOTAL MANCHESTER</b>			<b>1090</b>	<b>1</b>	<b>5</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	485
NEWCASTLE	BRITISH AIRWAYS PLC	S	340	0	0	89	8	2	1	0	2	84	8	240	
<b>TOTAL NEWCASTLE</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	240
TEESSIDE	BMI BRITISH MIDLAND	S	284	0	2	87	10	2	1	0	5	85	5	286	
<b>TOTAL TEESSIDE</b>			<b>284</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>5</b>	286	
<b>TOTAL UNITED KINGDOM</b>			<b>5982</b>	<b>2</b>	<b>23</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	5210
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	123	0	1	69	15	9	6	1	0	13	88	1	124
	BRITISH AIRWAYS PLC	S	185	0	1	83	5	8	2	2	0	6	77	5	165
<b>TOTAL BOSTON</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>3</b>	289
CHICAGO (O'HARE)	AIR INDIA	S	23	2	2	65	13	0	22	0	15	63	14	16	
	AMERICAN AIRLINES	S	247	1	0	81	13	3	3	0	0	71	13	189	
	BRITISH AIRWAYS PLC	S	124	0	0	69	14	10	4	2	20	66	9	120	
	UNITED AIRLINES	S	141	1	1	54	30	9	6	1	17	73	36	124	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>535</b>	<b>4</b>	<b>3</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>18</b>	449
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	81	13	5	2	0	0	67	21	51	
<b>TOTAL DETROIT</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>67</b>	<b>21</b>	51	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	79	18	3	0	0	-8	76	5	62	
	BRITISH AIRWAYS PLC	S	186	0	0	82	10	6	1	1	6	71	11	170	
	UNITED AIRLINES	S	62	0	0	60	26	10	5	0	9	56	18	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	123	1	1	70	18	7	5	1	5	57	16	105	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>433</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>12</b>	399
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	71	19	6	3	0	2	85	2	62	
	BRITISH AIRWAYS PLC	S	62	0	0	79	16	2	3	0	1	83	-1	60	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	16	11	0	0	10	60	16	62	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>6</b>	184
NEW YORK (JF KENNEDY)	AIR INDIA	S	61	0	0	41	26	16	13	2	33	52	39	62	
	AMERICAN AIRLINES	S	361	2	5	78	12	6	2	2	0	75	8	372	
	BRITISH AIRWAYS PLC	C	2	2	3	0	0	0	100	0	115	0	0	0	
	BRITISH AIRWAYS PLC	S	422	0	0	76	12	7	4	2	0	12	80	6	400
	KUWAIT AIRWAYS	S	27	0	0	85	7	7	0	0	3	67	14	27	
	UNITED AIRLINES	S	186	0	0	83	9	4	3	1	4	84	3	122	
	VIRGIN ATLANTIC AIRWAYS LTD	S	123	0	1	72	17	7	4	0	10	53	27	125	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1182</b>	<b>4</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>11</b>	1108
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	62	0	0	69	21	3	6	0	7	0	0	0	
	BRITISH AIRWAYS PLC	S	121	0	0	79	12	4	4	0	7	72	15	54	
	UNITED AIRLINES	S	62	0	0	61	21	11	2	5	19	56	36	62	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	15	8	6	3	0	20	61	21	61
<b>TOTAL NEW YORK (NEWARK)</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>24</b>	<b>177</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	122	0	0	75	12	6	6	1	1	13	78	8	112
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>78</b>	<b>8</b>	<b>112</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	67	19	8	3	3	0	18	73	3	113
	UNITED AIRLINES	S	123	1	0	74	12	8	6	0	0	10	76	9	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	65	27	8	0	0	0	7	53	23	62
<b>TOTAL SAN FRANCISCO</b>			<b>309</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>10</b>	<b>299</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	89	0	0	70	20	10	0	0	0	5	70	10	53
<b>TOTAL SEATTLE (TACOMA)</b>			<b>89</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>5</b>	<b>70</b>	<b>10</b>	<b>53</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	124	0	0	72	13	8	6	2	0	14	67	10	113
	UNITED AIRLINES	S	186	0	0	58	24	10	8	0	0	16	67	15	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	10	11	5	0	0	8	48	26	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>16</b>	<b>361</b>
<b>TOTAL USA</b>			<b>3905</b>	<b>10</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>3482</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	0	82	15	3	0	0	0	-5	85	-2	34
<b>TOTAL TASHKENT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>85</b>	<b>-2</b>	<b>34</b>
<b>TOTAL UZBEKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>85</b>	<b>-2</b>	<b>34</b>
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	10	0	0	80	0	0	10	10	0	23	0	0	0
<b>TOTAL HARARE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ZIMBABWE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HEATHROW</b>			<b>38354</b>	<b>39</b>	<b>188</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>35293</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	248	0	6	80	15	4	1	0	0	10	86	7	254
<b>TOTAL ANTWERP</b>			<b>248</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>254</b>
BRUSSELS	SABENA	S	292	0	8	63	24	10	3	0	0	14	77	10	244
<b>TOTAL BRUSSELS</b>			<b>292</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>24</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>244</b>
<b>TOTAL BELGIUM</b>			<b>540</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>498</b>
<b>FRANCE</b>															
DEAUVILLE	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL DEAUVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	115	0	9	63	27	5	5	0	0	15	84	10	168
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>115</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>27</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>10</b>	<b>170</b>
STRASBOURG	AIR FRANCE	S	154	0	0	51	27	21	1	0	0	17	0	0	0
<b>TOTAL STRASBOURG</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>271</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>27</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>172</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA CITY LINE	S	100	0	0	31	34	32	3	0	0	26	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>34</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>20</b>	<b>143</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	214	0	2	50	31	16	3	0	0	19	62	16	217
<b>TOTAL MOENCHENGLADBACH</b>			<b>214</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>31</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>16</b>	<b>217</b>
<b>TOTAL GERMANY</b>			<b>314</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>32</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>18</b>	<b>362</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	401	2	5	76	14	5	4	0	0	12	75	12	377
<b>TOTAL DUBLIN</b>			<b>401</b>	<b>2</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>377</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>401</b>	<b>2</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>377</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	90	0	2	41	29	21	9	0	0	25	0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>29</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	ALITALIA	S	54	0	0	44	26	24	6	0	0	24	0	0	0
<b>TOTAL TURIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>39</b>	<b>21</b>	<b>70</b>
<b>TOTAL ITALY</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>28</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>17</b>	<b>132</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	219	0	35	42	21	29	9	0	0	27	53	19	200
<b>TOTAL AMSTERDAM</b>			<b>219</b>	<b>0</b>	<b>35</b>	<b>42</b>	<b>21</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>53</b>	<b>19</b>	<b>200</b>
ROTTERDAM	VLM (BELGIUM)	S	238	0	16	76	20	3	1	0	0	10	94	0	254
<b>TOTAL ROTTERDAM</b>			<b>238</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>435</b>
<b>TOTAL NETHERLANDS</b>			<b>457</b>	<b>0</b>	<b>51</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>8</b>	<b>635</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>SWEDEN</b>															
GOTEBORG	MALMO AVIATION	S	54	0	0	46	30	17	7	0	0	20	0	0	0
TOTAL GOTEBORG			<b>54</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>30</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALMO	MALMO AVIATION	S	54	0	0	57	35	4	4	0	0	15	81	5	54
TOTAL MALMO			<b>54</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>35</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>5</b>	<b>54</b>
STOCKHOLM (ARLANDA)	MALMO AVIATION	S	98	0	2	44	35	17	4	0	0	20	0	0	0
TOTAL STOCKHOLM (ARLANDA)			<b>98</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>35</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL SWEDEN			<b>206</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>33</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>5</b>	<b>54</b>
<b>SWITZERLAND</b>															
BERNE	AIR ENGIADINA	S	109	0	3	26	28	40	6	0	0	29	54	17	108
TOTAL BERNE			<b>109</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>28</b>	<b>40</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>17</b>	<b>108</b>
GENEVA	SWISS AIRLINES	S	160	0	2	68	24	4	4	0	0	15	72	13	158
TOTAL GENEVA			<b>160</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>24</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	<b>158</b>
ZURICH	SWISS AIRLINES	S	161	0	1	25	40	33	2	0	0	26	37	22	163
TOTAL ZURICH			<b>161</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>40</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>37</b>	<b>22</b>	<b>163</b>
TOTAL SWITZERLAND			<b>430</b>	<b>0</b>	<b>6</b>	<b>41</b>	<b>31</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>18</b>	<b>429</b>
<b>UNITED KINGDOM</b>															
EDINBURGH	KLM UK LTD	S	206	0	2	74	17	5	3	0	0	10	87	3	158
TOTAL EDINBURGH			<b>206</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>3</b>	<b>158</b>
MANCHESTER	KLM UK LTD	S	145	0	7	90	8	2	0	0	0	-1	0	0	0
TOTAL MANCHESTER			<b>145</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL UNITED KINGDOM			<b>351</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>3</b>	<b>158</b>
TOTAL LONDON CITY			<b>3114</b>	<b>2</b>	<b>100</b>	<b>60</b>	<b>23</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>12</b>	<b>2817</b>

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>															
GRAZ	DEBONAIR AIRWAYS LTD	C	12	0	6	17	42	25	17	0	0	33	0	0	0
<b>TOTAL GRAZ</b>			<b>13</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>38</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>13</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>38</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	38	0	63	0	0	0	23	100	3	8
	CALEDONIAN AIRWAYS	C	3	0	0	0	0	67	33	0	0	52	0	0	0
	EUROCYPRIA AIRLINES LTD	C	18	0	0	56	22	22	0	0	0	14	18	68	28
	MONARCH AIRLINES	C	10	0	0	10	30	0	60	0	0	80	29	44	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	25	25	50	0	0	62	0	0	0
<b>TOTAL LARNACA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>19</b>	<b>28</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>38</b>	<b>45</b>	<b>63</b>
PAPHOS	BRITANNIA AIRWAYS	C	18	0	0	39	22	33	6	0	0	22	81	6	26
	EUROCYPRIA AIRLINES LTD	C	15	1	0	73	7	20	0	0	0	-1	25	84	8
	MONARCH AIRLINES	C	15	3	2	67	13	20	0	0	0	12	0	0	0
<b>TOTAL PAPHOS</b>			<b>48</b>	<b>4</b>	<b>2</b>	<b>58</b>	<b>15</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>46</b>	<b>52</b>
<b>TOTAL CYPRUS</b>			<b>95</b>	<b>4</b>	<b>2</b>	<b>44</b>	<b>17</b>	<b>26</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>48</b>	<b>45</b>	<b>115</b>
<b>FRANCE</b>															
BEAUVAIS	EUROPEAN AIR CHARTER	C	2	0	0	0	0	100	0	0	0	44	0	0	0
<b>TOTAL BEAUVAIS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	EUROPEAN AIR CHARTER	C	2	1	1	50	0	0	50	0	0	34	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	7	0	0	0
<b>TOTAL LYON</b>			<b>4</b>	<b>3</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	DEBONAIR AIRWAYS LTD	S	62	0	0	15	19	34	29	3	0	57	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	237	0	2	46	16	17	20	2	0	40	0	0	0
<b>TOTAL NICE</b>			<b>299</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>16</b>	<b>20</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>31</b>	<b>142</b>
PARIS (CHARLES DE GAULLE)	AIR JET	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	SCOT AIRWAYS	S	161	2	29	55	25	17	2	0	0	18	50	19	129
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>165</b>	<b>3</b>	<b>29</b>	<b>55</b>	<b>25</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>19</b>	<b>129</b>
TARBES-LOURDES INTERNATIONAL	AERIS	C	10	0	0	20	0	10	60	10	0	99	25	42	8
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>99</b>	<b>25</b>	<b>42</b>	<b>8</b>
TOURS	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL TOURS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>483</b>	<b>8</b>	<b>35</b>	<b>44</b>	<b>19</b>	<b>19</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>38</b>	<b>26</b>	<b>279</b>
<b>GERMANY</b>															
MOENCHENGLADBACH	DEBONAIR AIRWAYS LTD	S	105	9	6	36	23	21	19	1	0	30	0	0	0
<b>TOTAL MOENCHENGLADBACH</b>			<b>105</b>	<b>9</b>	<b>6</b>	<b>36</b>	<b>23</b>	<b>21</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	DEBONAIR AIRWAYS LTD	S	107	4	2	44	27	20	9	0	0	23	0	0	0
<b>TOTAL MUNICH</b>			<b>107</b>	<b>4</b>	<b>2</b>	<b>44</b>	<b>27</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>17</b>	<b>107</b>
STUTTGART	MALMO AVIATION	C	2	0	0	50	50	0	0	0	0	14	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL STUTTGART			2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL GERMANY			214	13	8	40	25	20	14	0	0	26	70	17	108
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	35	0	2	69	9	3	14	3	3	38	100	0	26
TOTAL GIBRALTAR			35	0	2	69	9	3	14	3	3	38	100	0	26
TOTAL GIBRALTAR			35	0	2	69	9	3	14	3	3	38	100	0	26
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	71	2	2	75	14	8	3	0	0	4	0	0	0
TOTAL ATHENS			71	2	2	75	14	8	3	0	0	4	0	0	0
CORFU	BRITANNIA AIRWAYS	C	19	0	0	68	32	0	0	0	0	10	100	-6	10
	MONARCH AIRLINES	C	15	0	0	60	33	0	7	0	0	12	100	-3	3
TOTAL CORFU			34	0	0	65	32	0	3	0	0	11	100	-5	13
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	25	50	15	4
TOTAL HERAKLION			8	0	0	25	25	50	0	0	0	25	50	15	4
KEFALLINIA	BRITANNIA AIRWAYS	C	10	0	0	60	30	10	0	0	0	13	80	5	10
TOTAL KEFALLINIA			10	0	0	60	30	10	0	0	0	13	80	5	10
KOS	BRITANNIA AIRWAYS	C	8	0	0	0	0	63	25	13	0	75	0	34	5
TOTAL KOS			8	0	0	0	0	63	25	13	0	75	0	34	5
RHODES	BRITANNIA AIRWAYS	C	10	0	0	20	20	30	10	20	0	84	90	8	10
TOTAL RHODES			10	0	0	20	20	30	10	20	0	84	90	8	10
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	16	75	13	8
TOTAL SALONIKA			8	0	0	50	38	13	0	0	0	16	75	13	8
ZAKINTHOS	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	8	88	4	8
TOTAL ZAKINTHOS			10	0	0	80	10	10	0	0	0	8	88	4	8
TOTAL GREECE			159	2	2	61	20	13	4	2	0	16	78	7	58
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	294	0	0	72	17	10	1	0	0	11	87	3	230
TOTAL DUBLIN			294	0	0	72	17	10	1	0	0	11	87	3	230
WATERFORD	SCOT AIRWAYS	S	10	2	0	60	30	10	0	0	0	17	54	20	24
TOTAL WATERFORD			10	2	0	60	30	10	0	0	0	17	54	20	24
TOTAL IRISH REPUBLIC			304	2	0	72	18	10	1	0	0	11	84	6	316
ITALY															
BOLOGNA	ALITALIA	C	2	0	0	50	0	50	0	0	0	19	50	28	2
TOTAL BOLOGNA			2	0	0	50	0	50	0	0	0	19	67	18	3
BRINDISI	BMI BRITISH MIDLAND	C	6	0	0	83	0	0	17	0	0	12	0	28	6
TOTAL BRINDISI			6	0	0	83	0	0	17	0	0	12	0	28	6
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	5	0	0	40	60	0	0	0	0	19	0	0	0

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
LAMETIA-TERME	BMI BRITISH MIDLAND	C	6	0	0	17	50	0	33	0	0	53	17	43	6
<b>TOTAL LAMETIA-TERME</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>43</b>	6
NAPLES	BMI BRITISH MIDLAND	C	25	0	3	32	24	24	16	4	0	41	48	38	29
	BRITANNIA AIRWAYS	C	11	0	0	45	18	27	9	0	0	26	63	21	8
	MY TRAVEL AIRWAYS UK	C	9	0	1	33	11	22	33	0	0	46	0	68	8
<b>TOTAL NAPLES</b>			<b>45</b>	<b>0</b>	<b>4</b>	<b>36</b>	<b>20</b>	<b>24</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>43</b>	<b>40</b>	47
PALERMO	BMI BRITISH MIDLAND	C	32	1	7	16	31	38	9	6	0	46	48	45	23
<b>TOTAL PALERMO</b>			<b>32</b>	<b>1</b>	<b>7</b>	<b>16</b>	<b>31</b>	<b>38</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>48</b>	<b>45</b>	23
ROME (CIAMPINO)	DEBONAIR AIRWAYS LTD	S	124	2	3	48	13	6	11	21	1	65	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>124</b>	<b>4</b>	<b>4</b>	<b>48</b>	<b>13</b>	<b>6</b>	<b>11</b>	<b>21</b>	<b>1</b>	<b>65</b>	<b>65</b>	<b>22</b>	86
<b>TOTAL ITALY</b>			<b>220</b>	<b>5</b>	<b>15</b>	<b>41</b>	<b>19</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>53</b>	<b>31</b>	171
<b>MALTA</b>															
MALTA	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	20	75	7	8
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>7</b>	8
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>7</b>	8
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	170	0	0	45	19	16	17	2	1	38	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>16</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>76</b>	<b>15</b>	163
<b>TOTAL NETHERLANDS</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>16</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>76</b>	<b>15</b>	163
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITANNIA AB	C	8	0	0	25	38	38	0	0	0	24	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL NORWAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>-1</b>	1
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	10	0	0	70	10	0	0	20	0	71	86	49	22
	BRITANNIA AIRWAYS	C	8	0	0	25	13	63	0	0	0	28	38	19	8
	MONARCH AIRLINES	C	17	1	0	59	18	18	0	0	6	49	91	-1	22
	SATA	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL FARO</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>41</b>	<b>81</b>	<b>23</b>	52
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>41</b>	<b>81</b>	<b>23</b>	52
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	31	100	-5	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>31</b>	<b>100</b>	<b>-5</b>	8
<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>31</b>	<b>100</b>	<b>-5</b>	8
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	4	40	23	10
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	14	25	32	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
ALICANTE	MONARCH AIRLINES	S	44	0	0	55	18	16	7	5	0	28	75	12	36
<b>TOTAL ALICANTE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>17</b>	<b>54</b>
ALMERIA	BRITANNIA AIRWAYS	C	10	0	0	40	10	10	20	20	0	64	100	2	10
<b>TOTAL ALMERIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>64</b>	<b>100</b>	<b>2</b>	<b>10</b>
BARCELONA	DEBONAIR AIRWAYS LTD	S	106	1	26	35	16	26	18	4	1	46	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	139	1	1	35	19	18	22	6	0	53	0	0	0
<b>TOTAL BARCELONA</b>			<b>245</b>	<b>2</b>	<b>27</b>	<b>35</b>	<b>18</b>	<b>22</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>57</b>	<b>21</b>	<b>272</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	40	19	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	-3	0	0	0
<b>TOTAL GERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>40</b>	<b>19</b>	<b>10</b>
IBIZA	BRITANNIA AIRWAYS	C	35	0	0	54	20	17	9	0	0	19	71	15	24
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3	100	-8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	13	50	13	0	91	0	0	0
<b>TOTAL IBIZA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>37</b>	<b>40</b>
MADRID	DEBONAIR AIRWAYS LTD	S	62	0	5	47	18	16	13	6	0	38	0	0	0
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>18</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>88</b>	<b>12</b>	<b>90</b>
MAHON	BRITANNIA AIRWAYS	C	26	0	0	65	23	12	0	0	0	13	78	8	18
	MONARCH AIRLINES	C	10	0	0	50	40	10	0	0	0	17	29	61	7
	MONARCH AIRLINES	S	28	0	0	61	25	4	11	0	0	20	50	15	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	30	20	20	0	72	0	0	0
<b>TOTAL MAHON</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>17</b>	<b>49</b>
MALAGA	AIR 2000	C	6	0	0	33	33	0	33	0	0	38	86	11	7
	BRITANNIA AIRWAYS	C	8	0	0	63	25	0	13	0	0	24	25	24	8
	FUTURA AIRLINES	C	4	0	0	25	50	25	0	0	0	19	0	0	0
	MONARCH AIRLINES	S	60	2	0	85	10	2	3	0	0	6	86	9	44
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	38	38	0	139	0	0	0
<b>TOTAL MALAGA</b>			<b>87</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>17</b>	<b>68</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	65	0	0	54	11	14	22	0	0	33	73	15	51
	EASYJET AIRLINE COMPANY LTD	S	85	0	2	68	12	15	5	0	0	12	0	0	0
	MONARCH AIRLINES	S	16	0	0	50	25	19	6	0	0	22	56	29	18
	MONARCH AIRLINES	C	16	0	0	63	6	13	19	0	0	21	25	47	8
	MY TRAVEL AIRWAYS UK	C	26	1	0	54	0	23	19	4	0	40	100	2	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>208</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>11</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>18</b>	<b>97</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	90	-3	10
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>-3</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>824</b>	<b>5</b>	<b>34</b>	<b>53</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>67</b>	<b>19</b>	<b>700</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	10	0	0	90	0	0	10	0	0	14	100	-8	10
	MONARCH AIRLINES	C	10	0	0	40	30	10	10	10	0	39	89	1	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	20	0	0	0	13	0	0	0
<b>TOTAL ARRECIFE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>95</b>	<b>-4</b>	<b>19</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	8	100	-7	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
FUERTEVENTURA	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	-3	80	7	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	6	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>0</b>	<b>20</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	18	0	0	50	6	28	17	0	0	24	100	-1	9
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	63	15	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	0	118	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>3</b>	<b>15</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>64</b>	<b>18</b>	<b>25</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	17	0	0	47	12	29	12	0	0	23	38	111	8
	MONARCH AIRLINES	S	18	0	0	67	17	6	6	6	0	30	56	19	18
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	5	75	12	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	22	11	22	0	0	48	0	0	0
	VIVA	C	2	1	0	0	0	0	100	0	0	115	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>32</b>	<b>44</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>148</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>73</b>	<b>17</b>	<b>108</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	8	0	0	13	13	25	50	0	0	77	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	39	35	13	13	0	0	30	0	0	0
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	EDELWEISS AIR	C	40	0	4	63	20	5	13	0	0	23	63	24	46
<b>TOTAL ZURICH</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>20</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>24</b>	<b>46</b>
<b>TOTAL SWITZERLAND</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>29</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>24</b>	<b>46</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	40	10	10	40	0	0	56	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	0	25	50	0	128	0	0	0
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>88</b>	<b>100</b>	<b>-7</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>88</b>	<b>100</b>	<b>-7</b>	<b>10</b>
<b>TURKEY</b>															
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	8	0	0	25	38	38	0	0	0	25	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	BRITANNIA AIRWAYS	C	18	2	0	56	17	6	11	6	6	81	100	-6	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-7	100	-7	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	6	0	0	0
<b>TOTAL DALAMAN</b>			<b>35</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>42</b>	<b>70</b>	<b>5</b>	<b>30</b>
<b>TOTAL TURKEY</b>			<b>43</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>71</b>	<b>4</b>	<b>31</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	61	0	1	51	28	10	11	0	0	24	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 ABERDEEN			61	0	1	51	28	10	11	0	0	24	69	14	84
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	59	1	3	83	8	5	3	0	0	10	82	11	62
TOTAL BELFAST CITY			59	1	3	83	8	5	3	0	0	10	82	11	62
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	262	3	8	53	18	10	18	1	0	30	0	0	0
TOTAL EDINBURGH			262	3	8	53	18	10	18	1	0	30	75	9	233
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	222	1	2	53	15	14	17	0	0	30	0	0	0
TOTAL GLASGOW			222	1	2	53	15	14	17	0	0	30	76	11	209
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	83	0	2	77	14	2	5	1	0	12	0	0	0
TOTAL GUERNSEY			83	0	2	77	14	2	5	1	0	12	0	0	0
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	44	34	11	11	0	0	29	0	0	0
TOTAL INVERNESS			62	0	0	44	34	11	11	0	0	29	52	19	61
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	79	5	6	10	0	0	15	94	5	62
TOTAL ISLE OF MAN			63	0	0	79	5	6	10	0	0	15	94	5	62
JERSEY	FLYBE.BRITISH EUROPEAN	S	99	0	2	76	13	2	9	0	0	10	0	0	0
TOTAL JERSEY			99	0	2	76	13	2	9	0	0	10	38	50	32
NORWICH	SCOT AIRWAYS	S	46	1	8	39	28	33	0	0	0	21	50	30	78
TOTAL NORWICH			46	1	8	39	28	33	0	0	0	21	50	30	78
TOTAL UNITED KINGDOM			958	19	26	59	17	10	12	1	0	23	71	14	839
TOTAL LUTON			3864	65	134	54	18	14	12	2	0	29	68	18	3162



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	9	1	1	78	0	0	22	0	0	36	70	78	10
	DEBONAIR AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	38	50	13	0	0	0	17	75	31	8
<b>TOTAL INNSBRUCK</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>24</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>57</b>	<b>18</b>
<b>SALZBURG</b>															
	CALEDONIAN AIRWAYS	C	16	0	0	75	13	6	6	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	20	20	20	40	0	0	44	0	0	0
	LEISURE INTERNATIONAL	C	9	0	1	67	22	11	0	0	0	17	0	0	0
<b>TOTAL SALZBURG</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>17</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>36</b>	<b>28</b>
<b>VIENNA</b>															
	LAUDA-AIR	S	100	0	0	49	29	22	0	0	0	19	65	16	100
<b>TOTAL VIENNA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>29</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>16</b>	<b>100</b>
<b>TOTAL AUSTRIA</b>			<b>160</b>	<b>1</b>	<b>2</b>	<b>53</b>	<b>26</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>25</b>	<b>146</b>
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	4	0	0	25	25	0	50	0	0	65	50	70	4
<b>TOTAL NASSAU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>50</b>	<b>70</b>	<b>4</b>
<b>TOTAL BAHAMAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>50</b>	<b>70</b>	<b>4</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	1	100	-3	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	5	56	302	9
<b>TOTAL BRIDGETOWN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>142</b>	<b>19</b>
<b>TOTAL BARBADOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>142</b>	<b>19</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	208	0	0	63	25	10	3	0	0	14	80	11	99
	SABENA	S	232	0	0	76	19	5	1	0	0	9	87	4	216
<b>TOTAL BRUSSELS</b>			<b>440</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>315</b>
<b>TOTAL BELGIUM</b>			<b>440</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>315</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	50	25	25	0	0	0	17	31	30	16
<b>TOTAL BURGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>31</b>	<b>30</b>	<b>16</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	16	0	0	88	13	0	0	0	0	-4	63	12	8
	BALKAN BULGARIAN AIRLINES	C	8	0	0	50	0	0	13	13	25	170	0	0	0
<b>TOTAL VARNA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>54</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>44</b>	<b>42</b>	<b>24</b>	<b>24</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	62	0	0	68	21	6	5	0	0	12	55	25	62
	AIR TRANSAT	C	34	0	0	41	18	24	12	0	6	46	36	45	28
	CANADA 3000 AIRLINES	C	8	0	18	88	0	13	0	0	0	-4	96	-8	26
	ROYAL AIRLINES	C	30	0	0	27	20	20	33	0	0	42	6	109	18
<b>TOTAL TORONTO</b>			<b>135</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>19</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>52</b>	<b>34</b>	<b>134</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 TRANSAT	C	20	0	0	45	10	30	15	0	0	35	50	94	18
	CANADA 3000 AIRLINES	C	9	1	8	100	0	0	0	0	-12	100	-17	8	
	ROYAL AIRLINES	C	8	0	0	25	0	38	38	0	0	46	0	0	0
<b>TOTAL VANCOUVER</b>			<b>37</b>	<b>1</b>	<b>8</b>	<b>54</b>	<b>5</b>	<b>24</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>60</b>	<b>26</b>
<b>TOTAL CANADA</b>			<b>172</b>	<b>1</b>	<b>26</b>	<b>53</b>	<b>16</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>54</b>	<b>38</b>	<b>160</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	8	0	0	75	0	25	0	0	0	5	0	0	0
<b>TOTAL DUBROVNIK</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
PULA	CROATIA AIRLINES	S	8	0	0	75	25	0	0	0	2	0	0	0	
	LEISURE INTERNATIONAL	C	8	0	0	38	38	0	25	0	48	90	0	10	
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>90</b>	<b>0</b>	<b>10</b>	
SPLIT	CROATIA AIRLINES	S	10	0	0	70	30	0	0	0	10	0	0	0	
	CROATIA AIRLINES	C	2	0	1	50	0	50	0	0	30	50	8	2	
<b>TOTAL SPLIT</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>8</b>	<b>2</b>	
<b>TOTAL CROATIA</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>22</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>1</b>	<b>12</b>	
<b>CUBA</b>															
HAVANA	CUBANA	S	10	0	0	20	30	10	20	0	20	128	0	0	0
<b>TOTAL HAVANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MY TRAVEL AIRWAYS UK	C	4	0	0	0	0	0	25	75	0	211	0	0	0
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>211</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CUBA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>21</b>	<b>7</b>	<b>21</b>	<b>21</b>	<b>14</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	18	0	0	39	11	11	28	11	0	51	33	47	18
	BRITANNIA AIRWAYS	C	18	0	0	39	22	6	11	22	0	80	63	13	16
	CALEDONIAN AIRWAYS	C	22	1	0	27	5	36	23	5	5	80	13	135	15
	CYPRUS AIRWAYS	S	18	0	0	39	17	17	22	6	0	47	39	80	18
	EUROCYPRIA AIRLINES LTD	C	16	0	0	69	19	13	0	0	0	7	45	43	22
	LEISURE INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	MONARCH AIRLINES	C	26	0	0	58	27	15	0	0	0	11	10	29	10
	MY TRAVEL AIRWAYS UK	C	24	0	0	8	4	13	42	25	8	137	0	294	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	11	17	17	0	0	21	50	12	10
<b>TOTAL LARNACA</b>			<b>162</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>56</b>	<b>35</b>	<b>70</b>	<b>117</b>
PAPHOS	AIR 2000	S	20	0	0	55	20	10	15	0	0	24	20	55	20
	AIR FOYLE PASSENGER AIRLINES	C	12	0	0	0	0	33	67	0	0	86	0	0	0
	AIRWORLD AVIATION LTD	C	19	0	1	68	21	5	5	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	56	25	11	8	0	0	17	89	8	18
	CALEDONIAN AIRWAYS	C	12	0	0	33	17	25	25	0	0	36	0	235	6
	MONARCH AIRLINES	C	10	0	0	60	10	10	0	10	10	150	60	22	10
MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	0	13	63	0	209	25	115	8	
<b>TOTAL PAPHOS</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>51</b>	<b>45</b>	<b>61</b>	<b>62</b>
<b>TOTAL CYPRUS</b>			<b>279</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>16</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>54</b>	<b>39</b>	<b>67</b>	<b>179</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	54	0	0	33	57	6	4	0	0	21	43	18	54
TOTAL PRAGUE			<b>54</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>18</b>	<b>54</b>
TOTAL CZECH REPUBLIC			<b>54</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>18</b>	<b>54</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	70	0	0	63	34	3	0	0	0	12	70	9	96
TOTAL BILLUND			<b>70</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>34</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>4</b>	<b>192</b>
COPENHAGEN	SAS	S	170	0	0	86	8	4	2	0	0	4	89	1	170
TOTAL COPENHAGEN			<b>170</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>1</b>	<b>170</b>
TOTAL DENMARK			<b>240</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>3</b>	<b>362</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	14	0	0	71	14	7	7	0	0	11	97	-1	31
	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	0	5	40	121	5
	MONARCH AIRLINES	C	8	0	0	25	0	38	38	0	0	42	0	0	0
TOTAL PUERTO PLATA			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>24</b>	<b>56</b>
PUNTA CANA	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	1	100	-2	4
TOTAL PUNTA CANA			<b>5</b>	<b>2</b>	<b>2</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>-2</b>	<b>4</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	30	67	14	9
TOTAL SANTO DOMINGO			<b>9</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>12</b>	<b>21</b>
TOTAL DOMINICAN REPUBLIC			<b>40</b>	<b>3</b>	<b>3</b>	<b>65</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>20</b>	<b>81</b>
<b>EGYPT</b>															
CAIRO	EGYPT AIR	S	4	0	0	25	25	25	25	0	0	37	0	0	0
TOTAL CAIRO			<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>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	7	61	15	18
TOTAL LUXOR			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>16</b>	<b>25</b>
TOTAL EGYPT			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>16</b>	<b>25</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	61	0	1	69	25	7	0	0	0	9	89	6	62
TOTAL HELSINKI			<b>61</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>62</b>
TOTAL FINLAND			<b>61</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>62</b>
<b>FRANCE</b>															
BASTIA	EUROPEAN AIR CHARTER	C	8	0	0	50	13	0	25	0	13	86	0	0	0
TOTAL BASTIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	44	0	22	33	0	0	52	56	21	16
TOTAL BEAUVAIS			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>56</b>	<b>21</b>	<b>16</b>
NICE	BRITISH AIRWAYS PLC	C	8	0	0	50	13	13	25	0	0	30	0	0	0
TOTAL NICE			<b>8</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	247	0	1	65	19	12	4	0	0	16	70	15	240
	BRITISH AIRWAYS PLC	S	278	0	1	66	23	9	2	0	0	12	71	15	278
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>526</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	528
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	0	50	50	0	161	0	65	2
	EUROPEAN AIR CHARTER	C	20	0	2	25	25	20	25	0	5	85	47	63	17
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>23</b>	<b>18</b>	<b>27</b>	<b>5</b>	<b>5</b>	<b>92</b>	<b>42</b>	<b>63</b>	19
<b>TOTAL FRANCE</b>			<b>582</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>17</b>	571
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	6	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</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>6</b>	<b>0</b>	<b>0</b>	0
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	98	0	2	70	19	2	7	1	0	15	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	170	0	0	71	18	10	1	0	0	10	73	11	168
	LUFTHANSA	S	54	0	0	56	35	9	0	0	0	15	81	6	106
	LUFTHANSA CITY LINE	S	54	0	0	74	17	9	0	0	0	9	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>9</b>	274
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	177	0	1	75	11	10	3	0	0	9	78	7	178
	LUFTHANSA	S	186	0	0	93	5	2	0	0	0	2	96	0	186
<b>TOTAL FRANKFURT MAIN</b>			<b>363</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>3</b>	364
HAMBURG	LUFTHANSA CITY LINE	S	107	0	1	86	12	2	0	0	0	4	83	7	54
<b>TOTAL HAMBURG</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	54
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	61	1	1	93	3	3	0	0	0	0	74	10	61
	MAERSK AIR	C	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL HANOVER</b>			<b>64</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>10</b>	63
MUNICH	LUFTHANSA CITY LINE	S	178	0	0	66	21	10	3	0	0	15	77	7	178
<b>TOTAL MUNICH</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>7</b>	178
STUTTGART	LUFTHANSA CITY LINE	S	46	0	0	70	15	15	0	0	0	13	0	0	0
<b>TOTAL STUTTGART</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GERMANY</b>			<b>1136</b>	<b>2</b>	<b>5</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>6</b>	933
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	50	13	25	13	0	0	20	63	13	8
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>13</b>	8
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>13</b>	8
<b>GREECE</b>															
ATHENS	AIR 2000	C	9	0	0	56	11	0	11	22	0	70	0	0	0
	AIRWORLD AVIATION LTD	C	10	0	0	60	0	10	30	0	0	23	0	0	0
	MONARCH AIRLINES	C	9	0	0	22	22	22	33	0	0	55	88	-1	8
<b>TOTAL ATHENS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>11</b>	<b>11</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>49</b>	<b>63</b>	<b>95</b>	16
CHANIA	AIR 2000	C	8	0	0	13	25	13	25	25	0	87	50	38	10
	CALEDONIAN AIRWAYS	C	8	0	0	50	38	13	0	0	0	13	50	18	10

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 CHANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>28</b>	20
<b>CORFU</b>	AIR 2000	C	26	0	0	54	4	27	15	0	0	27	40	60	25
	AIRWORLD AVIATION LTD	C	8	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	44	0	0	66	14	7	14	0	0	19	77	7	26
	CALEDONIAN AIRWAYS	C	29	0	0	62	14	10	14	0	0	19	50	34	24
	EXCEL AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	5	0	0	0
	LEISURE INTERNATIONAL	C	29	0	0	59	17	7	14	3	0	26	72	11	25
	MONARCH AIRLINES	C	16	0	0	56	44	0	0	0	0	10	94	-5	17
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	6	0	44	19	0	114	67	90	15
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	23	100	-7	9
<b>TOTAL CORFU</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>28</b>	141
<b>HERAKLION</b>	AIR 2000	C	17	0	0	53	12	6	29	0	0	32	54	45	28
	AIRWORLD AVIATION LTD	C	17	1	0	35	29	24	12	0	0	28	56	18	18
	BRITANNIA AIRWAYS	C	18	0	0	22	28	33	6	11	0	54	37	35	19
	CALEDONIAN AIRWAYS	C	35	0	0	57	3	20	20	0	0	28	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	25	13	0	0	24	80	35	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	44	0	0	22	0	58	39	70	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	30	90	-1	10
<b>TOTAL HERAKLION</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>54</b>	<b>37</b>	103
<b>KALAMATA</b>	CALEDONIAN AIRWAYS	C	8	0	0	50	13	13	25	0	0	35	25	92	8
<b>TOTAL KALAMATA</b>			<b>8</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>35</b>	<b>25</b>	<b>92</b>	8
<b>KAVALLA</b>	AIRWORLD AVIATION LTD	C	10	0	0	40	20	40	0	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	25	0	0	0	13	129	100	2	10
<b>TOTAL KAVALLA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>75</b>	<b>17</b>	20
<b>KEFALLINIA</b>	AIR 2000	C	8	0	0	50	25	13	13	0	0	20	0	69	8
	AIRWORLD AVIATION LTD	C	8	0	0	25	38	25	13	0	0	28	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	2	100	-2	10
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	0	25	0	65	40	30	10
<b>TOTAL KEFALLINIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>31</b>	36
<b>KOS</b>	AIR 2000	C	10	0	0	10	10	50	30	0	0	45	8	55	12
	AIRWORLD AVIATION LTD	C	10	0	0	90	10	0	0	0	0	0	40	57	10
	BRITANNIA AIRWAYS	C	18	0	0	6	28	44	22	0	0	48	44	89	18
	CALEDONIAN AIRWAYS	C	18	0	0	28	28	28	17	0	0	31	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	0	11	6	50	22	11	167	19	114	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-1	90	-4	10
<b>TOTAL KOS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>18</b>	<b>23</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>58</b>	<b>35</b>	<b>80</b>	74
<b>MITILINI</b>	AIRWORLD AVIATION LTD	C	20	0	0	45	40	10	5	0	0	23	0	0	0
<b>TOTAL MITILINI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>40</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>56</b>	20
<b>PREVEZA</b>	AIR 2000	C	10	0	0	50	30	0	20	0	0	27	60	35	10
	AIRWORLD AVIATION LTD	C	8	0	0	25	0	50	25	0	0	47	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	25	25	38	13	0	0	30	0	0	0
	TRANSAER	C	8	0	0	63	38	0	0	0	0	11	38	74	8
<b>TOTAL PREVEZA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>52</b>	18

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RHODES	AIR 2000	C	28	0	0	57	18	14	11	0	0	20	32	61	28
	AIRWORLD AVIATION LTD	C	8	0	2	63	25	13	0	0	10	30	72	10	
	BRITANNIA AIRWAYS	C	42	0	0	33	33	21	2	10	0	47	67	10	18
	CALEDONIAN AIRWAYS	C	15	0	1	27	0	47	13	0	13	132	25	173	8
	EXCEL AIRWAYS LTD	C	9	0	1	33	11	22	33	0	0	39	0	0	0
	LEISURE INTERNATIONAL	C	7	0	3	43	0	14	43	0	0	37	0	0	0
	MONARCH AIRLINES	C	20	0	0	55	20	20	5	0	0	22	80	7	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	10	0	20	0	60	60	13	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	9	50	10	10
<b>TOTAL RHODES</b>			<b>149</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>19</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>48</b>	<b>46</b>	<b>94</b>
SALONIKA	AIR 2000	C	10	0	0	20	30	30	20	0	0	39	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	82	6	0	12	0	0	10	83	6	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	0	10	20	0	20	105	0	0	0
<b>TOTAL SALONIKA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>78</b>	<b>50</b>	<b>36</b>
SAMOS	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	48	0	0	0
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>63</b>	<b>21</b>	<b>8</b>
SKIATHOS	AIRWORLD AVIATION LTD	C	28	0	0	68	18	11	4	0	0	5	68	13	28
	CALEDONIAN AIRWAYS	C	18	0	0	67	17	6	11	0	0	9	25	67	8
	LEISURE INTERNATIONAL	C	10	0	0	30	30	0	20	20	0	77	100	-11	10
<b>TOTAL SKIATHOS</b>			<b>56</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>19</b>	<b>67</b>	<b>17</b>	<b>46</b>
ZAKINTHOS	AIR 2000	C	16	0	0	38	25	19	19	0	0	36	56	32	18
	AIRWORLD AVIATION LTD	C	28	0	0	50	29	4	18	0	0	28	53	54	17
	BRITANNIA AIRWAYS	C	18	0	0	56	33	0	0	11	0	44	63	24	8
	CALEDONIAN AIRWAYS	C	16	0	0	75	0	19	6	0	0	15	0	0	0
	MONARCH AIRLINES	C	20	0	0	70	10	15	5	0	0	10	74	1	19
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	50	10	0	20	0	56	50	13	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	-18	69	42	16
<b>TOTAL ZAKINTHOS</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>29</b>	<b>88</b>
<b>TOTAL GREECE</b>			<b>918</b>	<b>1</b>	<b>7</b>	<b>51</b>	<b>19</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>56</b>	<b>41</b>	<b>728</b>
HONG KONG															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	61	0	1	64	15	15	7	0	0	17	71	9	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>9</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>9</b>	<b>62</b>
INDIA															
MUMBAI	AIR INDIA	S	35	0	1	46	26	20	9	0	0	24	38	33	16
<b>TOTAL MUMBAI</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>26</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>33</b>	<b>16</b>
<b>TOTAL INDIA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>26</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>33</b>	<b>16</b>
IRISH REPUBLIC															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	89	8	2	2	0	0	-3	82	20	62
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>82</b>	<b>20</b>	<b>62</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	160	0	0	79	9	8	4	1	0	11	93	2	162

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				Actual (7)	Plan (8)										
TOTAL CORK			160	0	0	79	9	8	4	1	0	11	93	2	162
DUBLIN	AER LINGUS	S	348	0	0	91	7	1	1	0	0	1	90	4	298
	RYANAIR	S	312	0	0	93	5	2	0	0	0	1	88	5	298
TOTAL DUBLIN			660	0	0	92	7	2	0	0	0	1	89	5	598
GALWAY	EASTERN AIRWAYS	S	61	0	1	97	3	0	0	0	0	-3	0	0	0
TOTAL GALWAY			61	0	1	97	3	0	0	0	0	-3	0	0	0
KERRY COUNTY	EMERALD AIRWAYS LIMITED	C	2	0	0	100	0	0	0	0	0	-19	0	0	0
TOTAL KERRY COUNTY			2	0	0	100	0	0	0	0	0	-19	0	0	0
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	107	0	1	87	6	4	2	2	0	8	93	2	108
TOTAL SHANNON			107	0	1	87	6	4	2	2	0	8	93	2	108
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	63	25	13	0	0	0	12	94	-3	16
TOTAL WATERFORD			8	0	0	63	25	13	0	0	0	12	94	-3	16
TOTAL IRISH REPUBLIC			1060	0	2	89	7	3	1	0	0	3	90	5	946
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL OVDA			8	0	0	75	25	0	0	0	0	10	0	0	0
TEL AVIV	EL AL	S	18	0	0	83	11	0	0	6	0	15	89	-6	18
TOTAL TEL AVIV			18	0	0	83	11	0	0	6	0	15	89	-6	18
TOTAL ISRAEL			26	0	0	81	15	0	0	4	0	14	89	-6	18
ITALY															
CATANIA (FONTANAROSSA)	CALEDONIAN AIRWAYS	C	8	0	0	63	13	13	13	0	0	21	13	42	8
TOTAL CATANIA (FONTANAROSSA)			8	0	0	63	13	13	13	0	0	21	13	42	8
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	108	0	0	75	13	8	4	0	0	11	57	19	109
TOTAL MILAN (LINATE)			108	0	0	75	13	8	4	0	0	11	57	19	109
MILAN (MALPENSA)	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	30	40	10	20	0	0	50	80	2	10
TOTAL MILAN (MALPENSA)			18	0	0	61	22	6	11	0	0	30	55	29	22
NAPLES	AIR 2000	C	10	0	0	30	30	30	10	0	0	34	13	95	8
	BRITANNIA AIRWAYS	C	18	0	0	72	6	11	11	0	0	19	31	45	16
	EXCEL AIRWAYS LTD	C	10	0	0	70	0	0	30	0	0	31	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	30	40	10	10	0	64	13	32	8
TOTAL NAPLES			48	0	0	50	15	19	15	2	0	34	22	54	32
PISA	BRITISH AIRWAYS PLC	C	4	1	1	50	50	0	0	0	0	16	13	65	8
	EUROPEAN AIR CHARTER	C	28	0	0	18	25	18	32	0	7	75	27	51	26
	MONARCH AIRLINES	C	8	0	0	13	13	38	38	0	0	52	25	29	8
TOTAL PISA			40	1	1	20	25	20	30	0	5	65	24	50	42
RIMINI	MY TRAVEL AIRWAYS UK	C	8	0	0	0	38	50	13	0	0	42	20	42	10
TOTAL RIMINI			8	0	0	0	38	50	13	0	0	42	20	42	10
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	18	0	0	44	28	17	11	0	0	22	38	33	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 ROME (CIAMPINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>32</b>	<b>41</b>	19
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	36	0	0	53	28	11	8	0	0	21	81	7	53
<b>TOTAL ROME (FIUMICINO)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>7</b>	53
VENICE	AIRWORLD AVIATION LTD	C	18	0	0	78	11	11	0	0	0	9	60	33	10
	BRITANNIA AIRWAYS	C	10	0	0	20	20	40	20	0	0	33	38	55	8
	MONARCH AIRLINES	C	8	0	0	0	50	25	25	0	0	43	100	-2	8
<b>TOTAL VENICE</b>			<b>36</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>23</b>	<b>67</b>	<b>28</b>	27
VERONA	AIR 2000	C	8	0	0	25	13	13	50	0	0	66	38	42	8
	AIRWORLD AVIATION LTD	C	10	0	0	30	40	30	0	0	0	24	0	148	10
	BRITISH AIRWAYS PLC	C	8	0	0	63	25	0	13	0	0	21	75	8	8
	EUROPEAN AIR CHARTER	C	10	0	0	30	30	40	0	0	0	24	70	44	10
	MONARCH AIRLINES	C	18	0	0	61	11	11	17	0	0	20	61	32	18
<b>TOTAL VERONA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>54</b>	54
<b>TOTAL ITALY</b>			<b>374</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>50</b>	<b>33</b>	384
<b>JAMAICA</b>															
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	18	25	34	8
<b>TOTAL MONTEGO BAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>17</b>	<b>73</b>	12
<b>TOTAL JAMAICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>17</b>	<b>73</b>	12
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	16	67	113	9
<b>TOTAL MOMBASA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>47</b>	26
<b>TOTAL KENYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>47</b>	26
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	46	0	0	70	15	15	0	0	0	12	87	4	46
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>4</b>	46
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>4</b>	46
<b>MALTA</b>															
MALTA	AIR 2000	C	16	0	0	50	13	6	31	0	0	31	50	40	18
	AIR MALTA	S	38	0	0	53	26	8	13	0	0	18	66	17	32
	AIR MALTA	C	34	0	0	82	9	3	6	0	0	8	81	3	26
	BRITANNIA AIRWAYS	C	18	0	0	61	22	17	0	0	0	13	75	17	8
	MONARCH AIRLINES	C	8	0	0	75	13	0	0	13	0	30	88	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	38	0	25	0	109	30	70	20
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	-13	100	-7	16
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>21</b>	130
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>21</b>	130
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	8	0	0	75	0	0	0	0	25	264	75	17	8
<b>TOTAL MAURITIUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>264</b>	<b>75</b>	<b>17</b>	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 MAURITIUS			8	0	0	75	0	0	0	0	25	264	75	17	8
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	8	0	0	63	25	0	13	0	0	20	60	4	10
	LEISURE INTERNATIONAL	C	9	0	0	100	0	0	0	0	0	-9	40	75	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	0	11	56	0	0	50	50	132	10
TOTAL CANCUN			26	0	0	65	8	4	23	0	0	21	50	70	30
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	16	75	11	4
	LEISURE INTERNATIONAL	C	4	0	0	75	0	25	0	0	0	-3	25	184	4
TOTAL PUERTO VALLARTA			8	0	0	63	13	25	0	0	0	7	35	69	17
TOTAL MEXICO			34	0	0	65	9	9	18	0	0	17	45	70	47
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	214	0	2	66	13	17	4	0	0	15	86	6	213
	KLM UK LTD	S	405	0	5	67	12	13	7	1	0	17	84	6	345
TOTAL AMSTERDAM			619	0	7	67	12	14	6	1	0	17	85	6	558
EINDHOVEN	B A S E BUSINESS AIRLINES	S	80	0	4	88	8	1	4	0	0	2	81	5	52
TOTAL EINDHOVEN			80	0	4	88	8	1	4	0	0	2	81	5	52
TOTAL NETHERLANDS			699	0	11	69	12	13	6	1	0	15	84	6	610
<b>NORWAY</b>															
OSLO (FORNEBU)	SAS	S	54	0	0	89	2	6	4	0	0	6	89	-2	54
TOTAL OSLO (FORNEBU)			54	0	0	89	2	6	4	0	0	6	89	-2	54
TOTAL NORWAY			54	1	0	89	2	6	4	0	0	6	89	-2	54
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	70	22	7	0	0	0	1	46	26	24
	PAKISTAN INTL AIRLINES	S	17	1	1	24	41	18	6	6	6	67	6	36	17
TOTAL ISLAMABAD			44	1	1	52	30	11	2	2	2	26	29	30	41
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	2	19	25	38	19	0	0	44	50	23	8
TOTAL LAHORE			16	0	2	19	25	38	19	0	0	44	50	23	8
TOTAL PAKISTAN			60	1	3	43	28	18	7	2	2	31	33	29	49
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	26	0	0	88	8	0	4	0	0	7	50	49	26
	LOT-POLISH AIRLINES	S	22	0	2	59	14	5	23	0	0	27	54	12	26
TOTAL WARSAW			48	0	2	75	10	2	13	0	0	16	52	31	52
TOTAL POLAND			48	0	2	75	10	2	13	0	0	16	52	31	52
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	44	0	0	70	11	7	9	0	2	24	50	37	36
	AIRWORLD AVIATION LTD	C	8	0	0	50	25	13	13	0	0	18	67	12	12
	BRITANNIA AIRWAYS	C	26	0	0	85	8	0	8	0	0	11	78	9	18
	CALEDONIAN AIRWAYS	C	30	0	0	47	13	13	27	0	0	34	33	172	27
	EXCEL AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	12	0	0	0

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				Actual (7)	Plan (8)										
FARO	LEISURE INTERNATIONAL	C	13	0	1	69	15	8	0	0	8	40	70	14	10
	MONARCH AIRLINES	C	56	0	0	52	23	18	7	0	0	19	30	24	43
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	13	6	13	0	13	117	38	84	16
	THOMAS COOK AIRLINES LTD	C	26	0	0	100	0	0	0	0	0	-5	76	47	25
	TRANSAER	C	6	0	0	83	17	0	0	0	0	7	7	124	14
<b>TOTAL FARO</b>			<b>229</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>47</b>	<b>58</b>	201
LISBON	AIRWORLD AVIATION LTD	C	8	0	0	0	0	50	50	0	0	81	63	15	8
	PORTUGALIA	S	49	0	0	94	4	2	0	0	0	2	87	4	46
<b>TOTAL LISBON</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>5</b>	54
OPORTO	PORTUGALIA	S	5	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL OPORTO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>291</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>55</b>	<b>47</b>	255
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIRWORLD AVIATION LTD	C	16	0	0	94	0	0	6	0	0	-14	88	-11	8
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-6	50	21	8
	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	0	12	25	31	8
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>59</b>	<b>12</b>	34
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>59</b>	<b>12</b>	34
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	59	16	14	11	0	0	20	47	21	36
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>21</b>	36
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>21</b>	36
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	10	0	0	50	40	10	0	0	0	10	80	5	10
<b>TOTAL LJUBLJANA</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>10</b>	<b>80</b>	<b>5</b>	10
<b>TOTAL SLOVENIA</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>10</b>	<b>80</b>	<b>5</b>	10
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	33	1	0	76	9	0	9	6	0	26	57	40	28
	AIR FOYLE PASSENGER AIRLINES	C	16	0	0	0	6	25	44	25	0	130	0	0	0
	AIRWORLD AVIATION LTD	C	22	0	2	64	14	14	9	0	0	15	50	28	8
	BRITANNIA AIRWAYS	C	61	1	0	54	18	15	10	0	3	34	78	8	37
	BRITISH AIRWAYS PLC	C	10	0	0	40	20	10	30	0	0	33	38	42	16
	CALEDONIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	5	76	37	21
	LEISURE INTERNATIONAL	C	20	0	0	45	20	5	15	15	0	55	59	12	22
	MONARCH AIRLINES	C	24	0	0	38	33	25	4	0	0	23	35	46	40
	MY TRAVEL AIRWAYS UK	C	41	0	0	15	24	24	20	15	2	96	50	24	36
	THOMAS COOK AIRLINES LTD	C	33	1	0	88	6	0	6	0	0	5	89	1	36
<b>TOTAL ALICANTE</b>			<b>270</b>	<b>3</b>	<b>2</b>	<b>51</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>43</b>	<b>60</b>	<b>27</b>	258
ALMERIA	AIRWORLD AVIATION LTD	C	10	0	0	60	30	0	10	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	67	11	0	11	11	0	34	77	35	22
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	30	40	30	0	0	61	20	61	10

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			Actual (7)	Plan (8)											
<b>TOTAL ALMERIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>57</b>	<b>38</b>	42
BARCELONA	IBERIA	S	62	0	0	50	26	18	5	2	0	23	65	27	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>24</b>	72
<b>GERONA</b>	AIR 2000	C	20	0	0	65	5	30	0	0	0	11	6	69	16
	BRITANNIA AIRWAYS	C	25	1	0	68	8	4	12	8	0	30	83	5	18
	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-6	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	25	25	50	0	0	0	34	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	10	0	30	30	20	258	63	21	19
	THOMAS COOK AIRLINES LTD	C	18	1	0	94	0	0	6	0	0	-2	100	1	16
<b>TOTAL GERONA</b>			<b>81</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>45</b>	<b>64</b>	<b>23</b>	69
<b>IBIZA</b>	AIR 2000	C	18	0	0	72	17	0	11	0	0	11	64	16	28
	AIRWORLD AVIATION LTD	C	28	0	0	57	18	14	11	0	0	23	67	43	18
	BRITANNIA AIRWAYS	C	90	0	0	66	16	11	6	2	0	21	76	18	59
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	CALEDONIAN AIRWAYS	C	18	0	0	89	11	0	0	0	0	-7	75	7	8
	EXCEL AIRWAYS LTD	C	10	0	0	40	30	10	20	0	0	28	0	0	0
	LEISURE INTERNATIONAL	C	12	0	0	67	8	0	25	0	0	29	100	-2	10
	MONARCH AIRLINES	C	34	0	0	65	12	9	9	6	0	22	74	13	42
	MY TRAVEL AIRWAYS UK	C	42	0	0	33	7	26	14	14	5	85	38	104	32
	SPANAIR	C	4	0	0	25	25	25	25	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	36	0	0	89	0	0	11	0	0	1	92	0	36
<b>TOTAL IBIZA</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>69</b>	<b>27</b>	245
<b>MADRID</b>	AIR EUROPA	C	3	0	0	33	0	0	33	0	33	168	0	167	4
	BRITISH AIRWAYS PLC	S	108	0	0	67	17	13	4	0	0	13	67	18	108
	IBERIA	S	62	0	0	52	26	16	5	2	0	23	0	0	0
<b>TOTAL MADRID</b>			<b>173</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>64</b>	<b>23</b>	117
<b>MAHON</b>	AIR 2000	C	16	0	0	69	13	0	19	0	0	16	50	70	16
	AIRWORLD AVIATION LTD	C	29	0	1	79	10	7	3	0	0	5	63	10	16
	BRITANNIA AIRWAYS	C	54	0	0	46	24	11	13	2	4	49	59	20	34
	CALEDONIAN AIRWAYS	C	22	0	0	86	5	9	0	0	0	1	50	57	16
	LEISURE INTERNATIONAL	C	28	0	0	43	29	25	4	0	0	20	54	16	24
	MONARCH AIRLINES	C	20	0	0	60	20	20	0	0	0	14	44	17	16
	MY TRAVEL AIRWAYS UK	C	36	1	1	53	11	6	17	6	8	75	53	28	36
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	11	0	0	0	0	-7	75	22	16
<b>TOTAL MAHON</b>			<b>223</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>56</b>	<b>27</b>	182
<b>MALAGA</b>	AIR 2000	C	34	0	0	76	6	6	9	3	0	20	33	48	40
	AIRWORLD AVIATION LTD	C	37	0	0	70	14	11	5	0	0	13	100	-4	4
	BRITANNIA AIRWAYS	C	36	0	0	56	11	17	11	6	0	34	77	12	22
	CALEDONIAN AIRWAYS	C	33	0	1	55	15	18	12	0	0	20	50	22	22
	EXCEL AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	6	0	0	0
	FUTURA AIRLINES	C	4	1	0	100	0	0	0	0	0	5	0	0	0
	LEISURE INTERNATIONAL	C	22	0	0	36	14	14	27	5	5	72	90	2	20
	MONARCH AIRLINES	C	44	0	0	55	20	9	16	0	0	29	43	32	42
	MY TRAVEL AIRWAYS UK	C	18	0	0	17	11	17	11	33	11	135	34	95	32
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	8	0	0	0	0	-2	71	48	24
	TRANSAER	C	34	0	0	53	18	15	12	3	0	30	25	75	24

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 MALAGA</b>			<b>294</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>32</b>	<b>49</b>	<b>46</b>	248
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	7	0	1	86	14	0	0	0	0	7	25	25	8
<b>TOTAL MURCIA SAN JAVIER</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>7</b>	<b>25</b>	<b>25</b>	8
<b>PALMA DE MALLORCA</b>															
AIR 2000	AIR 2000	C	43	0	0	70	7	9	9	5	0	26	55	57	62
AIR EUROPA	AIR EUROPA	C	34	0	2	47	18	12	24	0	0	34	33	80	27
AIRWORLD AVIATION LTD	AIRWORLD AVIATION LTD	C	73	0	0	64	10	8	16	1	0	25	58	32	52
BRITANNIA AIRWAYS	BRITANNIA AIRWAYS	C	143	0	0	67	13	8	8	3	0	22	56	30	120
BRITISH AIRWAYS PLC	BRITISH AIRWAYS PLC	C	8	0	0	25	38	38	0	0	0	25	75	24	8
CALEDONIAN AIRWAYS	CALEDONIAN AIRWAYS	C	12	0	0	58	25	0	8	8	0	31	39	136	18
FUTURA AIRLINES	FUTURA AIRLINES	C	10	0	0	30	20	30	20	0	0	35	42	21	12
LEISURE INTERNATIONAL	LEISURE INTERNATIONAL	C	8	2	0	75	0	0	25	0	0	29	0	0	0
MONARCH AIRLINES	MONARCH AIRLINES	C	40	0	0	68	20	10	3	0	0	10	41	34	51
MY TRAVEL AIRWAYS UK	MY TRAVEL AIRWAYS UK	C	111	1	1	29	14	16	27	12	3	89	42	72	104
SPANAIR	SPANAIR	C	33	0	1	9	21	33	36	0	0	56	56	0	16
THOMAS COOK AIRLINES LTD	THOMAS COOK AIRLINES LTD	C	42	0	0	67	10	19	5	0	0	13	97	-3	36
VIVA	VIVA	C	7	0	1	43	0	14	43	0	0	60	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>564</b>	<b>3</b>	<b>5</b>	<b>53</b>	<b>14</b>	<b>13</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>38</b>	<b>53</b>	<b>45</b>	506
<b>REUS</b>															
AIR 2000	AIR 2000	C	16	0	0	63	6	6	13	13	0	35	60	69	20
AIRWORLD AVIATION LTD	AIRWORLD AVIATION LTD	C	25	0	0	96	4	0	0	0	0	-8	90	-2	10
BRITANNIA AIRWAYS	BRITANNIA AIRWAYS	C	32	1	0	72	9	9	9	0	0	11	86	-5	28
MONARCH AIRLINES	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	7	0	0	0
MY TRAVEL AIRWAYS UK	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	11	33	0	0	32	58	66	24
THOMAS COOK AIRLINES LTD	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	0	10	0	0	5	90	-6	10
<b>TOTAL REUS</b>			<b>102</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>30</b>	92
<b>VALENCIA</b>															
AIR EUROPA	AIR EUROPA	C	2	0	0	0	50	0	50	0	0	73	0	18	1
<b>TOTAL VALENCIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>18</b>	1
<b>TOTAL SPAIN</b>			<b>2116</b>	<b>12</b>	<b>11</b>	<b>58</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>58</b>	<b>35</b>	1840
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>															
AIR 2000	AIR 2000	C	28	0	0	68	7	7	18	0	0	17	33	62	18
AIR FOYLE PASSENGER AIRLINES	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	0	25	25	50	0	0	51	0	0	0
BRITANNIA AIRWAYS	BRITANNIA AIRWAYS	C	18	0	0	72	17	11	0	0	0	12	89	43	18
CALEDONIAN AIRWAYS	CALEDONIAN AIRWAYS	C	11	0	0	36	27	27	9	0	0	22	57	24	14
LEISURE INTERNATIONAL	LEISURE INTERNATIONAL	C	10	0	0	50	10	10	10	20	0	74	80	7	10
MONARCH AIRLINES	MONARCH AIRLINES	C	30	0	0	67	7	17	3	7	0	28	63	17	27
MY TRAVEL AIRWAYS UK	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	0	40	20	0	100	63	29	8
THOMAS COOK AIRLINES LTD	THOMAS COOK AIRLINES LTD	C	20	0	0	90	5	5	0	0	0	3	50	54	10
<b>TOTAL ARRECIFE</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>33</b>	107
<b>FUERTEVENTURA</b>															
AIR 2000	AIR 2000	C	10	0	0	80	0	20	0	0	0	10	0	0	0
BRITANNIA AIRWAYS	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	60	12	10
MONARCH AIRLINES	MONARCH AIRLINES	C	20	0	0	70	10	5	5	10	0	28	75	11	20
MY TRAVEL AIRWAYS UK	MY TRAVEL AIRWAYS UK	C	28	0	0	61	7	7	4	14	7	122	17	57	18
THOMAS COOK AIRLINES LTD	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	0	10	10	0	40	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>59</b>	<b>59</b>	<b>25</b>	58
<b>LAS PALMAS</b>															
AIR 2000	AIR 2000	C	24	0	0	54	13	4	29	0	0	43	50	33	24
AIRWORLD AVIATION LTD	AIRWORLD AVIATION LTD	C	16	0	0	63	0	13	19	6	0	38	75	13	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)										
LAS PALMAS	BRITANNIA AIRWAYS	C	36	0	0	64	17	8	6	6	0	22	60	53	30
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	12	25	44	8
	MY TRAVEL AIRWAYS UK	C	28	0	0	29	7	32	25	7	0	59	50	43	26
	SPANAIR	C	8	0	0	38	25	25	13	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	40	0	0	85	3	13	0	0	0	3	88	3	40
<b>TOTAL LAS PALMAS</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>9</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>30</b>	<b>144</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	37	1	0	81	8	0	5	5	0	14	39	52	44
	AIR FOYLE PASSENGER AIRLINES	C	6	0	1	33	17	17	17	17	0	68	0	0	0
	BRITANNIA AIRWAYS	C	43	0	0	60	14	2	19	5	0	44	58	56	26
	CALEDONIAN AIRWAYS	C	36	0	0	28	28	31	14	0	0	34	35	38	26
	EXCEL AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	11	50	23	4
	LEISURE INTERNATIONAL	C	3	0	0	0	0	0	100	0	0	131	0	0	0
	MONARCH AIRLINES	C	55	1	0	56	20	18	2	0	4	39	52	21	50
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	18	12	24	0	0	32	60	17	10
	SPANAIR	C	10	0	7	80	0	0	20	0	0	36	56	17	16
	THOMAS COOK AIRLINES LTD	C	37	0	0	92	5	3	0	0	0	-2	92	-4	26
TRANSAER	C	13	0	0	62	15	23	0	0	0	10	42	51	12	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>267</b>	<b>2</b>	<b>8</b>	<b>61</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>51</b>	<b>35</b>	<b>229</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>634</b>	<b>2</b>	<b>8</b>	<b>63</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>32</b>	<b>57</b>	<b>32</b>	<b>538</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ST LUCIA</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
GOTEBORG	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	45	0	0	0
<b>TOTAL GOTEBORG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	54	0	0	93	6	2	0	0	0	3	94	-1	54
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>-1</b>	<b>54</b>
<b>TOTAL SWEDEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>-1</b>	<b>54</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	54	0	0	22	43	24	11	0	0	31	57	14	54
<b>TOTAL BASLE MULHOUSE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>14</b>	<b>54</b>
GENEVA	AIR ENGIADINA	S	84	0	0	51	24	19	6	0	0	20	49	19	84
	BRITISH AIRWAYS PLC	S	114	0	2	79	12	7	2	0	0	7	60	18	62
<b>TOTAL GENEVA</b>			<b>198</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>19</b>	<b>146</b>
ZURICH	AIR TRANSAT	C	9	0	1	67	11	11	11	0	0	18	0	0	0
	SWISS AIRLINES	S	54	0	0	57	19	20	4	0	0	21	65	16	54
	SWISSAIR	S	124	0	0	65	23	10	2	0	1	18	73	12	62
<b>TOTAL ZURICH</b>			<b>187</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>65</b>	<b>14</b>	<b>166</b>
<b>TOTAL SWITZERLAND</b>			<b>439</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>22</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>16</b>	<b>366</b>

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			Actual (7)	Plan (8)												
<b>THAILAND</b>																
PHUKET	BRITANNIA AIRWAYS	C	5	0	0	60	20	20	0	0	0	-5	0	0	0	
TOTAL PHUKET			5	0	0	60	20	20	0	0	0	-5	100	-54	1	
TOTAL THAILAND			5	0	0	60	20	20	0	0	0	-5	100	-54	1	
<b>TUNISIA</b>																
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	80	1	10	
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	20	25	34	8	
	MY TRAVEL AIRWAYS UK	C	26	0	0	15	15	19	15	31	4	116	11	123	18	
TOTAL MONASTIR			44	0	0	41	11	18	9	18	2	72	38	64	39	
TOTAL TUNISIA			44	0	0	41	11	18	9	18	2	72	38	64	39	
<b>TURKEY</b>																
ANTALYA	AIRWORLD AVIATION LTD	C	24	0	0	67	17	13	4	0	0	10	63	62	16	
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-2	70	11	10	
	MONARCH AIRLINES	C	8	0	0	38	13	50	0	0	0	28	0	71	8	
TOTAL ANTALYA			40	0	0	68	13	18	3	0	0	11	34	60	62	
BODRUM (MILAS)	AIR 2000	C	17	0	0	35	18	24	24	0	0	39	0	0	0	
	AIRWORLD AVIATION LTD	C	16	0	0	100	0	0	0	0	0	1	0	0	0	
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	5	0	0	0	
	CALEDONIAN AIRWAYS	C	4	0	0	0	0	25	25	50	0	131	0	0	0	
	MY TRAVEL AIRWAYS UK	C	26	0	0	23	19	35	15	8	0	56	0	0	0	
	ONUR AIR	C	10	0	0	40	20	40	0	0	0	16	0	0	0	
	PEGASUS AIRLINES	C	28	0	2	71	4	7	7	11	0	29	0	0	0	
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	13	6	0	0	0	-2	0	0	0	
TOTAL BODRUM (MILAS)			125	5	2	57	11	18	9	6	0	29	0	0	0	
DALAMAN	AIR 2000	C	42	0	0	62	7	21	10	0	0	14	44	54	43	
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	0	13	38	25	25	0	109	0	0	0	
	AIRWORLD AVIATION LTD	C	34	0	0	68	12	9	12	0	0	13	72	21	25	
	BRITANNIA AIRWAYS	C	36	0	0	64	11	11	14	0	0	19	72	21	36	
	CALEDONIAN AIRWAYS	C	20	0	1	15	45	15	20	0	5	59	50	46	22	
	ISTANBUL HAVA YOLLARI	C	5	1	0	80	0	20	0	0	0	8	0	0	0	
	LEISURE INTERNATIONAL	C	4	0	0	75	25	0	0	0	0	13	0	0	0	
	MONARCH AIRLINES	C	17	0	0	53	18	24	6	0	0	25	56	15	16	
	MY TRAVEL AIRWAYS UK	C	33	0	1	42	12	18	21	3	3	57	36	48	44	
	ONUR AIR	C	16	0	0	50	19	31	0	0	0	11	28	41	18	
	PEGASUS AIRLINES	C	21	0	1	43	24	19	14	0	0	32	0	0	0	
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	6	6	0	0	-2	59	16	17	
TOTAL DALAMAN			253	1	3	54	15	17	12	1	1	28	51	37	249	
ISTANBUL	ISTANBUL HAVA YOLLARI	C	14	0	0	7	7	50	36	0	0	58	0	48	8	
	THY TURK HAVA YOLLARI TURKIS	S	29	1	1	76	21	3	0	0	0	7	32	31	28	
TOTAL ISTANBUL			43	1	1	53	16	19	12	0	0	24	25	35	36	
IZMIR (ADNAM MENDERES)	AIRWORLD AVIATION LTD	C	25	0	1	64	20	8	8	0	0	14	50	31	18	
	CALEDONIAN AIRWAYS	C	4	0	0	50	50	0	0	0	0	10	0	0	0	
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	15	13	65	8	
	ONUR AIR	C	10	0	0	60	30	10	0	0	0	11	0	35	10	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 IZMIR (ADNAM MENDERES)			47	0	1	62	23	11	4	0	0	13	48	29	120
TOTAL TURKEY			508	7	7	56	15	17	10	2	0	25	46	38	467
UKRAINE															
IVANO-FRANKOVSK	UKRAINE INTERNATIONAL AIRLINE	C	3	0	0	0	67	33	0	0	0	30	0	0	0
TOTAL IVANO-FRANKOVSK			3	0	0	0	67	33	0	0	0	30	0	0	0
LVOV	UKRAINE INTERNATIONAL AIRLINE	C	2	0	0	100	0	0	0	0	0	13	50	12	4
TOTAL LVOV			2	0	0	100	0	0	0	0	0	13	50	12	4
TOTAL UKRAINE			5	0	0	40	40	20	0	0	0	23	50	12	4
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	77	18	3	2	0	0	8	66	10	62
TOTAL DUBAI			62	0	0	77	18	3	2	0	0	8	66	10	62
TOTAL UNITED ARAB EMIRATES			62	0	0	77	18	3	2	0	0	8	66	10	62
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	193	0	7	74	16	5	5	0	0	12	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	311	0	5	81	10	4	5	0	0	10	0	0	0
TOTAL ABERDEEN			504	1	12	78	12	4	5	0	0	11	80	7	400
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	242	0	0	81	10	3	3	2	0	13	91	3	241
TOTAL BELFAST CITY			242	0	0	81	10	3	3	2	0	13	91	3	241
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	214	0	0	84	10	2	3	1	0	9	86	9	216
TOTAL BELFAST INTERNATIONAL			214	1	0	84	10	2	3	1	0	9	86	9	216
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	8	0	0	63	25	0	13	0	0	30	0	0	0
TOTAL BRISTOL			8	0	0	63	25	0	13	0	0	30	0	0	0
DUNDEE	BMI BRITISH MIDLAND	S	46	0	0	70	24	7	0	0	0	11	0	0	0
TOTAL DUNDEE			46	0	0	70	24	7	0	0	0	11	75	8	44
EDINBURGH	BRITISH AIRWAYS PLC	S	248	1	5	90	7	1	1	0	0	3	88	5	246
	GILL AIRWAYS	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL EDINBURGH			250	1	5	90	7	1	1	0	0	3	88	5	246
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	339	1	1	88	7	4	1	0	0	4	81	8	337
	BRITISH AIRWAYS PLC	S	27	0	0	96	4	0	0	0	0	-8	75	9	24
	CALEDONIAN AIRWAYS	C	3	0	0	33	33	33	0	0	0	24	86	9	7
TOTAL GATWICK			369	2	1	88	7	4	1	0	0	3	76	14	404
GLASGOW	BMI BRITISH MIDLAND	S	146	0	0	79	12	5	4	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	244	0	2	83	12	4	0	0	0	3	80	7	242
	ROYAL AIRLINES	C	8	0	0	50	13	38	0	0	0	23	0	0	0
TOTAL GLASGOW			398	2	2	81	12	5	2	0	0	7	80	8	386
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	74	0	1	76	14	3	5	3	0	16	86	13	80
	CITY FLYER EXPRESS	C	9	0	0	100	0	0	0	0	0	-10	100	-10	8
TOTAL GUERNSEY			83	0	1	78	12	2	5	2	0	13	87	14	92
HEATHROW	BMI BRITISH MIDLAND	S	476	0	4	89	7	4	0	0	0	2	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

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				Actual (7)	Plan (8)										
HEATHROW	BRITISH AIRWAYS PLC	S	616	0	0	88	8	2	1	0	0	5	80	9	482
<b>TOTAL HEATHROW</b>			<b>1093</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>483</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	178	2	0	85	3	6	5	1	0	9	84	7	178
<b>TOTAL ISLE OF MAN</b>			<b>178</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>178</b>
JERSEY	BA CITIEXPRESS (IOM) LTD	C	16	0	0	56	31	0	13	0	0	19	0	0	0
	BRITISH AIRWAYS PLC	C	31	0	1	61	16	13	10	0	0	20	43	22	44
	BRITISH REGIONAL AIRLINES LTD	S	166	2	2	73	11	6	8	2	0	19	79	12	161
	EUROPEAN AIR CHARTER	C	8	0	0	38	0	13	25	25	0	118	19	43	16
<b>TOTAL JERSEY</b>			<b>221</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>17</b>	<b>221</b>
LONDON CITY	KLM UK LTD	S	145	0	7	97	3	1	0	0	0	-5	0	0	0
<b>TOTAL LONDON CITY</b>			<b>145</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	68	2	2	84	7	6	0	3	0	10	88	2	69
<b>TOTAL LONDONDERRY</b>			<b>68</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>2</b>	<b>69</b>
NORWICH	SCOT AIRWAYS	S	86	0	6	98	2	0	0	0	0	0	98	-1	93
<b>TOTAL NORWICH</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>-1</b>	<b>93</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	136	0	2	77	18	4	1	0	0	7	91	5	138
<b>TOTAL SOUTHAMPTON</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>138</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	140	0	6	81	12	2	4	0	0	8	94	1	138
<b>TOTAL STANSTED</b>			<b>141</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>1</b>	<b>138</b>
TEESSIDE	EASTERN AIRWAYS	S	70	1	22	84	16	0	0	0	0	5	0	0	0
<b>TOTAL TEESSIDE</b>			<b>70</b>	<b>1</b>	<b>22</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
WICK	GILL AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL WICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4254</b>	<b>16</b>	<b>75</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>3531</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	82	6	8	3	0	0	3	69	13	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>13</b>	<b>62</b>
BOSTON	AMERICAN TRANS AIR	C	10	0	0	40	40	20	0	0	0	18	0	0	0
<b>TOTAL BOSTON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	85	10	5	0	0	0	-6	74	21	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>74</b>	<b>21</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	52	0	0	79	8	6	8	0	0	2	0	0	0
<b>TOTAL DALLAS/FORT WORTH</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS VEGAS	MONARCH AIRLINES	C	9	0	0	56	22	11	11	0	0	31	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>89</b>	<b>7</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	79	8	6	5	2	0	6	69	8	62
	DELTA AIRLINES	S	59	3	3	88	8	3	0	0	0	-9	74	25	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>121</b>	<b>3</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>-1</b>	<b>71</b>	<b>18</b>	<b>126</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	73	5	15	8	0	0	15	50	40	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 NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>5</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>40</b>	<b>62</b>
<b>ORLANDO</b>	AMERICAN TRANS AIR	C	26	1	1	54	12	4	12	12	8	79	46	53	28
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	74	13	11	2	0	0	9	89	-9	53
<b>TOTAL ORLANDO</b>			<b>80</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>32</b>	<b>62</b>	<b>25</b>	<b>129</b>
<b>SANFORD</b>	BRITANNIA AIRWAYS	C	36	0	0	56	22	14	3	0	6	45	80	11	25
	LEISURE INTERNATIONAL	C	27	0	0	59	19	15	4	4	0	22	27	98	22
	MONARCH AIRLINES	C	42	2	0	64	14	12	10	0	0	14	44	38	25
	MY TRAVEL AIRWAYS UK	C	41	0	0	49	20	17	7	0	7	99	39	59	44
<b>TOTAL SANFORD</b>			<b>146</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>47</b>	<b>47</b>	<b>52</b>	<b>116</b>
<b>TOTAL USA</b>			<b>604</b>	<b>7</b>	<b>4</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>60</b>	<b>33</b>	<b>574</b>
<b>VENEZUELA</b>															
<b>PORLAMAR</b>	LEISURE INTERNATIONAL	C	3	1	1	67	0	33	0	0	0	-3	0	0	0
<b>TOTAL PORLAMAR</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>50</b>	<b>2</b>
<b>TOTAL VENEZUELA</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>50</b>	<b>2</b>
<b>TOTAL MANCHESTER</b>			<b>15972</b>	<b>63</b>	<b>181</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>20</b>	<b>13995</b>

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				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	10	0	0	100	0	0	0	0	0	-11	0	0	0
TOTAL SALZBURG			10	0	0	100	0	0	0	0	0	-11	10	80	10
TOTAL AUSTRIA			10	0	0	100	0	0	0	0	0	-11	10	80	10
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	224	0	0	86	10	4	0	0	0	6	86	6	194
TOTAL BRUSSELS			224	0	0	86	10	4	0	0	0	6	86	6	194
TOTAL BELGIUM			224	0	0	86	10	4	0	0	0	6	86	6	194
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	12	38	27	8
TOTAL BURGAS			8	0	0	63	25	13	0	0	0	12	38	27	8
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL VARNA			8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BULGARIA			16	0	0	81	13	6	0	0	0	6	38	27	8
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	17	1	1	59	6	6	12	0	18	144	90	-8	10
	CANADA 3000 AIRLINES	C	10	0	0	70	30	0	0	0	0	-1	0	0	0
TOTAL TORONTO			27	1	1	63	15	4	7	0	11	91	90	-8	10
TOTAL CANADA			27	1	1	63	15	4	7	0	11	91	90	-8	10
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	12	63	11	8
	EUROCYPRIA AIRLINES LTD	C	8	0	0	38	13	25	0	0	25	128	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	24	80	14	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	10	20	0	0	19	0	0	0
TOTAL LARNACA			38	0	0	55	21	11	8	0	5	41	72	13	18
PAPHOS	AIR 2000	C	10	0	0	30	40	0	30	0	0	40	60	37	10
	BRITANNIA AIRWAYS	C	10	0	0	50	20	10	0	20	0	76	0	26	4
TOTAL PAPHOS			20	0	0	40	30	5	15	10	0	58	27	81	22
TOTAL CYPRUS			58	0	0	50	24	9	10	3	3	47	48	50	40
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	6	0	0	50	50	0	0	0	0	11	100	5	2
TOTAL PUERTO PLATA			6	0	0	50	50	0	0	0	0	11	100	5	2
TOTAL DOMINICAN REPUBLIC			6	0	0	50	50	0	0	0	0	11	100	5	2
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	124	0	0	51	22	22	6	0	0	22	49	35	124
	GILL AIRWAYS	S	108	0	0	78	18	5	0	0	0	9	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			232	0	0	63	20	14	3	0	0	16	49	35	124
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	4	1	2	50	0	0	50	0	0	57	0	26	3

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TARBES-LOURDES INTERNATIONAL			4	1	2	50	0	0	50	0	0	57	0	24	4
TOTAL FRANCE			236	1	2	63	19	14	4	0	0	16	56	29	168
GERMANY															
DUSSELDORF	GILL AIRWAYS	S	54	0	0	76	15	9	0	0	0	12	72	16	46
TOTAL DUSSELDORF			54	0	0	76	15	9	0	0	0	12	72	16	46
TOTAL GERMANY			54	0	0	76	15	9	0	0	0	12	72	16	46
GREECE															
CORFU	AIR 2000	C	9	0	0	100	0	0	0	0	0	-14	100	-11	8
	BRITANNIA AIRWAYS	C	10	0	0	50	30	10	10	0	0	20	100	-4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	1	63	124	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	0	25	0	65	0	0	0
TOTAL CORFU			35	0	0	71	11	9	3	6	0	17	88	37	24
HERAKLION	AIR 2000	C	9	0	0	33	33	0	33	0	0	31	60	40	10
	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	20	0	0	31	0	29	4
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	11	11	11	0	11	69	0	0	0
	TRANSAER	C	10	0	0	40	0	30	30	0	0	53	38	21	8
TOTAL HERAKLION			38	0	0	45	13	16	24	0	3	46	41	31	22
KOS	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	16	44	18	9
TOTAL KOS			10	0	0	60	20	10	10	0	0	16	36	34	11
RHODES	AIR 2000	C	10	0	0	40	40	0	20	0	0	34	60	19	10
	BRITANNIA AIRWAYS	C	10	0	0	30	20	20	30	0	0	34	50	14	6
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	0	22	0	40	0	0	0
TOTAL RHODES			29	0	0	48	21	7	17	7	0	36	50	23	18
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	25	88	3	8
TOTAL SALONIKA			8	0	0	63	13	0	25	0	0	25	88	3	8
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	0	25	38	13	25	0	86	100	8	4
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	13	13	0	13	101	75	10	8
TOTAL ZAKINTHOS			16	0	0	25	19	25	13	13	6	94	83	9	12
TOTAL GREECE			136	0	0	52	15	12	15	4	1	38	63	26	95
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	178	0	0	95	3	2	0	0	0	0	94	1	178
TOTAL DUBLIN			178	0	0	95	3	2	0	0	0	0	94	1	178
TOTAL IRISH REPUBLIC			178	0	0	95	3	2	0	0	0	0	94	1	178
ITALY															
VERONA	LEISURE INTERNATIONAL	C	10	0	0	30	40	0	30	0	0	47	50	19	10
TOTAL VERONA			10	0	0	30	40	0	30	0	0	47	50	19	10
TOTAL ITALY			10	0	0	30	40	0	30	0	0	47	50	19	10
MALTA															
MALTA	AIR MALTA	C	10	0	0	60	10	10	0	20	0	47	75	8	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)										
MALTA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-4	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	4	80	7	10
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>8</b>	<b>30</b>
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>8</b>	<b>30</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	240	0	0	47	17	19	17	0	0	29	81	6	238
<b>TOTAL AMSTERDAM</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>81</b>	<b>6</b>	<b>238</b>
<b>TOTAL NETHERLANDS</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>81</b>	<b>6</b>	<b>238</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	54	0	0	72	19	7	2	0	0	12	87	5	54
<b>TOTAL BERGEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>5</b>	<b>54</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	54	0	0	85	7	6	2	0	0	6	83	3	54
<b>TOTAL OSLO (FORNEBU)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>3</b>	<b>54</b>
<b>TOTAL NORWAY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>4</b>	<b>108</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	18	0	0	83	6	0	11	0	0	10	56	27	18
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	4	100	-5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	50	50	0	0	0	32	63	13	8
	SATA	C	8	0	0	38	25	38	0	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL FARO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>16</b>	<b>34</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>16</b>	<b>34</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	SATA	C	8	0	0	63	25	13	0	0	0	4	0	0	0
<b>TOTAL FUNCHAL</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	75	13	13	0	0	0	0	50	51	8
	BRITANNIA AIRWAYS	C	17	0	0	71	6	24	0	0	0	12	78	3	18
	LEISURE INTERNATIONAL	C	4	0	0	50	0	25	25	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	1	0	50	19	6	19	6	0	35	13	48	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	6	19	0	0	16	0	0	0
<b>TOTAL ALICANTE</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>43</b>	<b>42</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	0	13	63	0	13	13	137	89	6	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	-4	90	-3	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	15	0	0	0
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>4</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>45</b>	<b>89</b>	<b>3</b>	<b>28</b>
IBIZA	AIR 2000	C	8	0	0	88	0	13	0	0	0	-2	75	9	8
	BRITANNIA AIRWAYS	C	27	0	0	63	11	22	4	0	0	16	81	4	26
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	6	13	13	0	0	7	75	211	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)										
IBIZA	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	33	0	0	0	10	0	0	0
<b>TOTAL IBIZA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>62</b>	<b>50</b>
MAHON	AIR 2000	C	10	0	0	80	10	10	0	0	0	9	38	37	8
	BRITANNIA AIRWAYS	C	18	0	0	44	11	28	11	6	0	38	50	12	8
	CALEDONIAN AIRWAYS	C	10	0	0	60	30	10	0	0	0	14	63	27	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	10	0	0	0	16	50	17	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	10	0	40	0	0	54	50	46	8
<b>TOTAL MAHON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>28</b>	<b>40</b>
MALAGA	AIR 2000	C	10	0	0	70	30	0	0	0	0	8	75	22	8
	AIR EUROPA	C	4	0	0	0	0	0	100	0	0	96	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	67	11	22	0	0	0	10	100	2	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	10	67	11	6
	THOMAS COOK AIRLINES LTD	C	4	4	4	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL MALAGA</b>			<b>44</b>	<b>4</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>40</b>	<b>48</b>
PALMA DE MALLORCA	AIR 2000	C	16	0	0	75	6	13	6	0	0	9	67	48	18
	BRITANNIA AIRWAYS	C	55	0	0	73	15	7	5	0	0	13	89	3	44
	MY TRAVEL AIRWAYS UK	C	28	0	0	54	7	14	18	7	0	36	62	83	26
	SPANAIR	C	24	0	0	13	33	29	25	0	0	48	75	11	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	0	25	0	0	18	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>39</b>	<b>130</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	63	0	38	0	0	0	15	100	-11	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-6	38	65	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	-3	0	0	0
<b>TOTAL REUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>23</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>413</b>	<b>5</b>	<b>4</b>	<b>63</b>	<b>12</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>37</b>	<b>366</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	10	0	0	80	0	10	10	0	0	7	30	23	10
	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	16	75	18	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	11	0	0	0
	VIVA	C	10	0	0	70	10	0	20	0	0	17	0	0	0
<b>TOTAL ARRECIFE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>47</b>	<b>26</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	-1	0	0	0
<b>TOTAL FUERTEVENTURA</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>
LAS PALMAS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-6	50	47	8
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	29	89	12	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	50	0	0	45	25	37	8
	SPANAIR	C	8	0	0	63	13	25	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>21</b>	<b>33</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	10	0	0	100	0	0	0	0	0	-7	88	2	8
	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	18	50	26	8
	FUTURA AIRLINES	C	19	0	1	74	16	11	0	0	0	6	25	70	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	11	22	0	0	27	50	28	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	0	34	0	0	0

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	VIVA	C	10	0	0	40	0	20	40	0	0	59	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			66	0	1	68	9	11	9	3	0	21	53	42	40
TOTAL SPAIN(CANARY ISLANDS)			152	0	1	70	8	10	11	1	0	16	56	36	99
SWITZERLAND															
ZURICH	CITY FLYER EXPRESS	S	62	0	0	77	8	6	6	0	2	23	0	0	0
TOTAL ZURICH			62	0	0	77	8	6	6	0	2	23	0	0	0
TOTAL SWITZERLAND			62	0	0	77	8	6	6	0	2	23	0	0	0
TURKEY															
BODRUM (MILAS)	AIR 2000	C	8	0	0	88	0	13	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	13	13	0	44	0	0	0
	ISTANBUL HAVA YOLLARI	C	8	0	0	50	0	38	0	13	0	31	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	1	0	0	0
TOTAL BODRUM (MILAS)			32	0	0	72	0	19	3	6	0	19	0	0	0
DALAMAN	AIR 2000	C	8	0	0	88	13	0	0	0	0	-8	67	38	9
	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	29	38	42	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	6	89	3	9
	ONUR AIR	C	18	0	0	28	17	22	11	22	0	71	44	25	18
	PEGASUS AIRLINES	C	10	0	0	80	10	10	0	0	0	3	0	0	0
TOTAL DALAMAN			53	0	0	64	11	11	6	8	0	29	44	35	72
IZMIR (ADNAM MENDERES)	ISTANBUL HAVA YOLLARI	C	8	0	0	38	0	25	38	0	0	37	0	0	0
	ONUR AIR	C	10	0	0	100	0	0	0	0	0	-2	0	50	10
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	72	0	11	17	0	0	16	56	29	36
TOTAL TURKEY			103	0	0	68	6	14	7	6	0	24	47	31	118
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	198	0	2	68	10	11	12	1	0	20	75	14	122
	GILL AIRWAYS	S	46	1	0	93	4	0	2	0	0	-3	91	2	46
TOTAL ABERDEEN			244	1	2	73	9	9	10	0	0	16	80	11	168
BELFAST CITY	GILL AIRWAYS	S	289	1	3	86	7	7	0	0	0	3	82	6	227
TOTAL BELFAST CITY			289	1	3	86	7	7	0	0	0	3	82	6	227
BIRMINGHAM	DUO AIRWAYS LTD	S	144	0	0	99	1	0	0	0	0	0	95	3	174
TOTAL BIRMINGHAM			144	0	0	99	1	0	0	0	0	0	95	3	174
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	0	77	5	3	15	1	0	20	80	11	150
TOTAL BRISTOL			154	0	0	77	5	3	15	1	0	20	80	11	150
GATWICK	CITY FLYER EXPRESS	S	220	0	0	88	7	4	1	0	0	4	75	11	256
TOTAL GATWICK			220	0	0	88	7	4	1	0	0	4	75	11	256
HEATHROW	BRITISH AIRWAYS PLC	S	340	0	0	89	8	2	1	0	0	3	81	9	240
TOTAL HEATHROW			340	0	0	89	8	2	1	0	0	3	81	9	240
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	8	0	0	75	0	0	25	0	0	28	100	-7	8
TOTAL ISLE OF MAN			8	0	0	75	0	0	25	0	0	28	100	-7	8
JERSEY	BA CITIEXPRESS (IOM) LTD	C	8	0	0	50	25	0	25	0	0	41	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	BRITISH AIRWAYS PLC	C	8	0	0	75	0	25	0	0	0	-3	63	15	8
	CITY FLYER EXPRESS	S	66	0	0	64	32	3	2	0	12	59	32	22	
	KLM UK LTD	C	8	0	0	38	13	25	13	13	0	61	0	92	8
<b>TOTAL JERSEY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>45</b>	<b>50</b>
MANCHESTER	LEISURE INTERNATIONAL	C	3	0	0	100	0	0	0	0	6	0	0	0	
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>89</b>	
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	92	0	0	98	2	0	0	0	-3	83	8	48	
<b>TOTAL SOUTHAMPTON</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>83</b>	<b>8</b>	<b>48</b>	
STANSTED	KLM UK LTD	S	146	0	0	86	11	3	0	0	5	88	4	146	
<b>TOTAL STANSTED</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>146</b>	
WICK	GILL AIRWAYS	S	46	0	0	93	2	2	0	2	5	85	5	46	
<b>TOTAL WICK</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>85</b>	<b>5</b>	<b>46</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1776</b>	<b>2</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>1850</b>	
<b>USA</b>															
SANFORD	BRITANNIA AIRWAYS	C	15	0	0	73	7	0	20	0	26	92	1	13	
	LEISURE INTERNATIONAL	C	3	0	0	33	67	0	0	0	17	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	16	50	23	8	
<b>TOTAL SANFORD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>10</b>	<b>21</b>	
<b>TOTAL USA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>10</b>	<b>21</b>	
<b>TOTAL NEWCASTLE</b>			<b>3920</b>	<b>9</b>	<b>31</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>3781</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	LEISURE INTERNATIONAL	C	10	0	0	10	40	20	10	0	20	119	20	75	10	
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>119</b>	<b>33</b>	<b>61</b>	<b>12</b>	
VIENNA	VIVA	C	16	2	2	31	19	0	50	0	0	47	0	0	0	
<b>TOTAL VIENNA</b>			<b>16</b>	<b>4</b>	<b>2</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>83</b>	<b>29</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>26</b>	<b>4</b>	<b>2</b>	<b>23</b>	<b>27</b>	<b>8</b>	<b>35</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>68</b>	<b>32</b>	<b>47</b>	
<b>BELGIUM</b>																
BRUSSELS	KLM UK LTD	S	188	0	21	62	17	15	6	0	0	17	83	10	203	
	SABENA	S	148	0	14	59	19	14	8	0	0	20	0	0	0	
<b>TOTAL BRUSSELS</b>			<b>336</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>203</b>	
<b>TOTAL BELGIUM</b>			<b>336</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>203</b>	
<b>CANADA</b>																
EDMONTON	ROYAL AIRLINES	C	3	0	0	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL EDMONTON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MONTREAL (MIRABEL)	ROYAL AIRLINES	C	7	0	1	43	29	29	0	0	0	8	0	0	0	
<b>TOTAL MONTREAL (MIRABEL)</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TORONTO	AIR TRANSAT	C	20	0	0	40	20	35	5	0	0	23	70	3	10	
	ROYAL AIRLINES	C	47	2	1	28	13	28	28	0	4	64	0	0	0	
<b>TOTAL TORONTO</b>			<b>67</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>15</b>	<b>30</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>47</b>	<b>27</b>	<b>15</b>	
VANCOUVER	ROYAL AIRLINES	C	16	0	0	44	19	13	19	0	6	49	0	0	0	
<b>TOTAL VANCOUVER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CANADA</b>			<b>93</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>16</b>	<b>26</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>47</b>	<b>27</b>	<b>15</b>	
<b>CROATIA</b>																
DUBROVNIK	CROATIA AIRLINES	S	8	1	0	88	0	13	0	0	0	-1	0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>1</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>	
PULA	CROATIA AIRLINES	S	8	0	0	88	13	0	0	0	0	0	0	0	0	
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SPLIT	CROATIA AIRLINES	S	8	0	2	88	13	0	0	0	0	8	0	0	0	
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZAGREB	AIR TRANSAT	C	2	0	0	50	0	50	0	0	0	25	0	0	0	
<b>TOTAL ZAGREB</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>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>26</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																
LARNACA	CYPRUS AIRWAYS	S	18	0	0	33	17	11	28	0	11	86	60	15	10	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>60</b>	<b>15</b>	<b>10</b>	
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>60</b>	<b>15</b>	<b>10</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	54	0	0	33	9	43	13	2	0	38	80	8	44
TOTAL PRAGUE			<b>54</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>9</b>	<b>43</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>80</b>	<b>8</b>	<b>44</b>
TOTAL CZECH REPUBLIC			<b>54</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>9</b>	<b>43</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>80</b>	<b>8</b>	<b>44</b>
<b>DENMARK</b>															
COPENHAGEN	GO FLY LTD	S	108	0	0	98	0	2	0	0	0	0	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	6	0	2	100	0	0	0	0	0	11	100	-21	8
TOTAL COPENHAGEN			<b>114</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>178</b>
TOTAL DENMARK			<b>114</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>178</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	16	1	0	38	25	19	19	0	0	29	67	18	24
TOTAL HELSINKI			<b>16</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>18</b>	<b>24</b>
TOTAL FINLAND			<b>17</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>29</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>18</b>	<b>24</b>
<b>FRANCE</b>															
BEZIERS	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	33	25	23	4
TOTAL BEZIERS			<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>33</b>	<b>25</b>	<b>23</b>	<b>4</b>
CALVI	KLM UK LTD	C	8	0	0	25	38	38	0	0	0	22	29	57	7
TOTAL CALVI			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>29</b>	<b>57</b>	<b>7</b>
CARCASSONNE	RYANAIR	S	62	0	0	50	24	16	10	0	0	22	0	0	0
TOTAL CARCASSONNE			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL DEAUVILLE			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI	EUROPEAN AIR CHARTER	C	8	0	0	13	25	50	13	0	0	39	0	0	0
TOTAL FIGARI			<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>0</b>	<b>0</b>	<b>0</b>
TOTAL LYON			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>24</b>	<b>2</b>
MARSEILLE	AIR JET	C	2	0	0	50	0	50	0	0	0	14	0	0	0
	BRITISH WORLD AIRLINES LTD	C	4	0	0	0	25	25	50	0	0	60	0	0	0
	EMERALD AIRWAYS LIMITED	C	2	0	0	50	0	0	50	0	0	79	0	0	0
	EUROPEAN AIR CHARTER	C	4	0	0	25	25	50	0	0	0	26	0	0	0
TOTAL MARSEILLE			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>33</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
NANTES	BRITISH WORLD AIRLINES LTD	C	2	0	1	0	50	0	50	0	0	49	0	0	0
	EMERALD AIRWAYS LIMITED	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL NANTES			<b>4</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	EUROPEAN AIR CHARTER	C	6	0	1	67	0	33	0	0	0	22	0	0	0
	KLM UK LTD	S	240	0	8	42	34	17	8	0	0	24	74	16	294
TOTAL PARIS (CHARLES DE GAULLE)			<b>249</b>	<b>6</b>	<b>9</b>	<b>43</b>	<b>33</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>16</b>	<b>294</b>
ST ETIENNE	RYANAIR	C	2	0	0	100	0	0	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)										
ST ETIENNE	RYANAIR	S	116	0	4	69	15	10	6	0	0	13	0	0	0
<b>TOTAL ST ETIENNE</b>			<b>119</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	18	2	11	17	11	33	33	0	6	106	11	88	18
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>18</b>	<b>2</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>6</b>	<b>106</b>	<b>10</b>	<b>87</b>	<b>20</b>
<b>TOTAL FRANCE</b>			<b>488</b>	<b>13</b>	<b>25</b>	<b>48</b>	<b>26</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>21</b>	<b>327</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	AIR TRANSAT	C	8	0	0	50	25	13	13	0	0	18	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	1	0	0	50	50	0	0	59	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	7	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	1	50	50	0	0	0	0	15	0	0	0
	TRANSAER	C	2	0	0	50	0	0	50	0	0	42	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>20</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>30</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>11</b>	<b>8</b>
BRUGGEN	BRITISH WORLD AIRLINES LTD	C	6	2	2	67	33	0	0	0	0	8	0	55	1
<b>TOTAL BRUGGEN</b>			<b>6</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>55</b>	<b>1</b>
DRESDEN	EUROWINGS LUFTVERKEHRS	S	42	0	0	19	21	48	12	0	0	35	0	0	0
<b>TOTAL DRESDEN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>21</b>	<b>48</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	28	0	0	0
	KLM UK LTD	S	160	0	10	56	21	10	13	1	0	24	80	11	168
<b>TOTAL DUSSELDORF</b>			<b>162</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>21</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>11</b>	<b>168</b>
FRANKFURT MAIN	KLM UK LTD	S	216	1	8	66	13	13	9	0	0	18	75	10	170
<b>TOTAL FRANKFURT MAIN</b>			<b>216</b>	<b>1</b>	<b>8</b>	<b>66</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>10</b>	<b>170</b>
HAMBURG	GILL AIRWAYS	S	104	1	4	76	15	4	3	2	0	15	0	0	0
<b>TOTAL HAMBURG</b>			<b>104</b>	<b>2</b>	<b>4</b>	<b>76</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>14</b>	<b>123</b>
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	106	0	2	41	36	20	4	0	0	23	0	0	0
<b>TOTAL NUREMBERG</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>36</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>656</b>	<b>7</b>	<b>28</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>12</b>	<b>604</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	16	63	34	8
	LEISURE INTERNATIONAL	C	8	0	0	13	13	13	63	0	0	56	78	7	9
<b>TOTAL CORFU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>71</b>	<b>20</b>	<b>17</b>
HERAKLION	BRITANNIA AIRWAYS	C	10	0	0	30	50	0	0	10	10	144	67	31	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	11	33	0	0	52	80	43	10
<b>TOTAL HERAKLION</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>32</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>100</b>	<b>74</b>	<b>37</b>	<b>19</b>
RHODES	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	17	25	28	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	0	20	10	20	0	59	70	23	10
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>22</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>25</b>	<b>18</b>
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	10	0	0	30	50	10	10	0	0	23	80	17	10
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>17</b>	<b>10</b>
<b>TOTAL GREECE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>54</b>	<b>67</b>	<b>26</b>	<b>64</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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>ICELAND</b>															
KEFLAVIK	AIR ATLANTA ICELANDIC	C	8	0	1	0	13	13	63	0	13	189	0	0	0
TOTAL KEFLAVIK			8	0	1	0	13	13	63	0	13	189	0	0	0
TOTAL ICELAND			8	0	1	0	13	13	63	0	13	189	0	0	0
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	161	0	0	26	29	29	15	1	0	38	74	20	140
TOTAL CONNAUGHT			161	0	0	26	29	29	15	1	0	38	74	20	140
CORK	RYANAIR	S	284	0	0	38	20	30	12	1	0	32	64	13	251
TOTAL CORK			284	0	0	38	20	30	12	1	0	32	64	13	251
DUBLIN	AER LINGUS	S	372	0	0	84	12	2	1	0	0	6	90	4	248
	RYANAIR	S	781	1	3	52	20	17	11	0	0	23	65	15	640
TOTAL DUBLIN			1153	2	3	62	17	13	8	0	0	18	72	12	888
KERRY COUNTY	RYANAIR	S	98	0	0	15	23	40	21	0	0	40	79	10	62
TOTAL KERRY COUNTY			98	0	0	15	23	40	21	0	0	40	79	10	62
SHANNON	AB AIRLINES	S	62	0	0	52	24	18	3	2	2	29	0	0	0
TOTAL SHANNON			62	0	0	52	24	18	3	2	2	29	0	0	0
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	76	16	5	3	0	0	9	94	0	62
TOTAL WATERFORD			62	0	0	76	16	5	3	0	0	9	94	0	62
TOTAL IRISH REPUBLIC			1820	2	3	53	19	18	9	1	0	23	72	13	1403
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	63	2	2	73	17	6	0	3	0	11	66	14	70
TOTAL TEL AVIV			63	2	6	73	17	6	0	3	0	11	66	14	71
TOTAL ISRAEL			63	2	6	73	17	6	0	3	0	11	66	14	71
<b>ITALY</b>															
ALGHERO/SASSARI	EUROPEAN AIR CHARTER	C	8	0	0	0	0	63	38	0	0	64	0	0	0
TOTAL ALGHERO/SASSARI			8	0	0	0	0	63	38	0	0	64	50	16	8
BERGAMO	VOLARE AIRLINES	C	3	1	0	33	33	33	0	0	0	24	0	0	0
TOTAL BERGAMO			3	1	0	33	33	33	0	0	0	24	0	0	0
TOTAL CAGLIARI (ELMAS)			3	0	0	0	33	67	0	0	0	35	0	0	0
MILAN (LINATE)	AIR ONE	S	202	0	2	46	32	17	5	0	0	22	60	19	124
	KLM UK LTD	S	174	0	4	16	22	33	29	1	0	50	38	35	177
TOTAL MILAN (LINATE)			376	0	6	32	27	24	16	0	0	35	47	28	301
MILAN (MALPENSA)	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	31	0	49	2
	EUROFLY SPA	C	3	0	1	67	33	0	0	0	0	13	75	5	4
	GO FLY LTD	S	116	0	0	80	13	4	3	0	0	7	0	0	0
TOTAL MILAN (MALPENSA)			121	0	1	79	14	5	2	0	0	8	57	18	7
PISA	RYANAIR	S	124	0	0	30	23	29	18	0	0	34	0	0	0
TOTAL PISA			124	0	0	30	23	29	18	0	0	34	0	20	2

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)										
RIMINI	RYANAIR	S	62	0	0	23	39	16	21	2	0	43	0	0	0
<b>TOTAL RIMINI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>16</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	AIR CHARTER	C	6	0	0	50	17	0	33	0	0	43	0	0	0
	GO FLY LTD	S	185	0	0	81	10	3	5	0	0	11	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>57</b>	<b>8</b>
TREVISO	RYANAIR	S	124	3	0	39	33	10	19	0	0	29	0	0	0
<b>TOTAL TREVISO</b>			<b>124</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>-2</b>	<b>4</b>
VENICE	BRITISH WORLD AIRLINES LTD	C	8	0	0	0	38	63	0	0	0	35	75	21	4
<b>TOTAL VENICE</b>			<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>75</b>	<b>21</b>	<b>4</b>
<b>TOTAL ITALY</b>			<b>1021</b>	<b>10</b>	<b>7</b>	<b>46</b>	<b>23</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>28</b>	<b>337</b>
KAZAKHSTAN															
URALSK	EUROFLY SPA	C	4	0	0	50	0	50	0	0	0	27	25	28	4
<b>TOTAL URALSK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>28</b>	<b>4</b>
<b>TOTAL KAZAKHSTAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>28</b>	<b>4</b>
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	98	0	0	74	21	3	1	0	0	11	86	5	100
<b>TOTAL LUXEMBOURG</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>5</b>	<b>100</b>
<b>TOTAL LUXEMBOURG</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>5</b>	<b>100</b>
MALTA															
MALTA	AIR MALTA	C	10	0	0	20	30	10	40	0	0	67	44	34	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	0	25	13	0	48	60	47	10
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>6</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>53</b>	<b>41</b>	<b>19</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>6</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>53</b>	<b>41</b>	<b>19</b>
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	457	0	12	51	20	12	15	2	0	31	75	14	408
<b>TOTAL AMSTERDAM</b>			<b>457</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>20</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>14</b>	<b>408</b>
EINDHOVEN	KLM EXEL	S	134	0	4	53	29	16	1	0	0	17	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>134</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>2</b>	<b>1</b>
MAASTRICHT	KLM EXEL	S	147	0	7	45	35	18	2	0	0	19	78	11	154
<b>TOTAL MAASTRICHT</b>			<b>147</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>35</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>154</b>
<b>TOTAL NETHERLANDS</b>			<b>738</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>25</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>76</b>	<b>13</b>	<b>563</b>
NORWAY															
BERGEN	BRAATHENS ASA	S	62	0	0	44	26	27	3	0	0	21	0	0	0
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	62	0	18	66	24	10	0	0	0	14	0	0	0
<b>TOTAL OSLO (FORNEBU)</b>			<b>62</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANDEFJORD(TORP)	RYANAIR	S	116	0	0	36	27	22	13	2	0	34	0	0	0

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				Actual (7)	Plan (8)										
TOTAL SANDEFJORD(TORP)			116	0	0	36	27	22	13	2	0	34	0	0	0
TOTAL NORWAY			240	0	18	46	26	20	7	1	0	25	100	-5	8
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	10	0	0	60	20	20	0	0	0	12	50	14	10
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	12	0	0	0
	LEISURE INTERNATIONAL	C	26	0	0	4	42	27	19	0	8	89	50	20	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	38	25	0	0	42	50	40	8
TOTAL FARO			52	0	0	25	33	25	13	0	4	55	50	23	44
LISBON	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	GO FLY LTD	S	36	0	0	72	14	11	3	0	0	12	0	0	0
TOTAL LISBON			38	1	0	74	13	11	3	0	0	12	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			90	1	0	46	24	19	9	0	2	37	50	23	44
RUSSIA															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	8	0	0	75	13	13	0	0	0	5	100	-13	8
TOTAL MOSCOW (SHEREMETYEVO)			8	0	0	75	13	13	0	0	0	5	100	-13	8
TOTAL RUSSIA			8	0	0	75	13	13	0	0	0	5	100	-13	8
SLOVAK REPUBLIC															
KOSICE	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	22	0	0	0
TOTAL KOSICE			2	0	0	0	100	0	0	0	0	22	0	0	0
TOTAL SLOVAK REPUBLIC			2	0	0	0	100	0	0	0	0	22	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	32	0	0	0
	KLM UK LTD	C	16	0	0	19	13	0	56	13	0	76	50	27	16
	LEISURE INTERNATIONAL	C	8	0	0	50	25	13	13	0	0	24	60	14	10
TOTAL ALICANTE			32	0	0	38	16	3	38	6	0	52	54	22	26
ASTURIAS	AIR EUROPA	C	2	1	0	0	0	50	0	50	0	177	0	0	0
TOTAL ASTURIAS			2	1	0	0	0	50	0	50	0	177	0	0	0
BARCELONA	AVIACO	C	2	0	0	0	0	0	100	0	0	153	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL BARCELONA			4	2	0	25	25	0	50	0	0	83	100	10	2
GERONA	BRITANNIA AIRWAYS	C	8	0	0	38	0	13	50	0	0	45	0	0	0
TOTAL GERONA			8	0	0	38	0	13	50	0	0	45	0	0	0
IBIZA	BRITANNIA AIRWAYS	C	37	0	0	54	14	24	8	0	0	23	72	12	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	7	100	5	8
TOTAL IBIZA			47	0	0	60	13	21	6	0	0	19	81	10	26
MADRID	AVIACO	C	3	1	0	33	33	33	0	0	0	21	100	7	1
TOTAL MADRID			4	2	1	25	25	25	0	25	0	67	17	151	6
MAHON	AIR 2000	C	8	0	0	75	13	13	0	0	0	12	88	7	8
	BRITANNIA AIRWAYS	C	18	0	0	33	33	22	11	0	0	26	38	30	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
MAHON	LEISURE INTERNATIONAL	C	10	0	0	30	50	0	0	0	20	281	75	18	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	17	11	44	17	11	0	64	89	5	18
<b>TOTAL MAHON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>26</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>84</b>	<b>70</b>	<b>15</b>	<b>50</b>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	17	50	11	8
	LEISURE INTERNATIONAL	C	19	0	1	32	32	21	16	0	0	39	50	29	34
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	13	13	0	0	27	0	0	0
<b>TOTAL MALAGA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>37</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>24</b>	<b>44</b>
PALMA DE MALLORCA	AIR 2000	C	8	0	0	38	25	25	13	0	0	27	0	157	10
	BRITANNIA AIRWAYS	C	44	0	0	52	18	11	14	5	0	34	74	21	42
	BRITISH WORLD AIRLINES LTD	C	8	0	0	25	50	13	13	0	0	30	50	13	8
	FUTURA AIRLINES	C	8	0	0	50	25	25	0	0	0	19	25	34	8
	LEISURE INTERNATIONAL	C	24	0	0	17	17	29	21	8	8	108	81	10	16
	MY TRAVEL AIRWAYS UK	C	24	0	0	67	13	4	17	0	0	26	50	38	24
<b>TOTAL PALMA DE MALLORCA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>46</b>	<b>53</b>	<b>44</b>	<b>116</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	25	0	0	30	90	36	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	14	38	33	8
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>35</b>	<b>18</b>
SEVILLE	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-16	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>321</b>	<b>5</b>	<b>2</b>	<b>43</b>	<b>20</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>47</b>	<b>59</b>	<b>32</b>	<b>291</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	7	0	1	43	14	14	14	14	0	57	0	0	0
	FUTURA AIRLINES	C	10	0	0	30	10	30	30	0	0	38	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	20	20	20	40	0	0	58	60	11	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	11	67	8	9
<b>TOTAL ARRECIFE</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>16</b>	<b>19</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>63</b>	<b>10</b>	<b>19</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	20	20	0	58	50	31	8
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>58</b>	<b>50</b>	<b>31</b>	<b>8</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	38	25	25	13	0	0	30	78	46	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	0	38	0	0	50	50	56	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>65</b>	<b>51</b>	<b>17</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	2	0	0	0	0	100	0	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	8	1	0	50	13	38	0	0	0	25	70	17	10
	LEISURE INTERNATIONAL	C	9	0	0	22	44	11	0	22	0	63	75	18	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	22	33	33	0	0	50	63	12	8
	SPANAIR	C	10	0	0	40	50	0	10	0	0	22	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>32</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>69</b>	<b>16</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>101</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>23</b>	<b>18</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>64</b>	<b>24</b>	<b>70</b>
<b>SWEDEN</b>															
GOTEBORG	MYTRAVEL AIRWAYS (DENMARK)	C	7	0	1	29	71	0	0	0	0	15	100	-4	8
<b>TOTAL GOTEBORG</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>-4</b>	<b>8</b>
GOTEBORG (SAVE)	EUROPEAN AIR CHARTER	C	2	1	2	0	100	0	0	0	0	26	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 GOTEBOG (SAVE)			2	1	2	0	100	0	0	0	0	26	0	0	0
KRISTIANSTAD	RYANAIR	S	108	0	5	34	22	25	19	0	0	31	0	0	0
TOTAL KRISTIANSTAD			108	0	5	34	22	25	19	0	0	31	0	0	0
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	6	2	2	17	17	33	17	0	17	111	50	24	8
	SAS	S	116	0	0	73	16	8	3	0	0	13	0	0	0
TOTAL STOCKHOLM (ARLANDA)			122	2	2	70	16	9	4	0	1	18	50	24	8
STOCKHOLM (SKAVSTA)	RYANAIR	S	178	0	0	35	26	25	13	0	0	31	77	13	124
TOTAL STOCKHOLM (SKAVSTA)			178	0	0	35	26	25	13	0	0	31	77	13	124
TOTAL SWEDEN			417	3	10	45	23	20	12	0	0	27	77	13	140
SWITZERLAND															
BASLE MULHOUSE	FLIGHTLINE LTD	C	36	0	0	25	33	25	17	0	0	39	45	58	42
TOTAL BASLE MULHOUSE			36	0	0	25	33	25	17	0	0	39	45	58	42
ZURICH	FLIGHTLINE LTD	C	61	0	1	18	21	33	25	3	0	54	50	31	72
TOTAL ZURICH			61	0	1	18	21	33	25	3	0	54	59	20	234
TOTAL SWITZERLAND			97	0	1	21	26	30	22	2	0	48	57	26	276
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	5	0	1	60	20	20	0	0	0	16	57	15	7
TOTAL MONASTIR			5	0	1	60	20	20	0	0	0	16	57	15	7
TOTAL TUNISIA			5	0	1	60	20	20	0	0	0	16	57	15	7
TURKEY															
ANKARA (ESENBOGA)	KIBRIS TURKISH AIRLINES - KTHY	C	14	0	0	50	14	29	7	0	0	18	0	0	0
TOTAL ANKARA (ESENBOGA)			14	0	0	50	14	29	7	0	0	18	0	0	0
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	40	2	2	43	33	13	8	0	5	43	52	33	44
	LEISURE INTERNATIONAL	C	8	0	0	25	13	25	38	0	0	52	0	0	0
TOTAL ANTALYA			48	2	2	40	29	15	13	0	4	45	51	33	45
DALAMAN	BRITANNIA AIRWAYS	C	9	0	1	44	22	22	11	0	0	26	50	13	10
	LEISURE INTERNATIONAL	C	8	0	0	0	0	0	100	0	0	81	88	4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	13	56	37	9
TOTAL DALAMAN			25	0	1	36	12	12	40	0	0	39	63	18	27
ISTANBUL	ISTANBUL HAVA YOLLARI	C	22	2	1	9	18	45	27	0	0	47	26	60	19
TOTAL ISTANBUL			24	2	1	8	17	42	29	4	0	58	26	60	19
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	C	8	0	0	50	25	0	25	0	0	38	13	61	15
TOTAL IZMIR (ADNAM MENDERES)			8	0	0	50	25	0	25	0	0	38	36	84	25
TOTAL TURKEY			119	4	4	34	21	20	22	1	2	43	47	45	116
UNITED KINGDOM															
ABERDEEN	KLM UK LTD	S	163	0	7	52	12	21	14	1	0	24	71	13	174
TOTAL ABERDEEN			163	0	7	52	12	21	14	1	0	24	71	13	174
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	231	0	1	84	11	2	2	0	0	7	91	2	230

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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 BELFAST INTERNATIONAL			231	0	1	84	11	2	2	0	0	7	91	2	230
EDINBURGH	KLM UK LTD	S	310	1	14	60	16	13	10	1	0	23	71	11	301
TOTAL EDINBURGH			310	1	14	60	16	13	10	1	0	23	71	11	301
GLASGOW	KLM UK LTD	S	258	0	4	43	16	20	19	2	0	35	78	9	276
TOTAL GLASGOW			258	0	4	43	16	20	19	2	0	35	78	9	276
GUERNSEY	KLM UK LTD	S	182	0	4	70	15	7	6	2	0	14	54	36	69
TOTAL GUERNSEY			182	0	4	70	15	7	6	2	0	14	54	36	69
JERSEY	KLM UK LTD	S	199	1	5	60	18	13	9	0	0	21	73	14	183
TOTAL JERSEY			199	1	5	60	18	13	9	0	0	21	73	14	187
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	140	0	6	81	11	5	3	0	0	8	93	3	138
TOTAL MANCHESTER			140	0	6	81	11	5	3	0	0	8	93	3	138
NEWCASTLE	KLM UK LTD	S	146	0	0	88	9	3	0	0	0	2	90	1	146
TOTAL NEWCASTLE			146	0	0	88	9	3	0	0	0	2	90	1	146
NORWICH	KLM UK LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL NORWICH			2	0	0	50	50	0	0	0	0	12	0	0	0
PRESTWICK	RYANAIR	S	260	0	6	45	14	24	17	0	0	29	77	9	291
TOTAL PRESTWICK			260	0	6	45	14	24	17	0	0	29	76	9	293
TOTAL UNITED KINGDOM			1892	3	47	63	14	13	10	1	0	20	78	10	1870
USA															
NEW YORK (JF KENNEDY)	EL AL	S	7	0	1	71	14	0	14	0	0	11	0	0	0
TOTAL NEW YORK (JF KENNEDY)			7	0	1	71	14	0	14	0	0	11	0	0	0
NEW YORK (NEWARK)	EL AL	S	7	0	2	43	29	29	0	0	0	9	40	16	25
TOTAL NEW YORK (NEWARK)			7	0	2	43	29	29	0	0	0	9	40	16	25
TOTAL USA			14	1	3	57	21	14	7	0	0	10	37	23	30
TOTAL STANSTED			8967	62	224	53	20	16	10	1	0	25	72	15	6895



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	31	0	0	77	10	10	3	0	0	12	90	1	31
	HEATHROW	SAS	S	D	31	0	0	65	16	6	13	0	0	20	84	8	31
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>5</b>	<b>5</b>
ABERDEEN																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	48	0	52	75	13	10	2	0	0	12	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	50	0	3	54	36	4	6	0	0	18	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	A	96	0	4	58	28	8	5	0	0	19	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	97	0	3	90	4	2	4	0	0	4	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	116	0	0	91	6	2	1	0	0	3	84	5	115
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	116	0	0	79	16	4	1	0	0	10	71	12	115
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	0	3	87	5	5	1	1	0	9	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	3	85	6	6	1	1	0	11	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	156	0	2	77	11	4	8	0	0	14	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	155	0	3	85	8	4	3	0	0	6	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	98	0	2	72	11	11	5	0	0	16	70	17	61
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	100	0	0	63	8	10	18	1	0	24	80	12	61
	HEATHROW	BRITISH AIRWAYS PLC	S	A	197	0	0	75	20	5	0	0	0	10	72	11	149
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	0	89	8	3	0	0	0	2	86	5	150
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	45	0	0	91	7	2	0	0	0	-3	67	19	69
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	45	0	0	96	2	2	0	0	0	2	71	16	69
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	53	27	10	10	0	0	22	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	48	29	10	13	0	0	26	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	23	1	0	96	4	0	0	0	0	-6	91	4	23
	NEWCASTLE	GILL AIRWAYS	S	D	23	0	0	91	4	0	4	0	0	0	91	0	23
	STANSTED	KLM UK LTD	S	A	80	0	5	54	8	28	11	0	0	18	77	9	87

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

		Origin / Destinations: A																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ABERDEEN	STANSTED	KLM UK LTD	S	D	83	0	2	51	17	14	17	1	0	30	64	17	87	
<b>TOTAL ABERDEEN</b>					<b>1942</b>	<b>2</b>	<b>83</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>10</b>	
ABIDJAN	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
<b>TOTAL ABIDJAN</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ABU DHABI INTERNATIONAL	HEATHROW	GULF AIR	S	A	27	0	0	63	7	26	4	0	0	15	37	52	35	
	HEATHROW	GULF AIR	S	D	22	0	0	45	23	32	0	0	0	23	70	19	30	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>17</b>	<b>17</b>	
ACCRA	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	50	33	17	0	0	0	11	90	8	10	
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	0	20	53	27	0	0	0	25	36	30	11	
	HEATHROW	GHANA AIRWAYS	S	A	16	0	1	19	13	31	25	6	6	114	24	50	17	
	HEATHROW	GHANA AIRWAYS	S	D	16	0	1	0	25	25	31	13	6	105	0	122	18	
<b>TOTAL ACCRA</b>					<b>65</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>31</b>	<b>25</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>63</b>	<b>30</b>	<b>62</b>	<b>62</b>	
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	14	0	4	57	7	14	21	0	0	32	67	22	21	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	14	0	4	43	29	21	7	0	0	21	43	28	21	
<b>TOTAL ADDIS ABABA</b>					<b>28</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>25</b>	<b>25</b>	
AGADIR	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	0	40	0	0	0	20	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	60	0	20	20	0	0	28	0	0	0	
<b>TOTAL AGADIR</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>-7</b>	<b>-7</b>	
AJACCIO	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	75	0	0	0	35	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	25	50	0	0	0	23	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	121	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	0	0	25	114	0	0	0	

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

		Origin / Destinations: A																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
AJACCIO																		
<b>TOTAL AJACCIO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>61</b>	<b>61</b>	
ALEXANDRIA ( NOUZHA )																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	0	11	0	0	0	-2	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	33	56	11	0	0	0	20	0	0	0	
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALGHERO/SASSARI																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	50	50	0	0	79	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	0	0	75	25	0	0	50	0	0	0	
<b>TOTAL ALGHERO/SASSARI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>50</b>	<b>16</b>	<b>16</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	13	0	0	15	31	15	15	23	0	93	8	66	13	
	HEATHROW	AIR ALGERIE	S	D	13	0	0	0	0	31	46	23	0	132	0	103	13	
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>23</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>113</b>	<b>4</b>	<b>84</b>	<b>84</b>	
ALICANTE																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	8	25	41	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	12	50	21	4	
	GATWICK	AIR 2000	C	A	17	0	0	65	12	6	18	0	0	29	11	99	18	
	GATWICK	AIR 2000	C	D	16	0	0	56	19	13	6	6	0	38	39	75	18	
	GLASGOW	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	34	25	23	4	
	GLASGOW	AIR 2000	C	D	4	0	0	0	50	25	25	0	0	45	25	37	4	
	MANCHESTER	AIR 2000	C	A	17	0	0	76	6	0	12	6	0	24	57	44	14	
	MANCHESTER	AIR 2000	C	D	16	1	0	75	13	0	6	6	0	29	57	36	14	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-3	25	35	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	4	75	67	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	8	0	0	0	13	25	38	25	0	125	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	8	0	0	0	0	25	50	25	0	135	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
ALICANTE																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	25	25	50	0	0	0	26	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	9	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	11	0	1	64	9	18	9	0	12	75	27	4		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	11	0	1	64	18	9	9	0	18	25	29	4		
	GATWICK	AVIACO	C	A	2	0	0	50	0	50	0	0	18	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	3	100	-13	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	100	-3	5		
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	34	100	5	5		
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	18	100	8	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	13	25	0	27	33	18	9		
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	13	13	0	19	78	14	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	19	83	9	6		
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	27	100	1	7		
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	5	20	34	5		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	4	60	11	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	31	0	0	52	23	13	10	0	33	72	7	18		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	30	1	0	57	13	17	10	0	36	84	9	19		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	10	78	3	9		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	25	0	0	14	78	3	9		
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	30	0	0	0		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	35	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	50	50	0	0	0	10	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	2	0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	60	0	0	40	0	29	63	34	8		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	20	40	20	20	0	38	13	50	8		
	GATWICK	CALEDONIAN AIRWAYS	C	A	28	0	1	32	29	18	18	0	46	45	70	22		
	GATWICK	CALEDONIAN AIRWAYS	C	D	28	0	4	25	29	18	21	4	63	30	73	23		
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	0	0	25	25	145	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	0	50	0	133	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	80	31	10		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
ALICANTE	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	73	42	11	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	45	61	58	18	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	25	39	64	18	
	HEATHROW	IBERIA	S	A	31	0	0	29	26	23	16	6	0	54	52	22	31	
	HEATHROW	IBERIA	S	D	31	0	0	35	23	16	19	6	0	53	81	13	31	
	STANSTED	KLM UK LTD	C	A	8	0	0	25	0	0	63	13	0	81	50	30	8	
	STANSTED	KLM UK LTD	C	D	8	0	0	13	25	0	50	13	0	70	50	23	8	
	GATWICK	LEISURE INTERNATIONAL	C	A	17	0	0	41	18	29	12	0	0	32	35	74	17	
	GATWICK	LEISURE INTERNATIONAL	C	D	17	0	0	47	12	24	18	0	0	30	39	68	18	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	10	0	0	30	30	10	20	10	0	55	55	15	11	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	10	0	0	60	10	0	10	20	0	54	64	9	11	
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	50	0	0	0	36	0	0	0	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	40	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	25	0	0	27	40	13	5	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	21	80	14	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	42	17	33	8	0	0	29	54	22	13	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	58	17	17	8	0	0	18	31	27	13	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-17	100	-2	5	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	100	7	5	
	GATWICK	MONARCH AIRLINES	C	A	26	0	1	35	15	42	4	4	0	32	24	31	25	
	GATWICK	MONARCH AIRLINES	C	D	27	0	0	41	22	26	7	4	0	31	52	21	25	
	GLASGOW	MONARCH AIRLINES	C	A	9	0	0	89	0	0	11	0	0	8	100	-3	5	
	GLASGOW	MONARCH AIRLINES	C	D	7	0	0	86	0	0	14	0	0	10	100	2	3	
	LUTON	MONARCH AIRLINES	S	A	22	0	0	32	32	23	9	5	0	34	61	19	18	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	24	0	37	4	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	77	5	9	5	5	0	21	89	5	18	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	50	27	4	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	33	33	25	8	0	0	27	35	50	20	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	42	33	25	0	0	0	19	35	42	20	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	28	40	23	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	18	0	47	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-16	60	213	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-8	60	223	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	50	0	0	0	28	0	45	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	50	25	0	0	46	0	65	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	5	19	38	19	19	0	97	44	26	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	25	30	10	20	10	5	95	56	21	18	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	1	0	50	25	0	25	0	0	21	25	45	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	13	13	13	0	49	0	51	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	100	0	0	0	42	50	15	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	10	100	5	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	78	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	25	91	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	88	6	0	6	0	0	3	78	2	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	1	0	88	6	0	6	0	0	7	100	0	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	13	25	0	0	26	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	5	0	0	0	
	GATWICK	TRANSAER	C	A	2	0	0	100	0	0	0	0	0	-9	40	80	5	
	GATWICK	TRANSAER	C	D	2	0	0	100	0	0	0	0	0	4	0	88	5	
	GATWICK	VIRGIN EXPRESS	C	A	2	0	0	50	0	0	50	0	0	34	0	0	0	
	GATWICK	VIRGIN EXPRESS	C	D	3	0	0	33	0	33	33	0	0	37	0	0	0	
	BIRMINGHAM	VIVA	C	A	2	0	0	0	50	50	0	0	0	32	0	0	0	
	BIRMINGHAM	VIVA	C	D	2	0	0	0	0	100	0	0	0	42	50	7	2	
<b>TOTAL ALICANTE</b>					<b>866</b>	<b>5</b>	<b>9</b>	<b>50</b>	<b>18</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>55</b>	<b>35</b>	<b>35</b>	
ALMA ATA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	13	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0	
<b>TOTAL ALMA ATA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</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>	
ALMERIA																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
ALMERIA																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	10	0	0	50	10	20	20	0	0	25	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	10	0	0	30	40	0	30	0	0	32	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	40	40	0	20	0	0	18	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	15	89	0	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	18	89	4	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	21	89	5	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	44	0	0	0	22	89	5	9	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	20	20	0	58	100	4	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	20	20	20	0	69	100	0	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	11	11	0	34	82	29	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	11	11	0	34	73	40	11	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	0	18	60	11	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	60	15	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	71	20	73	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	40	20	0	0	51	20	49	5	
<b>TOTAL ALMERIA</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>12</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>28</b>	<b>28</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	27	0	0	89	11	0	0	0	0	2	96	-3	26	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	27	0	0	59	22	15	0	4	0	26	81	16	27	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	74	16	3	3	3	0	17	84	3	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	23	39	35	3	0	0	30	45	22	31	
<b>TOTAL AMMAN</b>					<b>117</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>10</b>	<b>10</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	2	60	20	15	5	0	0	17	82	6	240	
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	1	68	18	10	4	0	0	14	83	6	240	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	1	48	24	19	8	0	0	22	67	13	153	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	207	0	1	65	16	13	5	0	0	15	78	6	153	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
AMSTERDAM																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	107	0	1	67	14	14	5	0	0	15	91	4	106	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	107	0	1	65	12	20	3	0	0	15	82	7	107	
	GATWICK	CITY FLYER EXPRESS	S	A	133	0	2	30	41	22	7	0	0	27	58	21	120	
	GATWICK	CITY FLYER EXPRESS	S	D	134	0	1	57	22	16	6	0	0	20	63	20	119	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	107	0	1	64	18	14	5	0	0	17	88	4	107	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	107	0	1	70	10	15	5	0	0	15	87	7	107	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	48	16	9	21	4	1	43	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	41	22	22	13	1	0	33	0	0	0	
	HEATHROW	KLM	S	A	274	0	1	69	14	11	6	0	0	15	80	6	248	
	HEATHROW	KLM	S	D	273	1	3	68	12	10	9	1	0	19	81	6	247	
	BIRMINGHAM	KLM UK LTD	S	A	168	0	6	69	16	8	6	1	0	12	94	-5	118	
	BIRMINGHAM	KLM UK LTD	S	D	167	0	7	65	20	8	5	1	0	19	94	6	118	
	EDINBURGH	KLM UK LTD	S	A	145	0	2	43	25	26	5	2	0	26	86	6	151	
	EDINBURGH	KLM UK LTD	S	D	145	0	2	31	31	30	8	0	0	29	66	20	151	
	GLASGOW	KLM UK LTD	S	A	97	0	0	56	16	12	14	1	0	29	73	15	120	
	GLASGOW	KLM UK LTD	S	D	96	0	1	27	19	41	13	1	0	38	64	18	120	
	LONDON CITY	KLM UK LTD	S	A	110	0	17	50	21	24	5	0	0	21	66	12	100	
	LONDON CITY	KLM UK LTD	S	D	109	0	18	33	20	35	12	0	0	32	39	25	100	
	MANCHESTER	KLM UK LTD	S	A	202	0	3	66	15	10	7	1	0	16	86	5	173	
	MANCHESTER	KLM UK LTD	S	D	203	0	2	67	8	16	7	1	0	19	82	7	172	
	NEWCASTLE	KLM UK LTD	S	A	120	0	0	43	15	23	19	0	0	30	82	5	119	
	NEWCASTLE	KLM UK LTD	S	D	120	0	0	51	18	15	15	1	0	28	79	7	119	
	STANSTED	KLM UK LTD	S	A	228	0	9	55	18	9	15	2	0	29	77	13	206	
	STANSTED	KLM UK LTD	S	D	229	0	3	48	22	14	15	1	0	32	72	15	202	
	GATWICK	TRANSAVIA	S	A	112	0	0	21	43	26	10	0	0	29	45	24	111	
	GATWICK	TRANSAVIA	S	D	112	0	0	54	23	15	8	0	0	21	62	18	111	
<b>TOTAL AMSTERDAM</b>					<b>4666</b>	<b>1</b>	<b>86</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>10</b>	<b>10</b>	
ANCHORAGE																		
ANCONA																		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ANKARA (ESENBOGA)																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	7	0	0	86	0	14	0	0	0	-5	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	7	0	0	14	29	43	14	0	0	42	0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ANTALYA																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	100	-15	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	10	100	0	3	
	GATWICK	AIRWORLD AVIATION LTD	C	A	9	0	0	56	22	11	11	0	0	16	0	91	1	
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	63	25	13	0	0	0	14	0	89	1	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	12	0	0	58	25	8	8	0	0	12	63	61	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	12	0	0	75	8	17	0	0	0	7	63	62	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	23	40	12	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	18	60	10	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	54	40	16	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	34	80	7	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	40	12	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	100	9	5	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	20	1	1	65	25	5	0	0	5	32	85	12	20	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	20	1	1	20	40	20	15	0	5	55	25	50	24	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	25	25	0	0	38	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	25	50	0	0	65	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	16	33	109	9	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	56	27	9	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	13	0	61	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	0	100	0	0	0	42	0	80	4	
<b>TOTAL ANTALYA</b>					<b>137</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>45</b>	<b>43</b>	<b>43</b>	
ANTIGUA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	7	0	34	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	75	6	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	7	0	0	0	-4	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
ANTIGUA	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	15	8	0	0	24	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	67	11	11	0	0	11	104	33	98	9
<b>TOTAL ANTIGUA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>48</b>	<b>52</b>	<b>52</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	124	0	3	92	7	0	1	0	0	5	97	1	127
	LONDON CITY	VLM (BELGIUM)	S	D	124	0	3	69	22	9	1	0	0	15	75	13	127
<b>TOTAL ANTWERP</b>					<b>248</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>8</b>
ARRECIFE	BIRMINGHAM	AIR 2000	C	A	10	0	0	90	0	10	0	0	0	-4	86	-6	7
	BIRMINGHAM	AIR 2000	C	D	10	0	0	40	50	0	10	0	0	21	100	3	9
	GATWICK	AIR 2000	C	A	9	0	0	44	22	11	22	0	0	36	0	108	8
	GATWICK	AIR 2000	C	D	9	0	0	56	11	11	22	0	0	41	0	131	9
	GLASGOW	AIR 2000	C	A	5	0	0	20	40	40	0	0	0	30	20	133	5
	GLASGOW	AIR 2000	C	D	5	0	0	0	20	60	20	0	0	44	40	86	5
	MANCHESTER	AIR 2000	C	A	14	0	0	71	7	0	21	0	0	13	33	62	9
	MANCHESTER	AIR 2000	C	D	14	0	0	64	7	14	14	0	0	21	33	63	9
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	-6	40	20	5
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	20	20	25	5
	EDINBURGH	AIR EUROPA	C	A	5	0	0	40	20	20	20	0	0	28	0	125	5
	EDINBURGH	AIR EUROPA	C	D	3	0	0	33	0	67	0	0	0	26	0	146	4
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	0	50	50	0	0	60	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	0	50	0	50	0	0	41	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-11	100	1	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	100	8	5
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	4	60	244	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	100	0	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	4	100	-3	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	100	4	2

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	18	100	-15	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	10	100	-1	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	10	78	81	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	15	100	4	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	75	16	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	19	75	19	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	1	33	33	0	33	0	0	51	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	61	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	60	10	10	0	20	0	41	44	92	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	1	70	10	0	20	0	0	32	11	113	9	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	-2	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	15	71	12	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	33	33	17	17	0	0	27	43	35	7	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-13	67	-5	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	9	33	30	3	
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	60	20	0	0	0	20	147	0	80	5	
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	60	20	0	20	0	0	20	0	83	5	
	STANSTED	FUTURA AIRLINES	C	A	5	0	0	40	0	40	20	0	0	32	0	0	0	
	STANSTED	FUTURA AIRLINES	C	D	5	0	0	20	20	20	40	0	0	44	0	0	0	
	BIRMINGHAM	IBERWORLD	C	D	2	0	0	50	50	0	0	0	0	21	0	0	0	
	GLASGOW	IBERWORLD	C	A	4	1	1	75	0	25	0	0	0	-10	0	0	0	
	GLASGOW	IBERWORLD	C	D	3	0	2	100	0	0	0	0	0	1	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	80	0	20	0	0	0	3	80	14	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	20	0	0	0	22	60	25	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	60	0	0	20	20	0	74	100	1	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	40	20	20	0	20	0	75	60	14	5	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	40	0	40	20	0	0	48	80	-2	5	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	0	40	0	60	0	0	68	40	24	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	80	10	10	0	0	0	7	60	19	10	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	70	10	20	0	0	0	14	60	14	10
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	60	30	10	0	0	0	9	50	21	10
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	20	70	0	10	0	0	28	42	30	12
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	15	100	-10	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	0	60	20	0	20	0	63	80	9	5
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	73	7	13	0	7	0	16	58	19	12
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	60	7	20	7	7	0	40	67	16	15
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-6	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	14	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	100	0	0	0	0	0	-20	67	88	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	10	0	0	0	0	2	33	112	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	26	100	-5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	14	100	3	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	21	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	0	40	20	0	89	50	23	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	40	20	0	111	75	36	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	-1	100	-3	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	22	40	17	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-9	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	-7	75	-3	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	16	60	139	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	-1	40	55	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	0	8	60	52	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0
	GATWICK	TRANSAER	C	D	3	0	0	33	33	0	0	33	0	119	0	135	2
	NEWCASTLE	VIVA	C	A	5	0	0	60	20	0	20	0	0	18	0	0	0
	NEWCASTLE	VIVA	C	D	5	0	0	80	0	0	20	0	0	16	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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																		
<b>TOTAL ARRECIFE</b>					<b>481</b>	<b>3</b>	<b>6</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>45</b>	<b>45</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	5	0	0	100	0	0	0	0	0	-2	100	-25	4	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	5	0	0	20	20	40	20	0	0	39	25	49	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-6	50	41	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	4	0	0	50	25	25	0	0	0	18	25	61	4	
<b>TOTAL ASHKHABAD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>32</b>	<b>32</b>	
ASTURIAS																		
	GATWICK	IBERIA	S	A	13	0	0	100	0	0	0	0	0	-20	0	0	0	
	GATWICK	IBERIA	S	D	13	0	0	15	31	54	0	0	0	33	0	0	0	
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ASWAN																		
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	23	0	0	87	13	0	0	0	0	3	100	-13	1	
	HEATHROW	AEGEAN AIRLINES	S	D	23	0	0	100	0	0	0	0	0	-1	0	49	2	
	GATWICK	AIR 2000	C	A	18	0	0	50	0	22	28	0	0	34	11	76	19	
	GATWICK	AIR 2000	C	D	18	0	0	56	6	17	22	0	0	38	26	43	19	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	70	0	0	0	
	MANCHESTER	AIR 2000	C	D	5	0	0	60	0	0	20	20	0	70	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	40	60	0	0	0	0	15	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	20	0	20	60	0	0	46	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	77	3	16	3	0	0	3	13	67	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	26	35	29	10	0	0	33	3	58	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	44	27	24	5	0	0	21	44	36	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	56	28	13	3	0	0	14	55	18	62	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	38	25	0	25	13	0	65	0	177	8	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	CALEDONIAN AIRWAYS	C	D	11	0	0	36	9	18	27	9	0	63	11	142	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	1	1	91	9	0	0	0	0	-12	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	36	1	1	58	19	17	6	0	0	19	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	70	17	4	9	0	0	9	59	20	22
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	54	25	4	17	0	0	29	45	34	22
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	54	100	-8	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	20	20	40	0	0	56	75	7	4
	HEATHROW	OLYMPIC AIRWAYS	S	A	91	0	1	29	25	27	16	2	0	36	33	29	93
	HEATHROW	OLYMPIC AIRWAYS	S	D	90	0	2	28	18	29	24	1	0	39	39	28	93
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	1	92	4	0	4	0	0	-6	92	-2	25
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	1	31	35	35	0	0	0	24	35	31	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	13	13	0	3	0	15	48	19	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	13	3	3	3	0	17	61	14	31
<b>TOTAL ATHENS</b>					<b>738</b>	<b>3</b>	<b>9</b>	<b>53</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>36</b>	<b>36</b>
ATLANTA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	-1	86	-18	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	26	13	3	0	0	17	78	8	27
	GATWICK	DELTA AIRLINES	S	A	62	0	0	71	11	15	2	2	0	8	69	11	62
	GATWICK	DELTA AIRLINES	S	D	62	0	0	77	16	6	0	0	0	10	76	9	62
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	84	0	13	3	0	0	-2	58	16	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	81	13	3	3	0	0	9	81	10	31
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>7</b>	<b>7</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	27	0	0	78	7	7	4	4	0	0	62	43	21
	HEATHROW	AIR NEW ZEALAND LTD	S	D	27	0	0	52	19	19	11	0	0	28	81	10	21
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</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 JULY 1998

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	UNMATCHED
BAHRAIN		HEATHROW	GULF AIR	S	A	34	0	0	65	18	12	6	0	0	13	26	52	19
		HEATHROW	GULF AIR	S	D	39	0	0	79	8	8	5	0	0	11	76	14	21
<b>TOTAL BAHRAIN</b>						<b>73</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>32</b>	<b>32</b>
BAKU		GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	33	33	11	22	0	0	28	11	59	9
		GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	22	33	22	22	0	0	37	22	45	9
		GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	-15	83	7	12
		GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	53	29	18	0	0	0	18	50	30	12
<b>TOTAL BAKU</b>						<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>33</b>	<b>33</b>
BALI INTERNATIONAL																		
BALTIMORE		GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	94	3	0	3	0	0	-9	71	12	28
		GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	10	50	34	28
<b>TOTAL BALTIMORE</b>						<b>62</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>61</b>	<b>23</b>	<b>23</b>	
BANDAR SERI BEGAWAN		HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	68	23	6	3	0	0	11	48	25	31
		HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	71	23	3	3	0	0	15	87	9	30
<b>TOTAL BANDAR SERI BEGAWAN</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>17</b>
BANGKOK		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	84	10	3	3	0	0	7	87	5	31
		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	58	32	10	0	0	0	14	74	12	31
<b>TOTAL BANGKOK</b>						<b>62</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>10</b>	<b>81</b>	<b>9</b>	<b>9</b>
BANJUL		GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	77	0	51	4
		GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	80	0	0	0	0	24	50	21	4
<b>TOTAL BANJUL</b>						<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>53</b>	<b>36</b>	<b>36</b>
BARCELONA		EDINBURGH	AVIACO	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
BARCELONA																	
	EDINBURGH	AVIACO	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	81	13	2	5	0	0	10	77	15	61
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	65	27	8	0	0	0	11	54	18	61
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	10	0	0	0	7	84	5	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	10	3	0	0	12	77	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	101	0	0	76	10	10	4	0	0	8	80	6	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	101	0	0	75	14	8	3	0	0	11	69	13	91
	LUTON	DEBONAIR AIRWAYS LTD	S	A	54	0	12	26	20	31	19	2	2	52	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	52	1	14	44	12	21	17	6	0	40	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	69	1	1	55	12	14	16	3	0	38	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	70	0	0	16	27	21	27	9	0	68	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	0	33	67	0	0	0	45	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	1	100	0	0	0	0	0	9	0	0	0
	HEATHROW	IBERIA	S	A	93	0	0	77	17	2	3	0	0	9	80	11	93
	HEATHROW	IBERIA	S	D	93	0	0	90	3	3	3	0	0	4	75	12	93
	MANCHESTER	IBERIA	S	A	31	0	0	52	19	19	6	3	0	26	71	24	31
	MANCHESTER	IBERIA	S	D	31	0	0	48	32	16	3	0	0	20	58	29	31
	HEATHROW	QANTAS	C	A	2	0	0	50	0	0	50	0	0	49	0	0	0
	HEATHROW	QANTAS	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL BARCELONA</b>					<b>902</b>	<b>4</b>	<b>28</b>	<b>64</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>15</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	31	2	0	87	6	3	3	0	0	-9	88	5	34
	GLASGOW	LOGANAIR	S	D	31	2	0	74	13	10	3	0	0	7	79	7	34
<b>TOTAL BARRA</b>					<b>62</b>	<b>4</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>84</b>	<b>6</b>	<b>6</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	66	20	11	3	0	0	15	47	18	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	52	35	10	2	2	0	20	74	10	42
	STANSTED	FLIGHTLINE LTD	C	A	18	0	0	6	28	44	22	0	0	48	38	58	21



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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		STANSTED	FLIGHTLINE LTD	C	D	18	0	0	44	39	6	11	0	0	30	52	58	21
	BIRMINGHAM	SWISS AIRLINES	S	A	27	0	0	89	7	0	4	0	0	7	81	6	27	
	BIRMINGHAM	SWISS AIRLINES	S	D	27	0	0	7	22	56	15	0	0	41	52	26	27	
	HEATHROW	SWISS AIRLINES	S	A	93	0	0	42	34	22	2	0	0	20	47	17	96	
	HEATHROW	SWISS AIRLINES	S	D	93	0	0	51	28	22	0	0	0	15	81	5	94	
	MANCHESTER	SWISS AIRLINES	S	A	27	0	0	15	26	37	22	0	0	41	56	10	27	
	MANCHESTER	SWISS AIRLINES	S	D	27	0	0	30	59	11	0	0	0	20	59	17	27	
<b>TOTAL BASLE MULHOUSE</b>					<b>453</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>30</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>17</b>	<b>17</b>	
BASTIA		GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	75	0	25	0	85	0	46	4
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	0	50	25	25	0	0	34	50	27	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	50	0	0	25	0	25	141	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	0	25	0	0	30	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	0	43	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	100	3	4	
<b>TOTAL BASTIA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>21</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>53</b>	<b>38</b>	<b>30</b>	<b>30</b>	
BEAUVAIS		MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	22	33	0	0	52	63	18	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	0	22	33	0	0	52	50	23	8	
<b>TOTAL BEAUVAIS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>56</b>	<b>21</b>	<b>21</b>	
BEIJING		HEATHROW	AIR CHINA	S	A	12	1	1	58	0	25	17	0	0	64	-5	11	
	HEATHROW	AIR CHINA	S	D	13	0	0	85	15	0	0	0	0	-1	89	-1	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	0	6	0	0	0	-11	83	2	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	11	0	0	0	4	73	12	11	
<b>TOTAL BEIJING</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>79</b>	<b>2</b>	<b>2</b>	
BEIRUT		HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	35	0	0	63	20	14	3	0	0	12	67	33	30

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	35	0	0	54	34	9	0	3	0	19	61	32	31	
	HEATHROW	MEA	S	A	27	0	0	48	22	22	0	7	0	33	65	14	23	
	HEATHROW	MEA	S	D	27	0	0	63	33	0	0	4	0	20	26	28	23	
<b>TOTAL BEIRUT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>27</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>27</b>	<b>27</b>	
BELFAST CITY																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	80	0	1	88	4	3	6	0	0	9	86	3	80	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	80	0	1	85	10	4	1	0	0	10	83	11	81	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	89	0	0	74	12	8	2	3	0	15	82	8	88	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	94	0	0	73	13	9	4	1	0	14	81	9	89	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	29	1	2	83	7	7	3	0	0	9	87	9	31	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	1	83	10	3	3	0	0	11	77	13	31	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	121	0	0	82	10	3	2	2	1	13	90	5	120	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	121	0	0	80	10	3	4	2	0	13	93	1	121	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	136	0	0	86	6	5	3	0	0	5	86	6	133	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	131	0	1	73	15	9	3	0	0	13	76	13	130	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	178	0	1	79	12	6	3	0	0	8	78	10	178	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	178	0	0	73	20	4	3	0	0	12	72	17	176	
	NEWCASTLE	GILL AIRWAYS	S	A	145	0	1	86	7	7	0	0	0	1	86	3	109	
	NEWCASTLE	GILL AIRWAYS	S	D	144	1	2	85	7	7	1	0	0	6	79	9	118	
<b>TOTAL BELFAST CITY</b>					<b>1556</b>	<b>2</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>9</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	249	0	2	80	12	7	2	0	0	8	92	2	263	
	HEATHROW	BMI BRITISH MIDLAND	S	D	249	0	0	82	10	7	2	0	0	7	88	5	259	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	1	79	13	6	2	0	0	9	78	11	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	0	86	10	4	1	0	0	4	78	8	145	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	93	4	4	0	0	0	4	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	78	15	4	0	4	0	19	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	92	0	0	95	3	0	2	0	0	4	73	14	89	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	97	0	0	87	10	0	3	0	0	8	69	17	89	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
BELFAST INTERNATIONAL																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	107	0	0	84	9	3	3	1	0	5	77	14	108
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	107	0	0	83	10	2	3	2	0	12	94	4	108
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	131	0	0	92	5	2	2	0	0	-1	91	6	113
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	131	0	0	79	12	6	2	0	0	9	92	8	112
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	116	0	0	93	3	1	2	1	0	2	96	-3	115
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	115	0	1	76	18	3	3	0	0	12	86	7	115
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1823</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	83	11	0	6	0	0	10	41	20	27
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	33	28	33	6	0	0	27	37	26	27
	HEATHROW	JATAIRWAYS	S	A	17	0	0	47	18	18	18	0	0	26	82	2	22
	HEATHROW	JATAIRWAYS	S	D	17	0	0	6	18	65	12	0	0	46	68	14	22
<b>TOTAL BELGRADE</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>19</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>16</b>	<b>16</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	78	7	7	4	4	0	18	87	6	30
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	48	37	4	7	4	0	28	74	14	31
<b>TOTAL BENBECULA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>10</b>	<b>10</b>
BERGAMO																	
	STANSTED	VOLARE AIRLINES	C	D	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL BERGAMO</b>					<b>3</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>11</b>	<b>11</b>
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	1	53	30	17	0	0	0	18	84	4	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	58	42	0	0	0	0	13	77	20	31
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	70	15	11	4	0	0	14	93	4	27
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	74	22	4	0	0	0	10	81	7	27
	STANSTED	BRAATHENS ASA	S	A	31	0	0	81	16	3	0	0	0	6	0	0	0
	STANSTED	BRAATHENS ASA	S	D	31	0	0	6	35	52	6	0	0	36	0	0	0

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Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
BERGEN																	
<b>TOTAL BERGEN</b>					<b>178</b>	<b>3</b>	<b>1</b>	<b>57</b>	<b>27</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>12</b>	<b>12</b>
BERLIN (SCHONEFELD)																	
	GATWICK	AB AIRLINES	S	A	54	0	0	46	19	13	13	6	4	55	0	0	0
	GATWICK	AB AIRLINES	S	D	54	1	0	35	30	7	24	4	0	44	0	0	0
	STANSTED	AIR TRANSAT	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
	STANSTED	AIR TRANSAT	C	D	4	0	0	50	25	0	25	0	0	19	0	0	0
	STANSTED	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	7	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>133</b>	<b>3</b>	<b>2</b>	<b>40</b>	<b>26</b>	<b>11</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>44</b>	<b>50</b>	<b>11</b>	<b>11</b>
BERLIN (TEGEL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	158	0	1	62	30	8	1	0	0	13	85	4	108
	HEATHROW	BRITISH AIRWAYS PLC	S	D	158	0	1	80	12	6	1	0	0	7	80	7	106
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	49	0	1	67	22	2	6	2	0	18	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	49	0	1	73	16	2	8	0	0	12	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	27	0	0	93	7	0	0	0	0	3	96	-1	27
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	27	0	0	96	0	4	0	0	0	4	93	4	27
<b>TOTAL BERLIN (TEGEL)</b>					<b>468</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>6</b>	<b>6</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	94	6	0	0	0	0	-5	83	10	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	67	6	17	11	0	0	17	54	39	13
<b>TOTAL BERMUDA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>25</b>	<b>25</b>
BERNE																	
	LONDON CITY	AIR ENGIADINA	S	A	54	0	2	50	24	22	4	0	0	19	80	8	54
	LONDON CITY	AIR ENGIADINA	S	D	55	0	1	2	33	58	7	0	0	39	28	27	54
<b>TOTAL BERNE</b>					<b>109</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>28</b>	<b>40</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>17</b>	<b>17</b>
BEZIERS																	
<b>TOTAL BEZIERS</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>33</b>	<b>25</b>	<b>23</b>	<b>23</b>
BIGGIN HILL																	
BILBAO																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BILBAO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	5	6	0	0	0	2	94	1	52
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	11	6	2	0	0	7	80	10	51
	HEATHROW	IBERIA	S	A	31	0	0	100	0	0	0	0	0	-5	94	1	31
	HEATHROW	IBERIA	S	D	31	0	0	81	13	0	6	0	0	5	87	6	31
<b>TOTAL BILBAO</b>					<b>187</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>5</b>
BILLUND																	
	GATWICK	MAERSK AIR	S	A	85	0	4	32	47	20	1	0	0	22	48	21	85
	GATWICK	MAERSK AIR	S	D	85	0	4	52	40	5	4	0	0	18	71	15	85
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	35	0	0	54	43	3	0	0	0	13	46	16	48
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	35	0	0	71	26	3	0	0	0	10	94	2	48
<b>TOTAL BILLUND</b>					<b>240</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>41</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>9</b>	<b>9</b>
BIRMINGHAM																	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	100	0	0	93	4	2	1	0	0	4	96	3	72
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	126	0	1	90	8	0	2	0	0	7	85	8	54
	GLASGOW	BRITISH AIRWAYS PLC	S	A	158	2	3	87	9	3	1	0	0	7	86	8	208
	GLASGOW	BRITISH AIRWAYS PLC	S	D	175	1	1	97	3	1	0	0	0	1	91	3	201
	NEWCASTLE	DUO AIRWAYS LTD	S	A	72	0	0	99	1	0	0	0	0	1	95	4	87
	NEWCASTLE	DUO AIRWAYS LTD	S	D	72	0	0	100	0	0	0	0	0	-1	94	2	87
<b>TOTAL BIRMINGHAM</b>					<b>703</b>	<b>4</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>5</b>
BISHKEK (FRUNZE)																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	2	0	0	100	0	0	0	0	0	-19	0	37	2
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	2	0	0	50	50	0	0	0	0	14	50	26	2
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>25</b>	<b>32</b>	<b>32</b>
BODRUM (MILAS)																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	4	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	AIR 2000	C	A	12	0	0	67	8	8	17	0	0	26	0	0	0
	GATWICK	AIR 2000	C	D	12	0	0	58	17	8	8	8	0	34	0	0	0

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)										
BODRUM (MILAS)	GLASGOW	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	3	0	0	0
	GLASGOW	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	AIR 2000	C	A	8	0	0	38	0	50	13	0	0	39	0	0	0
	MANCHESTER	AIR 2000	C	D	9	0	0	33	33	0	33	0	0	40	0	0	0
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	0	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	100	0	0	0	0	0	-11	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	100	0	0	0	0	0	-2	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	14	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	19	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	19	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	100	0	0	0	0	21	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	24	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	26	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	26	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	61	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	50	25	13	0	13	0	35	0	101	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	1	0	88	0	0	0	13	0	33	0	73	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	0	50	50	0	137	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	50	0	50	0	125	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	38	13	13	0	0	28	63	46	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	22	44	33	0	0	0	24	50	22	8
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	2	0	1	0	50	50	0	0	0	32	0	0	0
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	A	4	0	0	100	0	0	0	0	0	-22	0	0	0
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	D	4	0	0	0	0	75	0	25	0	83	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	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)												
BODRUM (MILAS)																		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	0	25	88	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	0	25	0	0	36	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	33	0	0	16	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	11	44	44	0	0	26	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	23	23	38	8	8	56	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	23	15	31	23	8	56	0	0	0		
	GLASGOW	ONUR AIR	C	A	5	0	0	40	40	20	0	0	19	0	0	0		
	GLASGOW	ONUR AIR	C	D	5	0	0	20	20	60	0	0	33	0	0	0		
	MANCHESTER	ONUR AIR	C	A	5	0	0	80	20	0	0	0	-5	0	0	0		
	MANCHESTER	ONUR AIR	C	D	5	0	0	0	20	80	0	0	37	0	0	0		
	GATWICK	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	-4	0	0	0		
	GATWICK	PEGASUS AIRLINES	C	D	4	0	0	75	25	0	0	0	6	0	0	0		
	GLASGOW	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	-15	0	0	0		
	GLASGOW	PEGASUS AIRLINES	C	D	4	0	0	50	25	25	0	0	21	0	0	0		
	MANCHESTER	PEGASUS AIRLINES	C	A	13	0	2	85	0	0	8	8	16	0	0	0		
	MANCHESTER	PEGASUS AIRLINES	C	D	15	0	0	60	7	13	7	13	40	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	-2	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	-2	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	3	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	-2	0	0	0		
<b>TOTAL BODRUM (MILAS)</b>					<b>321</b>	<b>6</b>	<b>5</b>	<b>57</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>48</b>	<b>48</b>	
BOGOTA																		
	HEATHROW	AVIANCA COLOMBIA	S	A	8	0	0	38	38	25	0	0	24	33	56	9		
	HEATHROW	AVIANCA COLOMBIA	S	D	8	0	0	25	50	25	0	0	20	22	73	9		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	0	31	0	0	9	71	16	7		
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	14	7	50	29	0	50	0	60	7		
<b>TOTAL BOGOTA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>19</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>53</b>	<b>53</b>		
BOLOGNA																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
BOLOGNA																		
	GATWICK	ALITALIA	S	A	31	0	0	55	32	13	0	0	0	16	61	16	31	
	GATWICK	ALITALIA	S	D	31	0	0	94	3	0	3	0	8	74	9	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	56	21	16	3	3	27	90	4	42		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	56	27	13	2	2	19	62	14	42		
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	3	0	75	0	0	25	63	22	36	9		
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	3	1	2	0	33	33	0	33	83	56	26	9		
	EDINBURGH	EUROFLY SPA	C	A	4	0	0	100	0	0	0	0	-17	0	0	0		
	EDINBURGH	EUROFLY SPA	C	D	4	0	0	100	0	0	0	0	7	0	0	0		
	GLASGOW	MALMO AVIATION	C	A	4	0	0	0	0	50	50	0	60	0	0	0		
	GLASGOW	MALMO AVIATION	C	D	4	0	0	75	25	0	0	0	10	0	0	0		
<b>TOTAL BOLOGNA</b>					<b>211</b>	<b>1</b>	<b>5</b>	<b>61</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>13</b>	<b>13</b>	
BORDEAUX																		
	GATWICK	AIR LIB	S	A	93	0	0	68	26	3	2	1	15	0	0	0		
	GATWICK	AIR LIB	S	D	93	0	0	69	20	8	2	1	17	0	0	0		
<b>TOTAL BORDEAUX</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>18</b>	<b>18</b>	
BOSTON																		
	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	65	13	13	10	0	15	0	0	0		
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	77	16	3	3	0	11	0	0	0		
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	66	15	11	6	2	11	95	-7	62		
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	1	72	16	7	5	0	14	81	9	62		
	GATWICK	AMERICAN TRANS AIR	C	A	4	0	0	25	0	25	0	25	25	197	0	0	0	
	GATWICK	AMERICAN TRANS AIR	C	D	4	0	0	25	0	25	0	25	25	194	0	0	0	
	GLASGOW	AMERICAN TRANS AIR	C	A	5	0	0	80	0	20	0	0	11	0	0	0		
	GLASGOW	AMERICAN TRANS AIR	C	D	5	0	0	80	0	20	0	0	11	0	0	0		
	MANCHESTER	AMERICAN TRANS AIR	C	A	5	0	0	60	40	0	0	0	9	0	0	0		
	MANCHESTER	AMERICAN TRANS AIR	C	D	5	0	0	20	40	40	0	0	26	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	91	3	3	1	1	-3	91	-8	82		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	75	8	12	3	2	16	63	16	83		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	97	3	0	0	0	-17	81	0	31		



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

		Origin / Destinations: B																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BOSTON																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	16	16	3	0	0	21	55	24	31	
<b>TOTAL BOSTON</b>					<b>460</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>7</b>	<b>7</b>	
BOURNEMOUTH																		
	EDINBURGH	EUROPEAN AIR CHARTER	S	A	17	0	0	76	18	6	0	0	0	7	0	0	0	
	EDINBURGH	EUROPEAN AIR CHARTER	S	D	17	0	0	59	24	12	6	0	0	17	0	0	0	
	GLASGOW	EUROPEAN AIR CHARTER	S	A	40	0	0	95	3	3	0	0	0	2	0	0	0	
	GLASGOW	EUROPEAN AIR CHARTER	S	D	40	0	0	90	3	8	0	0	0	5	0	0	0	
<b>TOTAL BOURNEMOUTH</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BREMEN																		
	GATWICK	CITY FLYER EXPRESS	S	A	99	0	0	62	27	9	1	1	0	15	70	8	89	
	GATWICK	CITY FLYER EXPRESS	S	D	99	0	0	71	21	5	2	1	0	14	70	12	89	
	HEATHROW	LUFTHANSA	S	A	30	0	1	87	10	3	0	0	0	4	94	2	31	
	HEATHROW	LUFTHANSA	S	D	30	0	1	80	20	0	0	0	0	6	87	10	31	
<b>TOTAL BREMEN</b>					<b>258</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>22</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>9</b>	<b>9</b>	
BREST																		
	GATWICK	BRIT AIR	S	A	69	0	0	78	20	1	0	0	0	11	74	10	31	
	GATWICK	BRIT AIR	S	D	69	0	0	77	20	3	0	0	0	11	68	12	31	
<b>TOTAL BREST</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>11</b>	<b>11</b>	
BRIDGETOWN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	29	33	25	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	48	100	8	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-9	100	-11	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	12	100	5	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	25	0	75	0	0	0	38	77	17	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	0	40	20	40	0	0	63	43	26	14	
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	1	0	43	57	0	0	0	0	17	0	57	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	9	67	18	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	25	0	0	39	100	11	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-2	60	260	5	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	13	50	355	4
<b>TOTAL BRIDGETOWN</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>56</b>	<b>56</b>
BRINDISI	GATWICK	AIR 2000	C	A	4	0	0	0	0	50	50	0	0	76	0	41	4
	GATWICK	AIR 2000	C	D	4	0	0	25	0	25	50	0	0	55	0	32	4
	LUTON	BMI BRITISH MIDLAND	C	A	3	0	0	67	0	0	33	0	0	21	0	27	3
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	2	0	29	3
<b>TOTAL BRINDISI</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>33</b>	<b>33</b>
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	16	13	0	0	0	11	79	14	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	92	6	13	
<b>TOTAL BRISBANE</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>6</b>	<b>85</b>	<b>10</b>	<b>10</b>
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	135	0	4	84	3	6	7	0	0	8	54	23	101
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	131	0	5	79	8	5	8	0	0	14	49	26	110
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	3	70	20	5	5	0	0	17	74	9	23
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	2	71	19	0	5	5	0	27	83	8	23
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	143	1	4	77	13	6	3	0	0	9	67	18	133
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	147	3	4	84	9	5	2	1	0	8	81	10	135
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	25	50	0	25	0	0	51	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	9	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	71	1	3	23	1	0	26	78	13	77
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	82	8	3	6	1	0	14	82	9	73

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

		Origin / Destinations: B																	
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)													
BRISTOL																			
<b>TOTAL BRISTOL</b>				<b>759</b>		<b>4</b>		<b>22</b>		<b>79</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>16</b>
BRUGGEN																			
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	1	1	33	67	0	0	0	0	9	0	55	1		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	1	1	100	0	0	0	0	0	6	0	0	0		
<b>TOTAL BRUGGEN</b>				<b>6</b>		<b>2</b>		<b>2</b>		<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>55</b>	<b>55</b>	
BRUSSELS																			
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	68	0	1	71	18	12	0	0	0	9	74	11	68		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	68	0	1	78	7	15	0	0	0	10	72	13	68		
	HEATHROW	BMI BRITISH MIDLAND	S	A	164	0	1	68	21	9	1	0	0	13	69	13	161		
	HEATHROW	BMI BRITISH MIDLAND	S	D	164	0	1	78	17	4	1	0	0	7	79	6	161		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	100	0	0	95	3	2	0	0	0	-3	75	9	101		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	100	0	0	86	11	1	2	0	0	7	74	12	101		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	74	0	3	70	20	8	1	0	0	12	67	14	52		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	74	0	3	84	11	4	1	0	0	8	75	9	52		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	81	14	4	1	0	0	6	70	9	102		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	90	5	4	1	0	0	3	77	8	102		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	104	0	0	60	29	9	3	0	0	16	78	9	50		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	104	0	0	65	20	12	3	0	0	12	82	12	49		
	STANSTED	KLM UK LTD	S	A	94	0	11	64	18	14	4	0	0	14	84	7	102		
	STANSTED	KLM UK LTD	S	D	94	0	10	61	16	16	7	0	0	20	82	12	101		
	BIRMINGHAM	SABENA	S	A	108	0	0	80	15	4	2	0	0	10	0	0	0		
	BIRMINGHAM	SABENA	S	D	108	0	0	68	27	4	2	0	0	11	0	0	0		
	EDINBURGH	SABENA	S	A	89	0	0	72	21	6	1	0	0	11	72	8	58		
	EDINBURGH	SABENA	S	D	89	0	0	31	46	20	2	0	0	23	28	22	58		
	GATWICK	SABENA	S	A	111	0	5	66	14	12	8	0	0	16	68	11	62		
	GATWICK	SABENA	S	D	109	0	7	73	17	4	6	0	0	13	92	5	62		
	GLASGOW	SABENA	S	A	89	0	0	78	19	3	0	0	0	8	88	4	58		
	GLASGOW	SABENA	S	D	88	0	1	63	27	10	0	0	0	15	59	13	58		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	HEATHROW	SABENA	S	A	248	0	11	49	29	16	6	0	0	23	57	17	263
	HEATHROW	SABENA	S	D	247	0	12	66	18	11	4	0	0	13	74	11	263
	LONDON CITY	SABENA	S	A	146	0	4	71	20	8	2	0	0	11	81	8	122
	LONDON CITY	SABENA	S	D	146	0	4	56	27	12	5	0	0	18	74	12	122
	MANCHESTER	SABENA	S	A	116	0	0	78	17	3	1	0	0	9	87	4	108
	MANCHESTER	SABENA	S	D	116	0	0	73	20	6	1	0	0	10	87	5	108
	NEWCASTLE	SABENA	S	A	112	0	0	84	13	2	1	0	0	8	84	7	97
	NEWCASTLE	SABENA	S	D	112	0	0	88	7	5	0	0	0	4	89	5	97
	STANSTED	SABENA	S	A	74	0	7	69	11	16	4	0	0	15	0	0	0
	STANSTED	SABENA	S	D	74	0	7	49	27	12	12	0	0	26	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	84	13	3	0	0	0	4	81	4	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	87	6	3	3	0	0	4	71	12	31
	BIRMINGHAM	VLM (BELGIUM)	C	A	3	0	0	67	0	33	0	0	0	23	0	0	0
	BIRMINGHAM	VLM (BELGIUM)	C	D	3	0	0	0	67	33	0	0	0	26	0	0	0
<b>TOTAL BRUSSELS</b>					<b>3750</b>	<b>0</b>	<b>89</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>10</b>
BUCHAREST (OTOPENI)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	45	0	0	69	16	13	2	0	0	10	32	27	44
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	44	0	0	61	32	5	2	0	0	14	38	27	45
	HEATHROW	TAROM	S	A	36	0	0	17	17	47	19	0	0	39	49	23	35
	HEATHROW	TAROM	S	D	35	0	0	37	31	17	14	0	0	28	63	18	35
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>24</b>	<b>24</b>
BUDAPEST	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	15	10	2	0	0	10	81	7	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	52	34	10	3	0	0	16	70	13	57
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	26	0	0	85	15	0	0	0	0	3	0	0	0
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	26	0	0	73	27	0	0	0	0	10	0	0	0
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	55	29	15	2	0	0	16	65	16	62
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	76	19	5	0	0	0	7	66	14	62

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

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: B		PERCENTAGE OF FLIGHTS LATE								JULY 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			
			MATCHED	UNMATCHED													
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)											
BUDAPEST																	
<b>TOTAL BUDAPEST</b>					<b>299</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>24</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>12</b>	<b>12</b>
BUENOS AIRES																	
BURGAS																	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	0	100	0	0	0	0	25	0	115	1
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	36	0	124	1
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	28	0	0	0
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	51	0	0	0
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	12	75	27	4
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	34	0	66	4
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	0	41	4
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	0	75	25	0	0	0	29	0	40	4
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-1	50	10	8
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	34	13	51	8
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	18	25	30	4
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	50	25	4
<b>TOTAL BURGAS</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>23</b>	<b>40</b>	<b>40</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
CAGLIARI (ELMAS)																	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	0	40	40	0	0	49	0	52	8
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	0	20	80	0	0	0	43	50	20	8
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	25	25	0	90	0	46	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	66	75	15	4
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>55</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>37</b>	<b>37</b>
CAIRO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	3	3	0	0	-9	68	58	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	6	0	0	0	9	52	65	25
	HEATHROW	EGYPT AIR	S	A	31	0	0	35	29	29	6	0	0	28	16	52	31
	HEATHROW	EGYPT AIR	S	D	31	0	0	6	19	55	19	0	0	48	3	67	31
	MANCHESTER	EGYPT AIR	S	A	2	0	0	50	0	0	50	0	0	36	0	0	0
	MANCHESTER	EGYPT AIR	S	D	2	0	0	0	50	50	0	0	0	38	0	0	0
<b>TOTAL CAIRO</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>34</b>	<b>60</b>	<b>60</b>
CALCUTTA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-10	78	179	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	0	33	0	0	0	19	50	13	8
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>101</b>	<b>101</b>
CALGARY																	
	HEATHROW	AIR CANADA	S	A	22	0	0	68	23	9	0	0	0	9	95	-9	22
	HEATHROW	AIR CANADA	S	D	24	0	0	63	21	8	8	0	0	19	80	8	20
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	68	16	10	3	0	3	32	97	0	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	74	19	3	3	0	0	15	77	8	31
<b>TOTAL CALGARY</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>88</b>	<b>2</b>	<b>2</b>
CALVI																	
	GATWICK	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	15	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	27	0	0	0
	STANSTED	KLM UK LTD	C	A	4	0	0	0	25	75	0	0	0	35	0	81	3
	STANSTED	KLM UK LTD	C	D	4	0	0	50	50	0	0	0	0	10	50	39	4
<b>TOTAL CALVI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>45</b>	<b>45</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
CAMAGUEY																		
CAMBRIDGE																		
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	46	0	0	83	7	7	2	2	0	11	87	5	45	
	GLASGOW	LOGANAIR	S	D	43	1	2	86	5	9	0	0	0	4	95	0	44	
<b>TOTAL CAMPBELTOWN</b>					<b>89</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>12</b>	<b>12</b>	
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	37	57	16	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	27	71	11	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	24	100	-12	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	20	20	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	25	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	0	25	25	0	96	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	0	11	0	112	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	0	20	0	0	45	40	80	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	100	0	0	0	0	0	-17	40	73	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	1	40	77	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	0	20	20	0	100	0	134	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	93	0	96	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	0	60	0	0	53	60	118	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	48	40	146	5	
<b>TOTAL CANCUN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>8</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>69</b>	<b>69</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	18	0	0	0	0	3	85	22	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	91	5	5	0	0	0	6	83	8	12	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	46	38	8	8	0	0	25	62	6	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	17	0	0	65	12	18	6	0	0	16	50	15	18	
<b>TOTAL CAPE TOWN</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>13</b>	<b>13</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	31	0	0	52	29	10	10	0	0	19	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
CARCASSONNE	STANSTED	RYANAIR	S	D	31	0	0	48	19	23	10	0	0	25	0	0	0
<b>TOTAL CARCASSONNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	50	0	98	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	68	0	1	85	4	6	4	0	0	4	81	5	69
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	69	0	0	87	4	6	3	0	0	12	90	6	69
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	0	92	3	2	3	0	0	7	79	8	56
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	0	88	5	5	2	0	0	5	87	6	55
<b>TOTAL CARDIFF WALES</b>					<b>257</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>8</b>
CASABLANCA MOHAMED V	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	81	10	3	6	0	0	9	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	61	26	3	10	0	0	22	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	52	23	19	6	0	0	23	61	18	31
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	42	13	32	13	0	0	27	68	18	31
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>11</b>	<b>11</b>
CATANIA (FONTANAROSSA)	GATWICK	AIR 2000	C	A	4	0	0	25	0	0	25	50	0	155	0	28	5
	GATWICK	AIR 2000	C	D	4	0	0	0	0	25	0	75	0	222	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	25	25	25	25	0	0	53	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	0	25	0	0	32	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	25	25	0	0	49	25	13	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	13	75	11	4
	LUTON	BMI BRITISH MIDLAND	C	A	2	0	0	50	50	0	0	0	0	18	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	0	33	67	0	0	0	0	20	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	26	25	49	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	0	36	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	72	0	82	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	25	50	0	0	60	0	56	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>47</b>	<b>47</b>



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	AIR 2000	C	A	4	0	0	50	0	25	0	0	25	98	20	51	5	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	0	0	0	25	111	40	47	5	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	25	25	0	25	0	70	40	41	5	
	MANCHESTER	AIR 2000	C	D	4	0	0	0	25	0	50	25	0	105	60	35	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	13	13	13	0	10	30	35	10		
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	75	25	0	0	0	6	30	35	10		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	7	20	23	5		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	19	80	12	5		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	40	0	61	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	28	20	37	5		
<b>TOTAL CHANIA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>42</b>	<b>33</b>	<b>37</b>	<b>37</b>	
CHARLOTTE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	10	0	0	-1	79	-2	28		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	45	26	19	10	0	24	61	16	28		
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>7</b>	<b>7</b>		
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	11	1	1	91	9	0	0	0	-21	75	9	8		
	HEATHROW	AIR INDIA	S	D	12	1	1	42	17	0	42	0	48	50	18	8		
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	87	6	6	0	0	-13	74	6	31		
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	87	6	3	3	0	6	84	8	31		
	GLASGOW	AMERICAN AIRLINES	S	A	31	0	0	84	0	10	6	0	0	77	7	31		
	GLASGOW	AMERICAN AIRLINES	S	D	31	0	0	90	10	0	0	0	7	97	1	31		
	HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	91	2	4	2	0	1	-11	72	9	94	
	HEATHROW	AMERICAN AIRLINES	S	D	123	1	0	70	25	2	3	0	12	69	17	95		
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	94	0	6	0	0	-24	68	25	31		
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	77	19	3	0	0	11	81	16	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	2	2	5	3	2	18	90	-12	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	52	26	19	3	0	23	43	29	61		
	HEATHROW	UNITED AIRLINES	S	A	71	0	0	69	17	4	10	0	10	69	34	62		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

		Origin / Destinations: C																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
CHICAGO (O'HARE)	HEATHROW	UNITED AIRLINES	S	D	70	1	1	39	43	14	3	1	0	24	76	37	62	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>721</b>	<b>4</b>	<b>3</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>16</b>	<b>16</b>	
CINCINNATI	GATWICK	DELTA AIRLINES	S	A	31	0	0	84	13	3	0	0	0	-3	45	32	31	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	77	13	10	0	0	0	13	61	22	31	
<b>TOTAL CINCINNATI</b>					<b>62</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>5</b>	<b>53</b>	<b>27</b>	<b>27</b>	
COLOGNE (BONN)	HEATHROW	BMI BRITISH MIDLAND	S	A	39	0	0	90	10	0	0	0	0	1	88	4	32	
	HEATHROW	BMI BRITISH MIDLAND	S	D	39	0	0	59	33	5	3	0	0	11	65	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	16	19	0	0	0	12	53	16	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	89	8	3	0	0	0	1	77	8	43	
	GATWICK	CITY FLYER EXPRESS	S	A	112	0	0	67	27	6	0	0	0	11	53	19	81	
	GATWICK	CITY FLYER EXPRESS	S	D	112	0	0	82	9	4	4	0	0	12	73	13	81	
<b>TOTAL COLOGNE (BONN)</b>					<b>426</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>13</b>	<b>13</b>	
COLOMBO	HEATHROW	SRILANKAN AIRLINES	S	A	21	0	0	81	14	0	5	0	0	0	83	7	18	
	HEATHROW	SRILANKAN AIRLINES	S	D	21	0	0	38	29	14	19	0	0	32	56	23	18	
<b>TOTAL COLOMBO</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>9</b>	<b>9</b>	
CONNAUGHT	BIRMINGHAM	AER LINGUS	S	A	4	0	0	75	0	0	0	25	0	62	100	-13	4	
	BIRMINGHAM	AER LINGUS	S	D	5	0	0	80	20	0	0	0	0	12	75	35	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	97	0	3	0	0	0	-10	81	20	31	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	81	16	0	3	0	0	4	84	19	31	
	STANSTED	RYANAIR	S	A	80	0	0	33	20	33	14	1	0	36	75	14	69	
	STANSTED	RYANAIR	S	D	81	0	0	20	38	25	16	1	0	41	73	26	71	
<b>TOTAL CONNAUGHT</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>20</b>	<b>20</b>	
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	54	0	0	81	13	4	2	0	0	5	100	-5	27	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	31	0	0	74	10	16	0	0	0	12	70	12	27	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	GLASGOW	BMI BRITISH MIDLAND	S	A	54	0	0	89	6	4	2	0	0	-3	96	-5	54
	GLASGOW	BMI BRITISH MIDLAND	S	D	54	0	0	91	6	2	2	0	0	6	96	2	54
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	71	16	3	10	0	0	18	63	12	27
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	61	32	3	3	0	0	15	85	5	27
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	76	16	6	2	0	0	8	87	1	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	55	31	8	6	0	0	19	65	13	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	68	24	8	0	0	0	12	76	10	97
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	81	13	5	1	0	0	9	80	10	97
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	54	0	0	83	15	2	0	0	0	2	98	-1	41
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	54	0	0	87	6	7	0	0	0	7	90	3	41
	STANSTED	GO FLY LTD	S	A	54	0	0	98	0	2	0	0	0	-4	0	0	0
	STANSTED	GO FLY LTD	S	D	54	0	0	98	0	2	0	0	0	4	0	0	0
	GATWICK	MAERSK AIR	S	A	45	0	0	67	20	4	9	0	0	19	85	9	27
	GATWICK	MAERSK AIR	S	D	44	0	1	82	11	2	5	0	0	12	41	21	27
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	3	0	1	100	0	0	0	0	0	11	100	-19	4
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	3	0	1	100	0	0	0	0	0	10	100	-23	4
	HEATHROW	SAS	S	A	151	0	0	74	15	9	3	0	0	11	81	8	151
	HEATHROW	SAS	S	D	155	0	0	85	8	4	3	0	0	9	85	6	155
	MANCHESTER	SAS	S	A	85	0	0	89	5	4	2	0	0	1	87	-1	85
	MANCHESTER	SAS	S	D	85	0	0	82	12	5	1	0	0	7	91	3	85
	HEATHROW	VARIG	S	A	14	0	0	36	50	14	0	0	0	18	85	3	13
	HEATHROW	VARIG	S	D	14	0	0	0	21	64	14	0	0	49	23	24	13
<b>TOTAL COPENHAGEN</b>					<b>1434</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>4</b>	<b>4</b>
CORFU	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-27	75	-15	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	9	50	25	4
	GATWICK	AIR 2000	C	A	15	0	0	40	27	27	0	7	0	34	6	61	16
	GATWICK	AIR 2000	C	D	16	0	0	44	25	25	0	6	0	31	31	65	16

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
CORFU	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	1	78	-6	9	
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	19	63	15	8	
	MANCHESTER	AIR 2000	C	A	13	0	0	54	0	38	8	0	0	21	46	51	13	
	MANCHESTER	AIR 2000	C	D	13	0	0	54	8	15	23	0	0	34	33	69	12	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-23	100	-23	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-7	100	2	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	25	0	0	0	13	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	11	0	0	64	18	9	9	0	0	15	75	20	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	11	0	0	73	9	9	9	0	0	18	63	28	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	50	21	14	7	7	0	34	54	22	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	1	0	62	15	15	8	0	0	21	62	25	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	100	2	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	100	2	2	
	LUTON	BRITANNIA AIRWAYS	C	A	10	0	0	80	20	0	0	0	0	7	100	-11	5	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	56	44	0	0	0	0	13	100	-1	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	0	0	64	18	5	14	0	0	14	77	3	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	68	9	9	14	0	0	23	77	12	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	24	100	-4	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	16	100	-3	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	14	75	49	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	50	19	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	18	0	0	44	17	17	17	6	0	39	33	61	12	
	GATWICK	CALEDONIAN AIRWAYS	C	D	19	0	0	47	21	21	11	0	0	30	75	25	12	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	0	71	7	7	14	0	0	13	42	18	12	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	15	0	0	53	20	13	13	0	0	25	58	51	12	
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	60	20	0	20	0	0	26	50	82	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	60	0	20	20	0	0	29	50	86	2	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
CORFU	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-15	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	24	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	15	0	0	33	33	27	7	0	0	29	13	106	15
	GATWICK	LEISURE INTERNATIONAL	C	D	16	0	0	50	6	44	0	0	0	22	21	124	14
	MANCHESTER	LEISURE INTERNATIONAL	C	A	14	0	0	57	14	7	14	7	0	30	62	14	13
	MANCHESTER	LEISURE INTERNATIONAL	C	D	15	0	0	60	20	7	13	0	0	22	83	7	12
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	25	25	0	0	34	60	7	5
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	0	0	0	100	0	0	79	100	8	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	50	13	25	13	0	0	17	40	80	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	63	13	25	0	0	0	12	50	54	4
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	42	8	42	8	0	0	29	33	37	18
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	75	8	17	0	0	0	11	38	32	16
	LUTON	MONARCH AIRLINES	C	A	6	0	0	83	17	0	0	0	0	-7	100	4	1
	LUTON	MONARCH AIRLINES	C	D	9	0	0	44	44	0	11	0	0	25	100	-7	2
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	38	0	0	0	0	8	100	-13	9
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	50	0	0	0	0	11	88	4	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-19	75	0	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	2	75	7	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	25	25	0	0	38	50	20	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	25	13	0	0	26	75	34	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	0	0	50	13	0	114	71	94	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	13	0	38	25	0	114	63	87	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	-5	75	107	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	50	141	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	13	100	6	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	75	10	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	60	24	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	1	50	37	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	19	100	-10	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	27	100	-3	4

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
CORFU	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	63	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	25	0	68	0	0	0
<b>TOTAL CORFU</b>					<b>548</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>35</b>	<b>35</b>
CORK	BIRMINGHAM	AER LINGUS	S	A	31	0	0	94	0	0	6	0	0	1	97	-5	31
	BIRMINGHAM	AER LINGUS	S	D	53	1	1	94	2	0	2	2	0	11	91	7	54
	HEATHROW	AER LINGUS	S	A	142	0	0	82	13	4	2	0	0	9	82	6	143
	HEATHROW	AER LINGUS	S	D	142	0	0	77	19	3	1	0	0	9	71	11	143
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	80	0	0	76	11	8	4	1	0	14	90	5	81
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	80	0	0	83	6	8	4	0	0	9	96	0	81
	GATWICK	CITY FLYER EXPRESS	S	A	86	0	1	62	20	9	8	1	0	19	64	24	70
	GATWICK	CITY FLYER EXPRESS	S	D	87	0	0	54	26	8	10	1	0	27	32	34	71
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	11	0	0	82	18	0	0	0	0	5	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	9	0	0	89	0	11	0	0	0	10	0	0	0
	STANSTED	RYANAIR	S	A	142	0	0	43	17	28	11	1	0	30	64	11	126
	STANSTED	RYANAIR	S	D	142	0	0	32	23	31	13	1	0	34	63	16	125
<b>TOTAL CORK</b>					<b>1005</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>11</b>	<b>11</b>

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

		Origin / Destinations: D																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	21	0	0	33	19	19	24	0	5	73	41	35	22	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	21	0	0	38	29	14	14	0	5	54	57	23	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	0	0	5	0	0	-5	75	81	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	68	23	9	0	0	0	12	62	106	21	
<b>TOTAL DACCA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>58</b>	<b>61</b>	<b>61</b>	
DALAMAN																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	100	0	0	0	0	0	-38	67	19	9	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	67	33	0	0	0	0	9	56	25	9	
	GATWICK	AIR 2000	C	A	12	0	0	58	8	8	17	0	8	84	6	109	17	
	GATWICK	AIR 2000	C	D	12	0	0	33	17	25	17	8	0	45	24	90	17	
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	11	0	45	4	
	GLASGOW	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	5	25	36	4	
	MANCHESTER	AIR 2000	C	A	21	0	0	81	0	14	5	0	0	1	45	52	22	
	MANCHESTER	AIR 2000	C	D	21	0	0	43	14	29	14	0	0	28	43	56	21	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-20	80	35	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	4	50	43	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	25	25	25	25	0	114	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	0	0	50	25	25	0	103	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	10	0	0	80	0	20	0	0	0	7	0	85	8	
	GATWICK	AIRWORLD AVIATION LTD	C	D	11	0	0	82	0	18	0	0	0	9	33	36	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	16	0	0	63	19	6	13	0	0	9	62	27	13	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	18	0	0	72	6	11	11	0	0	16	83	13	12	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	22	56	0	11	11	0	45	54	17	13	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	22	11	11	0	55	69	14	13	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	0	33	56	11	0	98	29	130	14	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	33	0	44	0	0	57	36	46	14	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	0	51	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	20	25	33	4	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
DALAMAN	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	11	0	11	110	100	2	4
	LUTON	BRITANNIA AIRWAYS	C	D	9	2	0	56	11	11	11	11	0	53	100	-15	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	67	6	11	17	0	0	20	78	17	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	61	17	11	11	0	0	19	67	25	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	42	50	41	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	17	25	43	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	27	80	8	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	1	50	25	25	0	0	0	25	20	18	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	19	0	0	16	21	37	16	11	0	62	0	142	27
	GATWICK	CALEDONIAN AIRWAYS	C	D	21	0	1	24	29	14	29	5	0	49	11	114	27
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	24	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	31	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	1	11	33	33	22	0	0	43	55	41	11
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	11	0	0	18	55	0	18	0	9	71	45	52	11
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	13	13	25	38	13	0	78	50	30	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	38	13	13	25	13	0	73	0	48	2
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	2	0	0	100	0	0	0	0	0	-9	0	0	0
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	3	1	0	67	0	33	0	0	0	19	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	25	0	0	0	10	25	115	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	7	25	127	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	0	100	0	0	72	100	-4	4
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	0	0	0	100	0	0	90	75	12	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	38	33	30	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	29	38	37	8
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	25	33	33	8	0	0	34	33	33	9
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	38	38	15	8	0	0	24	50	19	8
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	9	100	-12	4
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	60	0	0	40	0	0	40	100	6	4



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-15	100	-11	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	0	100	-3	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	38	25	38	0	0	0	24	75	11	8
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	11	11	11	0	0	25	38	19	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	60	20	0	0	57	100	-9	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	70	80	4	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	25	13	25	0	0	37	36	62	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	0	22	22	0	0	30	31	57	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	-15	100	-16	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	0	0	29	57	0	14	0	0	33	40	22	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	3	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	1	38	13	25	19	0	6	58	30	54	23
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	47	12	12	24	6	0	57	43	41	21
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	80	6	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	100	-1	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	3	40	55	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	24	75	15	4
	GATWICK	ONUR AIR	C	A	5	0	0	40	20	20	20	0	0	42	0	56	4
	GATWICK	ONUR AIR	C	D	5	0	0	0	60	20	20	0	0	46	25	16	4
	GLASGOW	ONUR AIR	C	A	4	0	0	75	0	25	0	0	0	10	25	24	4
	GLASGOW	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	5	25	27	4
	MANCHESTER	ONUR AIR	C	A	8	0	0	75	13	13	0	0	0	-6	44	33	9
	MANCHESTER	ONUR AIR	C	D	8	0	0	25	25	50	0	0	0	28	11	49	9
	NEWCASTLE	ONUR AIR	C	A	9	0	0	33	11	22	11	22	0	69	78	0	9
	NEWCASTLE	ONUR AIR	C	D	9	0	0	22	22	22	11	22	0	74	11	49	9
	EDINBURGH	PEGASUS AIRLINES	C	A	5	0	0	80	20	0	0	0	0	-3	100	-21	4
	EDINBURGH	PEGASUS AIRLINES	C	D	5	0	0	20	20	40	20	0	0	43	25	31	4
	GATWICK	PEGASUS AIRLINES	C	A	6	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	PEGASUS AIRLINES	C	D	6	0	0	50	33	17	0	0	0	15	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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																	
	GLASGOW	PEGASUS AIRLINES	C	A	4	0	1	50	0	25	25	0	0	29	75	11	4
	GLASGOW	PEGASUS AIRLINES	C	D	5	0	0	60	0	0	40	0	0	39	75	9	4
	MANCHESTER	PEGASUS AIRLINES	C	A	10	0	1	50	20	20	10	0	0	23	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	11	0	0	36	27	18	18	0	0	41	0	0	0
	NEWCASTLE	PEGASUS AIRLINES	C	A	5	0	0	80	0	20	0	0	0	2	0	0	0
	NEWCASTLE	PEGASUS AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	0	13	0	19	78	5	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	24	50	17	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-3	50	52	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	50	54	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	8	44	23	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-12	75	8	8
<b>TOTAL DALAMAN</b>					<b>713</b>	<b>4</b>	<b>6</b>	<b>52</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>45</b>	<b>45</b>	<b>45</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	62	0	0	82	5	8	5	0	0	-11	81	1	62
	GATWICK	AMERICAN AIRLINES	S	D	62	0	0	79	13	5	3	0	0	12	66	17	62
	MANCHESTER	AMERICAN AIRLINES	S	A	26	0	0	92	0	0	8	0	0	-18	0	0	0
	MANCHESTER	AMERICAN AIRLINES	S	D	26	0	0	65	15	12	8	0	0	22	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	6	0	0	-5	76	13	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	23	0	0	0	0	11	52	30	29
<b>TOTAL DALLAS/FORT WORTH</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>13</b>
DAMASCUS																	
	HEATHROW	SYRIANAIR	S	A	12	2	0	25	33	8	33	0	0	54	77	-8	13
	HEATHROW	SYRIANAIR	S	D	13	0	0	8	15	31	31	8	8	129	21	33	14
<b>TOTAL DAMASCUS</b>					<b>25</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>20</b>	<b>32</b>	<b>4</b>	<b>4</b>	<b>93</b>	<b>57</b>	<b>13</b>	<b>13</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	9	0	0	56	22	22	0	0	0	14	75	18	8
	HEATHROW	ALLIANCE	S	D	9	0	0	44	33	11	11	0	0	27	13	33	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	15	0	0	0	-7	79	4	14

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
DAR-ES-SALAAM	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	8	8	0	0	16	93	6	14
<b>TOTAL DAR-ES-SALAAM</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>12</b>	<b>12</b>
DEAUVILLE					6	0	0	50	33	17	0	0	0	14	0	0	0
<b>TOTAL DEAUVILLE</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
DELHI																	
DETROIT	GATWICK	AMERICAN TRANS AIR	C	A	4	0	0	75	0	0	25	0	0	3	50	35	4
	GATWICK	AMERICAN TRANS AIR	C	D	4	0	0	75	0	25	0	0	0	17	25	32	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	-14	60	21	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	6	3	0	0	15	73	20	26
	GATWICK	NORTHWEST AIRLINES	S	A	59	0	3	61	10	8	15	5	0	26	58	24	62
	GATWICK	NORTHWEST AIRLINES	S	D	59	1	3	54	15	19	10	2	0	27	66	15	61
<b>TOTAL DETROIT</b>					<b>188</b>	<b>1</b>	<b>6</b>	<b>66</b>	<b>12</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>20</b>	<b>20</b>
DHAHRAN	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	96	0	0	4	0	0	-18	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	70	22	4	4	0	0	13	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	78	11	0	0	11	0	26	67	21	9
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	78	11	11	0	0	0	2	56	18	9
<b>TOTAL DHAHRAN</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>9</b>
DINARD																	
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	32	6	3	0	0	14	0	0	0
	HEATHROW	GULF AIR	S	A	5	0	0	60	0	40	0	0	0	19	38	35	8
	HEATHROW	GULF AIR	S	D	4	0	1	25	50	25	0	0	0	20	78	14	9
	HEATHROW	QATAR AIRWAYS	S	A	31	0	0	52	19	19	10	0	0	21	84	1	31
	HEATHROW	QATAR AIRWAYS	S	D	31	0	0	52	23	19	6	0	0	23	97	-7	31
<b>TOTAL DOHA</b>					<b>133</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>3</b>	<b>3</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
DONEGAL																		
DORTMUND																		
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	3	0	1	33	33	0	0	0	33	429	0	156	5	
	GATWICK	CAMEROON AIRLINES	S	D	3	0	1	0	33	33	0	0	33	517	0	71	4	
<b>TOTAL DOUALA</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>473</b>	<b>0</b>	<b>118</b>	<b>118</b>	
DRESDEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	1	41	32	27	0	0	0	20	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	23	0	0	70	30	0	0	0	0	10	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	21	0	0	0	10	71	19	0	0	47	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	21	0	0	38	33	24	5	0	0	23	0	0	0	
	HEATHROW	LUFTHANSA	S	D	27	0	0	74	15	11	0	0	0	12	93	3	27	
<b>TOTAL DRESDEN</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>24</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>88</b>	<b>5</b>	<b>5</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	0	82	108	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	3	3	0	0	11	90	2	10	
	GATWICK	EMIRATES	S	A	31	0	0	58	23	16	3	0	0	14	46	21	26	
	GATWICK	EMIRATES	S	D	31	0	0	19	29	52	0	0	0	28	19	28	26	
	HEATHROW	EMIRATES	S	A	62	0	0	45	35	18	2	0	0	19	67	18	61	
	HEATHROW	EMIRATES	S	D	62	0	0	32	26	34	8	0	0	30	45	28	62	
	MANCHESTER	EMIRATES	S	A	31	0	0	77	19	3	0	0	0	4	65	8	31	
	MANCHESTER	EMIRATES	S	D	31	0	0	77	16	3	3	0	0	12	68	13	31	
<b>TOTAL DUBAI</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>23</b>	<b>23</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	166	0	0	93	4	1	2	0	0	1	91	2	148	
	BIRMINGHAM	AER LINGUS	S	D	143	0	0	88	6	4	1	1	0	8	86	9	125	
	EDINBURGH	AER LINGUS	S	A	143	0	0	93	5	1	1	0	0	3	92	5	131	
	EDINBURGH	AER LINGUS	S	D	143	0	0	85	12	1	1	0	0	8	68	13	131	
	GLASGOW	AER LINGUS	S	A	125	0	2	96	2	1	2	0	0	-2	86	2	98	
	GLASGOW	AER LINGUS	S	D	126	0	0	97	1	1	2	0	0	-1	88	5	98	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
DUBLIN	HEATHROW	AER LINGUS	S	A	416	0	3	72	19	6	2	0	0	12	73	12	413
	HEATHROW	AER LINGUS	S	D	412	1	0	78	14	6	2	0	0	9	72	13	413
	MANCHESTER	AER LINGUS	S	A	174	0	0	91	7	1	1	0	0	-1	91	2	151
	MANCHESTER	AER LINGUS	S	D	174	0	0	90	7	1	1	1	0	3	89	6	147
	NEWCASTLE	AER LINGUS	S	A	89	0	0	97	1	2	0	0	0	-3	94	-1	89
	NEWCASTLE	AER LINGUS	S	D	89	0	0	93	4	2	0	0	0	2	93	3	89
	STANSTED	AER LINGUS	S	A	186	0	0	90	7	1	2	0	0	1	89	1	124
	STANSTED	AER LINGUS	S	D	186	0	0	77	17	4	1	1	0	11	90	7	124
	HEATHROW	BMI BRITISH MIDLAND	S	A	259	0	0	61	20	15	3	1	0	18	63	15	283
	HEATHROW	BMI BRITISH MIDLAND	S	D	259	1	0	66	16	15	3	0	0	14	68	14	283
	GATWICK	CITY FLYER EXPRESS	S	A	173	1	4	66	18	11	3	1	1	18	59	26	124
	GATWICK	CITY FLYER EXPRESS	S	D	174	0	0	64	17	12	6	1	0	20	62	26	124
	LONDON CITY	CITY JET	S	A	201	1	2	87	5	3	4	0	0	7	83	6	188
	LONDON CITY	CITY JET	S	D	200	1	3	65	23	8	4	0	0	17	68	17	189
	BIRMINGHAM	RYANAIR	S	A	156	0	0	87	12	1	0	0	0	4	93	1	172
	BIRMINGHAM	RYANAIR	S	D	156	0	0	69	25	6	1	0	0	12	84	10	172
	GATWICK	RYANAIR	S	A	123	1	1	77	19	2	0	1	1	11	67	14	124
	GATWICK	RYANAIR	S	D	123	2	1	79	15	4	0	1	1	13	62	15	124
	LUTON	RYANAIR	S	A	147	0	0	71	18	10	1	0	0	10	87	0	115
	LUTON	RYANAIR	S	D	147	0	0	73	16	10	0	0	0	11	86	6	115
	MANCHESTER	RYANAIR	S	A	156	0	0	94	4	3	0	0	0	1	88	5	149
	MANCHESTER	RYANAIR	S	D	156	0	0	92	7	1	0	0	0	2	88	6	149
	STANSTED	RYANAIR	S	A	390	0	0	64	13	15	7	1	0	17	72	11	319
	STANSTED	RYANAIR	S	D	391	1	3	40	26	20	14	0	0	29	58	20	321
<b>TOTAL DUBLIN</b>					<b>5783</b>	<b>11</b>	<b>25</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>10</b>
DUBROVNIK	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	50	50	0	0	0	0	13	0	0	0

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
DUBROVNIK																		
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	75	0	25	0	0	0	0	0	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	75	0	25	0	0	0	10	0	0	0	0
	STANSTED	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-18	0	0	0	0
	STANSTED	CROATIA AIRLINES	S	D	4	1	0	75	0	25	0	0	0	15	0	0	0	0
<b>TOTAL DUBROVNIK</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUNDEE																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	22	0	1	91	9	0	0	0	0	0	0	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	24	0	0	50	25	21	4	0	0	20	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	A	23	0	0	61	30	9	0	0	0	14	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	23	0	0	78	17	4	0	0	0	7	0	0	0	0
<b>TOTAL DUNDEE</b>					<b>92</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>11</b>	<b>11</b>	<b>11</b>
DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	0	6	0	0	0	-6	94	-6	17	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	1	82	6	12	0	0	0	7	74	7	19	19
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	14	0	0	0	57	29	14	0	0	38	54	39	13	13
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	14	0	0	57	29	14	0	0	0	16	85	9	13	13
<b>TOTAL DURBAN</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>11</b>	<b>11</b>
DUSSELDORF																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	112	0	0	73	21	5	1	0	0	9	84	6	112	112
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	112	0	0	83	10	5	2	0	0	10	82	9	112	112
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	58	0	0	90	7	3	0	0	0	7	74	13	58	58
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	58	0	0	79	16	5	0	0	0	10	69	15	58	58
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	64	24	10	2	0	0	14	75	24	106	106
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	74	17	8	2	0	0	10	84	8	103	103
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	85	0	0	71	19	9	1	0	0	9	73	11	84	84
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	85	0	0	71	18	11	1	0	0	11	73	11	84	84
	GATWICK	CITY FLYER EXPRESS	S	A	108	0	0	82	12	5	1	0	0	5	57	16	65	65
	GATWICK	CITY FLYER EXPRESS	S	D	108	0	0	75	15	7	3	0	0	12	83	10	66	66
	NEWCASTLE	GILL AIRWAYS	S	A	27	0	0	81	7	11	0	0	0	10	61	20	23	23

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	NEWCASTLE	GILL AIRWAYS	S	D	27	0	0	70	22	7	0	0	0	14	83	12	23
	STANSTED	KLM UK LTD	S	A	80	0	5	61	15	11	11	1	0	21	81	9	84
	STANSTED	KLM UK LTD	S	D	80	0	5	50	26	9	14	1	0	28	79	13	84
	HEATHROW	LUFTHANSA	S	A	124	0	0	64	27	8	2	0	0	13	73	11	101
	HEATHROW	LUFTHANSA	S	D	97	0	0	75	20	4	1	0	0	7	97	1	96
	MANCHESTER	LUFTHANSA	S	A	27	0	0	74	19	7	0	0	0	11	87	3	53
	MANCHESTER	LUFTHANSA	S	D	27	0	0	37	52	11	0	0	0	19	75	9	53
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	76	0	1	71	22	3	4	0	0	11	92	1	73
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	74	0	3	57	28	12	3	0	0	16	88	6	73
	MANCHESTER	LUFTHANSA CITY LINE	S	A	27	0	0	78	7	15	0	0	0	9	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	D	27	0	0	70	26	4	0	0	0	9	0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1661</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>10</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	103	0	47	83	9	5	4	0	0	8	81	7	104
	EDINBURGH	BMI BRITISH MIDLAND	S	D	103	0	47	71	19	4	6	0	0	16	70	13	103
	GLASGOW	BMI BRITISH MIDLAND	S	A	99	4	1	69	22	7	2	0	0	12	80	10	100
	GLASGOW	BMI BRITISH MIDLAND	S	D	100	4	0	69	23	6	2	0	0	11	79	9	100
<b>TOTAL EAST MIDLANDS</b>					<b>405</b>	<b>8</b>	<b>95</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>10</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	240	0	0	72	17	10	1	0	0	12	75	11	242
	HEATHROW	BMI BRITISH MIDLAND	S	D	240	0	0	78	12	8	1	0	0	8	79	8	242
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	170	0	0	74	18	7	2	0	0	10	75	9	168
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	170	0	0	78	17	4	1	0	0	9	82	9	170
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	238	0	1	95	3	1	1	0	0	2	88	4	193
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	239	0	0	85	10	4	1	0	0	7	85	8	211
	HEATHROW	BRITISH AIRWAYS PLC	S	A	335	0	0	80	11	7	2	0	0	8	59	15	269
	HEATHROW	BRITISH AIRWAYS PLC	S	D	335	0	0	82	11	5	1	0	0	6	80	7	269
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	124	0	3	86	11	2	1	0	0	5	88	7	123
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	124	1	2	94	3	1	2	0	0	1	88	4	123
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	131	2	4	65	14	8	12	1	0	20	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	131	1	4	41	22	12	23	2	0	40	0	0	0
	LONDON CITY	KLM UK LTD	S	A	103	0	1	88	5	4	3	0	0	1	95	-5	79
	LONDON CITY	KLM UK LTD	S	D	103	0	1	60	29	7	3	1	0	19	80	10	79
	STANSTED	KLM UK LTD	S	A	153	1	9	63	14	14	8	1	0	19	87	0	150
	STANSTED	KLM UK LTD	S	D	157	0	5	57	18	11	11	2	0	27	56	21	151
<b>TOTAL EDINBURGH</b>					<b>2995</b>	<b>6</b>	<b>31</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>9</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	18	0	0	50	33	6	11	0	0	25	85	4	13
	HEATHROW	AIR CANADA	S	D	15	0	0	73	27	0	0	0	0	10	100	8	13
	STANSTED	ROYAL AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL EDMONTON</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>28</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>6</b>	<b>6</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	40	0	2	68	13	18	3	0	0	12	65	16	26
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	40	0	2	65	15	20	0	0	0	12	85	11	26
	GATWICK	B A S E BUSINESS AIRLINES	S	A	18	0	1	44	44	6	6	0	0	18	0	0	0
	GATWICK	B A S E BUSINESS AIRLINES	S	D	18	0	3	89	6	6	0	0	0	3	0	0	0
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	40	0	2	85	10	3	3	0	0	4	77	5	26
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	40	0	2	90	5	0	5	0	0	1	85	5	26
	HEATHROW	KLM	S	A	46	0	0	74	22	4	0	0	0	9	87	7	46
	HEATHROW	KLM	S	D	46	0	0	65	26	4	4	0	0	14	67	7	46
	STANSTED	KLM EXEL	S	A	67	0	2	46	30	21	3	0	0	20	0	0	0
	STANSTED	KLM EXEL	S	D	67	0	2	60	28	12	0	0	0	14	0	0	0
<b>TOTAL EINDHOVEN</b>					<b>422</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>8</b>	<b>8</b>
ENTEBBE																	
ESBJERG																	
EXETER																	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	65	0	2	88	6	5	2	0	0	6	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	67	0	2	79	13	4	3	0	0	11	0	0	0
<b>TOTAL EXETER</b>					<b>134</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: F				PERCENTAGE OF FLIGHTS LATE							JULY 1997			
				CHARTER/ SCHED		NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						ARR/ DEP	MATCHED											UNMATCHED
				Actual (7)	Plan (8)													
FAIRFORD																		
FARO																		
	BIRMINGHAM	AIR 2000	C A	13	0	0	62	23	15	0	0	0	13	92	4	13		
	BIRMINGHAM	AIR 2000	C D	13	0	0	77	15	8	0	0	0	8	77	10	13		
	GATWICK	AIR 2000	C A	30	0	1	33	20	23	7	17	0	67	29	56	24		
	GATWICK	AIR 2000	C D	32	0	0	53	6	19	9	6	6	54	43	60	28		
	GLASGOW	AIR 2000	C A	13	0	0	54	15	23	8	0	0	15	85	13	13		
	GLASGOW	AIR 2000	C D	12	0	0	58	17	17	8	0	0	15	83	18	12		
	LUTON	AIR 2000	C A	5	0	0	80	0	0	0	20	0	63	78	113	9		
	LUTON	AIR 2000	C D	5	0	0	60	20	0	0	20	0	80	92	5	13		
	MANCHESTER	AIR 2000	C A	22	0	0	82	5	0	9	0	5	28	44	40	18		
	MANCHESTER	AIR 2000	C D	22	0	0	59	18	14	9	0	0	20	56	34	18		
	NEWCASTLE	AIR 2000	C A	9	0	0	78	11	0	11	0	0	11	44	30	9		
	NEWCASTLE	AIR 2000	C D	9	0	0	89	0	0	11	0	0	9	67	25	9		
	STANSTED	AIR 2000	C A	5	0	0	80	0	20	0	0	0	4	80	1	5		
	STANSTED	AIR 2000	C D	5	0	0	40	40	20	0	0	0	20	20	28	5		
	HEATHROW	AIR PORTUGAL	S A	31	0	0	81	13	6	0	0	0	5	81	4	31		
	HEATHROW	AIR PORTUGAL	S D	31	0	0	65	23	13	0	0	0	14	84	15	31		
	GATWICK	AIRWORLD AVIATION LTD	C A	9	0	0	67	0	22	0	11	0	29	100	-10	4		
	GATWICK	AIRWORLD AVIATION LTD	C D	9	0	0	56	22	0	11	11	0	42	75	8	4		
	MANCHESTER	AIRWORLD AVIATION LTD	C A	4	0	0	50	25	25	0	0	0	17	67	14	6		
	MANCHESTER	AIRWORLD AVIATION LTD	C D	4	0	0	50	25	0	25	0	0	20	67	11	6		
	GLASGOW	BMI BRITISH MIDLAND	C A	4	0	0	100	0	0	0	0	0	9	0	0	0		
	GLASGOW	BMI BRITISH MIDLAND	C D	4	0	0	0	25	75	0	0	0	39	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C A	5	0	0	60	20	0	20	0	0	33	80	6	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C D	5	0	0	100	0	0	0	0	0	-2	100	2	5		
	GATWICK	BRITANNIA AIRWAYS	C A	9	0	0	78	22	0	0	0	0	7	89	8	9		
	GATWICK	BRITANNIA AIRWAYS	C D	9	0	0	78	22	0	0	0	0	9	78	11	9		
	GLASGOW	BRITANNIA AIRWAYS	C A	5	0	0	40	20	0	20	0	20	105	100	6	4		
	GLASGOW	BRITANNIA AIRWAYS	C D	4	0	1	25	25	25	25	0	0	38	100	-4	4		
	LUTON	BRITANNIA AIRWAYS	C A	4	0	0	0	25	75	0	0	0	35	25	20	4		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	21	50	18	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	85	8	0	8	0	0	7	78	10	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	85	8	0	8	0	0	16	78	9	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	-8	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	8	100	-3	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	25	1	2	56	8	16	20	0	0	19	47	57	30
	GATWICK	CALEDONIAN AIRWAYS	C	D	25	1	0	40	20	24	16	0	0	36	39	69	33
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	15	0	0	47	13	20	20	0	0	24	46	164	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	15	0	0	47	13	7	33	0	0	45	21	180	14
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	1	0	50	0	25	25	0	0	40	25	23	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	38	75	5	4
	EDINBURGH	DUO AIRWAYS LTD	C	A	3	0	1	67	0	33	0	0	0	14	75	5	4
	EDINBURGH	DUO AIRWAYS LTD	C	D	4	0	0	0	50	0	50	0	0	59	50	19	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	13	25	0	0	0	15	100	-2	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	25	13	38	25	0	0	38	50	14	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	23	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	40	1	0	73	20	3	5	0	0	11	83	26	52
	GATWICK	GB AIRWAYS LTD	S	D	40	0	0	55	30	13	0	3	0	21	71	25	52
	HEATHROW	GB AIRWAYS LTD	S	A	21	0	1	62	19	19	0	0	0	9	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	22	0	0	73	9	14	5	0	0	12	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	18	0	0	50	33	6	11	0	0	25	11	34	18
	GATWICK	LEISURE INTERNATIONAL	C	D	18	0	0	56	22	11	6	6	0	30	44	24	18
	MANCHESTER	LEISURE INTERNATIONAL	C	A	6	0	1	83	0	17	0	0	0	10	40	24	5
	MANCHESTER	LEISURE INTERNATIONAL	C	D	7	0	0	57	29	0	0	0	14	66	100	3	5
	STANSTED	LEISURE INTERNATIONAL	C	A	13	0	0	8	46	15	23	0	8	87	38	24	13
	STANSTED	LEISURE INTERNATIONAL	C	D	13	0	0	0	38	38	15	0	8	92	62	17	13
	BIRMINGHAM	MONARCH AIRLINES	C	A	22	0	0	32	32	27	9	0	0	26	41	27	22

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JULY 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
FARO																					
	BIRMINGHAM			MONARCH AIRLINES			C	D	22	0	0	45	27	14	14	0	0	27	55	18	22
	EDINBURGH			MONARCH AIRLINES			C	A	5	0	0	0	60	40	0	0	0	25	40	25	5
	EDINBURGH			MONARCH AIRLINES			C	D	5	0	0	40	40	20	0	0	0	21	60	27	5
	GATWICK			MONARCH AIRLINES			C	A	31	0	0	23	29	32	13	3	0	40	9	54	22
	GATWICK			MONARCH AIRLINES			C	D	31	0	0	39	35	19	3	3	0	31	23	40	22
	GLASGOW			MONARCH AIRLINES			C	A	9	0	0	67	22	0	11	0	0	12	78	9	9
	GLASGOW			MONARCH AIRLINES			C	D	7	0	0	57	43	0	0	0	0	13	86	6	7
	LUTON			MONARCH AIRLINES			C	A	8	0	0	75	13	13	0	0	0	11	89	-9	9
	LUTON			MONARCH AIRLINES			C	D	9	1	0	44	22	22	0	0	11	84	92	5	13
	MANCHESTER			MONARCH AIRLINES			C	A	28	0	0	50	25	14	11	0	0	19	18	28	22
	MANCHESTER			MONARCH AIRLINES			C	D	28	0	0	54	21	21	4	0	0	19	43	20	21
	BIRMINGHAM			MY TRAVEL AIRWAYS UK			C	A	4	0	0	75	0	0	25	0	0	11	75	7	4
	BIRMINGHAM			MY TRAVEL AIRWAYS UK			C	D	4	0	0	75	0	0	25	0	0	22	50	26	4
	GATWICK			MY TRAVEL AIRWAYS UK			C	A	4	0	0	0	25	50	25	0	0	68	50	75	4
	GATWICK			MY TRAVEL AIRWAYS UK			C	D	4	0	0	0	0	75	25	0	0	70	50	102	4
	GLASGOW			MY TRAVEL AIRWAYS UK			C	A	4	0	0	0	75	25	0	0	0	28	75	10	4
	GLASGOW			MY TRAVEL AIRWAYS UK			C	D	4	0	0	25	25	50	0	0	0	31	100	7	4
	MANCHESTER			MY TRAVEL AIRWAYS UK			C	A	8	0	0	50	13	13	13	0	13	117	25	84	8
	MANCHESTER			MY TRAVEL AIRWAYS UK			C	D	8	0	0	63	13	0	13	0	13	117	50	84	8
	NEWCASTLE			MY TRAVEL AIRWAYS UK			C	A	4	0	0	0	0	100	0	0	0	39	50	14	4
	NEWCASTLE			MY TRAVEL AIRWAYS UK			C	D	4	0	0	0	100	0	0	0	0	25	75	12	4
	STANSTED			MY TRAVEL AIRWAYS UK			C	A	4	0	0	0	50	25	25	0	0	42	50	42	4
	STANSTED			MY TRAVEL AIRWAYS UK			C	D	4	0	0	25	0	50	25	0	0	41	50	39	4
	GLASGOW			SATA			C	A	5	0	0	0	20	60	20	0	0	44	0	0	0
	GLASGOW			SATA			C	D	4	0	1	0	25	50	25	0	0	46	0	0	0
	LUTON			SATA			C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0
	LUTON			SATA			C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	NEWCASTLE			SATA			C	A	4	0	0	50	0	50	0	0	0	21	0	0	0
	NEWCASTLE			SATA			C	D	4	0	0	25	50	25	0	0	0	24	0	0	0
	MANCHESTER			THOMAS COOK AIRLINES LTD			C	A	13	0	0	100	0	0	0	0	0	-5	83	34	12

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
FARO																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	-5	69	59	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	TRANSAER	C	A	3	0	0	0	33	33	0	0	33	177	0	104	2	
	GATWICK	TRANSAER	C	D	3	0	0	67	0	0	0	0	33	168	33	159	3	
	MANCHESTER	TRANSAER	C	A	3	0	0	100	0	0	0	0	0	-3	14	113	7	
	MANCHESTER	TRANSAER	C	D	3	0	0	67	33	0	0	0	0	16	0	135	7	
<b>TOTAL FARO</b>					<b>1024</b>	<b>6</b>	<b>8</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>58</b>	<b>35</b>	<b>35</b>	
FIGARI																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	75	25	0	0	58	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	25	25	0	93	0	52	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	42	75	7	4	
<b>TOTAL FIGARI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>38</b>	<b>30</b>	<b>30</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	62	0	0	48	24	23	5	0	0	23	48	19	31	
	GATWICK	MERIDIANA AIR	S	D	62	0	0	34	29	29	8	0	0	29	33	43	27	
<b>TOTAL FLORENCE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>41</b>	<b>30</b>	<b>30</b>	
FORT LAUDERDALE																		
FRANKFURT MAIN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	124	0	0	76	20	4	0	0	0	9	93	2	124	
	HEATHROW	BMI BRITISH MIDLAND	S	D	124	0	0	79	18	2	1	0	0	7	71	10	124	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	76	12	11	0	0	0	9	80	16	87	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	62	19	18	1	0	0	15	77	13	88	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	81	0	0	85	12	1	1	0	0	8	96	4	81	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	81	0	0	91	6	1	1	0	0	6	84	7	81	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	67	27	5	1	0	0	11	80	8	112	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	
FRANKFURT MAIN	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	0	73	19	5	3	0	0	11	79	9	113
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	89	0	0	80	8	10	2	0	0	5	88	0	89
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	88	0	1	70	15	10	5	0	0	13	69	14	89
	STANSTED	KLM UK LTD	S	A	107	1	5	75	12	6	7	0	0	13	86	6	85
	STANSTED	KLM UK LTD	S	D	109	0	3	57	13	20	10	0	0	23	65	15	85
	BIRMINGHAM	LUFTHANSA	S	A	58	0	0	83	14	2	2	0	0	9	97	1	62
	BIRMINGHAM	LUFTHANSA	S	D	58	0	0	90	9	2	0	0	0	5	98	1	62
	HEATHROW	LUFTHANSA	S	A	248	0	0	71	20	9	1	0	0	12	88	3	192
	HEATHROW	LUFTHANSA	S	D	248	0	0	81	12	6	0	0	0	6	82	8	192
	MANCHESTER	LUFTHANSA	S	A	93	0	0	97	2	1	0	0	0	0	98	-3	93
	MANCHESTER	LUFTHANSA	S	D	93	0	0	89	9	2	0	0	0	4	95	3	93
	LONDON CITY	LUFTHANSA CITY LINE	S	A	50	0	0	54	26	18	2	0	0	18	0	0	0
	LONDON CITY	LUFTHANSA CITY LINE	S	D	50	0	0	8	42	46	4	0	0	34	0	0	0
<b>TOTAL FRANKFURT MAIN</b>					<b>2177</b>	<b>2</b>	<b>9</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>8</b>
FUERTEVENTURA	GATWICK	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	22	40	34	5
	GATWICK	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	36	60	26	5
	MANCHESTER	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	8	0	0	0
	MANCHESTER	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	18	60	5	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	80	11	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	60	20	24	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	50	100	5	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	100	-13	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	100	-1	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	60	12	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	60	13	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-2	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	6	50	15	2

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	A	10	0	0	70	0	10	20	0	0	26	40	25	5	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	40	10	10	0	0	30	80	11	5	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-13	60	10	5	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	8	100	4	5	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	70	10	0	10	10	0	26	70	10	10	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	70	10	10	0	10	0	31	80	12	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	80	3	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	12	80	11	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	33	0	0	0	21	33	96	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	33	22	22	0	0	37	44	90	9	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-2	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	64	0	7	7	14	7	122	11	60	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	57	14	7	0	14	7	122	22	54	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	20	0	45	25	44	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	71	75	18	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	37	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	0	43	0	0	0	
<b>TOTAL FUERTEVENTURA</b>					<b>199</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>36</b>	<b>60</b>	<b>34</b>	<b>34</b>	
FUNCHAL																		
	GATWICK	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	82	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	50	0	0	25	25	0	79	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	100	0	0	0	0	0	-7	78	16	9	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	100	0	0	0	0	0	-2	78	15	9	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-9	22	59	9	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	25	0	0	0	7	11	66	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	100	0	0	0	0	0	-36	100	-27	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	88	0	0	13	0	0	8	75	4	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	58	0	8	33	0	0	28	50	39	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	58	0	17	25	0	0	49	38	49	8	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	A	4	0	0	100	0	0	0	0	0	-9	75	23	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	25	20	4
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	15	15	0	0	0	9	77	5	13
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	100	0	0	0	0	0	4	62	21	13
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	4	100	3	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	100	4	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	25	20	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	75	6	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	28	100	-10	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	35	100	0	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	27	0	39	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-3	50	23	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	6	0	0	0
	NEWCASTLE	SATA	C	A	4	0	0	75	0	25	0	0	0	4	0	0	0
	NEWCASTLE	SATA	C	D	4	0	0	50	50	0	0	0	0	3	0	0	0
<b>TOTAL FUNCHAL</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>21</b>	<b>21</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
GABORONE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-11	89	2	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	7	63	12	8	
<b>TOTAL GABORONE</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>-2</b>	<b>76</b>	<b>6</b>	<b>6</b>	
GALWAY																		
	MANCHESTER	EASTERN AIRWAYS	S	A	30	0	1	100	0	0	0	0	0	-8	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	D	31	0	0	94	6	0	0	0	0	2	0	0	0	
	BIRMINGHAM	VLM (BELGIUM)	C	A	3	0	0	33	67	0	0	0	0	13	0	0	0	
	BIRMINGHAM	VLM (BELGIUM)	C	D	3	0	0	33	33	33	0	0	0	23	0	0	0	
<b>TOTAL GALWAY</b>					<b>67</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	170	0	0	80	14	5	1	0	0	7	76	11	170	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	170	0	0	59	28	10	3	0	0	17	74	13	168	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	174	0	0	70	18	11	0	0	0	11	70	13	142	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	174	0	0	87	10	2	1	0	0	6	87	7	142	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	170	0	0	85	9	5	1	0	0	3	79	8	168	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	169	1	1	92	5	2	1	0	0	4	83	9	169	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	0	85	3	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	14	0	0	93	7	0	0	0	0	-16	64	17	11	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	0	1	50	0	0	50	0	0	36	0	29	2	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	6	67	33	0	0	0	0	15	25	125	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	24	100	-11	1	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	108	0	0	84	10	4	2	0	0	6	69	14	127	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	112	0	0	91	4	4	0	0	0	2	81	9	129	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	5	0	0	80	0	0	20	0	0	13	75	21	4	
	GLASGOW	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	50	0	0	56	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
GATWICK																	
<b>TOTAL GATWICK</b>					<b>1293</b>	<b>2</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>13</b>
GDANSK																	
	GATWICK	LOT-POLISH AIRLINES	S	A	8	0	0	75	13	13	0	0	0	9	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	12	0	0	0
<b>TOTAL GDANSK</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA																	
	MANCHESTER	AIR ENGIADINA	S	A	42	0	0	40	29	24	7	0	0	23	33	25	42
	MANCHESTER	AIR ENGIADINA	S	D	42	0	0	62	19	14	5	0	0	16	64	13	42
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	83	12	4	0	0	0	5	75	14	89
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	90	9	1	0	0	0	6	71	14	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	69	20	8	3	0	0	13	71	10	115
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	0	81	12	5	2	0	0	8	83	20	115
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	56	0	2	79	16	4	2	0	0	6	48	23	31
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	58	0	0	79	9	10	2	0	0	8	71	14	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	35	32	19	13	0	0	30	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	42	39	6	13	0	0	30	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	80	0	1	81	11	4	4	0	0	11	81	9	78
	LONDON CITY	SWISS AIRLINES	S	D	80	0	1	54	36	5	5	0	0	18	63	17	80
	HEATHROW	SWISSAIR	S	A	124	0	0	81	9	7	2	0	0	8	76	8	124
	HEATHROW	SWISSAIR	S	D	124	0	0	81	13	6	1	0	0	6	77	7	124
<b>TOTAL GENEVA</b>					<b>1132</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	82	8	2	6	0	2	15	74	12	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	50	21	21	8	0	0	24	35	31	62
<b>TOTAL GENOA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>55</b>	<b>21</b>	<b>21</b>
GEORGETOWN (GUYANA)																	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								JULY 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)											
GEORGETOWN (GUYANA)	HEATHROW	BWIA	S	A	4	0	0	25	25	25	25	0	0	51	0	0	0
<b>TOTAL GEORGETOWN (GUYANA)</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>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
GERONA																	
	GATWICK	AIR 2000	C	A	10	0	0	80	0	10	10	0	0	11	38	86	8
	GATWICK	AIR 2000	C	D	10	0	0	70	20	0	10	0	0	16	25	93	8
	GLASGOW	AIR 2000	C	A	5	0	0	60	40	0	0	0	12	50	50	4	
	GLASGOW	AIR 2000	C	D	5	0	0	20	40	40	0	0	28	25	66	4	
	MANCHESTER	AIR 2000	C	A	10	0	0	70	10	20	0	0	4	0	70	8	
	MANCHESTER	AIR 2000	C	D	10	0	0	60	0	40	0	0	18	13	68	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	3	100	-2	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	75	11	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	33	0	0	18	67	3	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	38	0	13	0	19	67	16	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	7	100	-13	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	-1	100	-3	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	1	60	14	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	20	23	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	69	8	0	15	8	28	89	0	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	1	0	67	8	8	8	8	33	78	10	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	0	0	25	183	89	11	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	75	0	25	0	91	89	0	9
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	51	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	40	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	2	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	10	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	-12	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	-1	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	50	0	0	38	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	31	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	9	60	-11	5	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
GERONA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	40	44	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	19	100	-13	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	27	100	-6	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-5	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	0	40	20	20	250	78	14	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	0	20	40	20	267	50	26	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-5	80	-6	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-3	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	-3	75	6	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	5	75	20	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-17	100	-4	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-5	100	-2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	1	0	89	0	0	11	0	0	2	100	-1	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-6	100	3	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	15	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	14	0	0	0	
<b>TOTAL GERONA</b>					<b>253</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>66</b>	<b>21</b>	<b>21</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	45	0	3	80	4	7	7	2	0	15	65	20	26	
	GATWICK	GB AIRWAYS LTD	S	D	46	0	0	80	15	2	2	0	0	13	69	17	26	
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	50	0	50	0	0	0	19	75	4	4	
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	50	25	0	25	0	0	21	50	21	4	
	LUTON	MONARCH AIRLINES	S	A	17	0	1	59	6	6	18	6	6	63	100	-1	13	
	LUTON	MONARCH AIRLINES	S	D	18	0	1	78	11	0	11	0	0	15	100	1	13	
<b>TOTAL GIBRALTAR</b>					<b>134</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>78</b>	<b>12</b>	<b>12</b>	
GLASGOW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	31	0	0	87	6	6	0	0	0	9	93	6	27	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	54	0	0	87	7	4	2	0	0	0	100	-5	27	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
GLASGOW	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	72	18	7	2	0	0	12	77	10	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	245	0	0	76	17	5	2	0	0	9	81	7	245
	MANCHESTER	BMI BRITISH MIDLAND	S	A	73	0	0	73	18	7	3	0	0	15	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	73	0	0	85	7	3	5	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	174	0	0	90	7	3	1	0	0	2	81	7	143
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	174	0	0	86	10	3	1	0	0	8	80	8	142
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	207	0	1	95	5	0	0	0	0	0	90	4	224
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	204	1	3	89	6	3	1	0	0	6	89	5	229
	HEATHROW	BRITISH AIRWAYS PLC	S	A	335	0	4	87	10	3	0	0	0	4	75	11	266
	HEATHROW	BRITISH AIRWAYS PLC	S	D	334	0	3	88	10	1	1	0	0	4	79	7	268
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	122	0	0	82	14	3	1	0	0	4	79	8	121
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	122	0	2	84	11	5	0	0	0	2	80	6	121
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	66	9	10	14	0	1	22	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	111	1	1	40	22	19	19	1	0	37	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	109	0	1	83	12	5	1	0	0	6	90	2	58
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	110	1	1	56	23	14	6	1	0	21	83	11	58
	STANSTED	KLM UK LTD	S	A	129	0	2	56	13	17	11	3	0	27	86	1	138
	STANSTED	KLM UK LTD	S	D	129	0	2	31	19	22	26	2	0	42	70	17	138
	MANCHESTER	ROYAL AIRLINES	C	A	4	0	0	50	0	50	0	0	0	30	0	0	0
	MANCHESTER	ROYAL AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
<b>TOTAL GLASGOW</b>					<b>3101</b>	<b>5</b>	<b>21</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>8</b>
GOTEBORG	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	100	0	0	0	0	0	-8	77	7	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	1	83	13	3	0	0	0	8	32	30	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	13	2	5	0	0	6	74	9	47
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	95	2	0	2	2	0	5	67	14	48
	GLASGOW	MALMO AVIATION	S	A	4	0	1	0	50	25	25	0	0	51	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
GOTEBORG																		
	GLASGOW	MALMO AVIATION	S	D	4	0	0	50	25	25	0	0	0	18	0	0	0	
	LONDON CITY	MALMO AVIATION	S	A	27	0	0	78	22	0	0	0	3	0	0	0		
	LONDON CITY	MALMO AVIATION	S	D	27	0	0	15	37	33	15	0	37	0	0	0		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	3	0	1	33	67	0	0	0	11	100	-7	4		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	4	0	0	25	75	0	0	0	19	100	-1	4		
	HEATHROW	SAS	S	A	66	0	0	86	6	3	5	0	10	86	1	66		
	HEATHROW	SAS	S	D	66	0	0	79	14	5	2	2	11	92	5	66		
<b>TOTAL GOTEBORG</b>					<b>389</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>9</b>		
GOTEBORG (SAVE)																		
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	26	0	0	0	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRAND CAYMAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	1	1	92	8	0	0	0	-5	78	172	9		
<b>TOTAL GRAND CAYMAN</b>					<b>12</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>71</b>	<b>114</b>	<b>114</b>		
GRAZ																		
	LUTON	DEBONAIR AIRWAYS LTD	C	A	6	0	3	17	50	17	17	0	31	0	0	0		
	LUTON	DEBONAIR AIRWAYS LTD	C	D	6	0	3	17	33	33	17	0	36	0	0	0		
<b>TOTAL GRAZ</b>					<b>13</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>38</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>37</b>	<b>37</b>		
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	20	0	40	0	54	33	24	9		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	15	0	51	5		
<b>TOTAL GRENADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>34</b>	<b>41</b>	<b>22</b>	<b>22</b>		
GUERNSEY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	3	0	0	67	0	0	33	0	18	80	12	20		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	18	0	0	89	6	6	0	0	5	75	15	16		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	18	0	0	83	17	0	0	0	5	59	16	17		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	35	0	1	80	9	3	9	0	15	84	13	38		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	39	0	0	72	18	3	3	5	18	88	14	42		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
GUERNSEY	GATWICK	CITY FLYER EXPRESS	S	A	112	0	0	84	8	4	4	1	0	7	80	12	93
	GATWICK	CITY FLYER EXPRESS	S	D	112	0	0	80	14	3	2	1	0	11	62	20	93
	MANCHESTER	CITY FLYER EXPRESS	C	A	5	0	0	100	0	0	0	0	0	-9	100	-10	4
	MANCHESTER	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	-12	100	-9	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	48	13	26	10	3	0	29	68	31	68
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	61	23	16	0	0	0	14	84	19	43
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	121	0	3	88	6	3	2	0	0	6	90	7	116
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	121	0	3	85	8	3	2	0	1	12	87	10	117
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	2	0	1	50	0	50	0	0	0	32	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	24	0	3	96	4	0	0	0	0	3	0	0	0
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	71	16	3	6	3	0	13	0	0	0
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	52	0	2	81	13	2	4	0	0	12	0	0	0
	STANSTED	KLM UK LTD	S	A	91	0	2	90	2	2	3	2	0	1	74	26	35
	STANSTED	KLM UK LTD	S	D	91	0	2	49	29	11	9	2	0	27	32	46	34
<b>TOTAL GUERNSEY</b>					<b>941</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>14</b>	<b>14</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
HALIFAX INT	HEATHROW	AIR CANADA	S	A	31	0	0	61	13	13	10	0	3	42	48	32	31
	HEATHROW	AIR CANADA	S	D	31	0	0	71	13	13	3	0	0	13	81	7	31
<b>TOTAL HALIFAX INT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>65</b>	<b>20</b>	<b>20</b>
HAMBURG	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	23	0	0	96	4	0	0	0	0	2	91	6	23
	GLASGOW	BRITISH AIRWAYS PLC	S	D	23	0	0	91	4	4	0	0	0	2	91	3	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	62	29	9	0	0	0	12	81	7	70
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	86	5	5	3	0	0	6	87	12	70
	GATWICK	DEUTSCHE BA	S	A	58	0	0	81	17	2	0	0	0	5	87	3	71
	GATWICK	DEUTSCHE BA	S	D	58	0	0	79	12	5	3	0	0	14	92	3	71
	STANSTED	GILL AIRWAYS	S	A	52	1	2	75	15	6	2	2	0	16	0	0	0
	STANSTED	GILL AIRWAYS	S	D	52	0	2	77	15	2	4	2	0	15	0	0	0
	HEATHROW	LUFTHANSA	S	A	93	0	0	61	27	12	0	0	0	12	77	5	93
	HEATHROW	LUFTHANSA	S	D	93	0	0	88	6	5	0	0	0	1	96	0	93
	MANCHESTER	LUFTHANSA CITY LINE	S	A	54	0	0	87	11	2	0	0	0	0	85	3	27
	MANCHESTER	LUFTHANSA CITY LINE	S	D	53	0	1	85	13	2	0	0	0	8	81	11	27
<b>TOTAL HAMBURG</b>					<b>745</b>	<b>2</b>	<b>5</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>7</b>
HANOVER	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	23	0	0	83	17	0	0	0	0	8	100	-2	23
	GLASGOW	BRITISH AIRWAYS PLC	S	A	22	0	1	82	14	5	0	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	89	9	0	2	0	0	6	70	10	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	85	6	9	0	0	0	5	81	12	27
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	97	0	3	0	0	0	-6	83	6	30
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	1	1	90	7	3	0	0	0	6	65	14	31
	HEATHROW	LUFTHANSA	S	A	62	0	0	76	16	6	2	0	0	9	89	3	62
	HEATHROW	LUFTHANSA	S	D	62	0	0	85	8	5	2	0	0	4	92	2	62
	MANCHESTER	MAERSK AIR	C	A	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL HANOVER</b>					<b>340</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>6</b>	<b>6</b>
HARARE																	



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	17	0	0	100	0	0	0	0	0	-14	65	16	20	
	GATWICK	AIR ZIMBABWE	S	D	17	0	0	71	12	18	0	0	0	10	55	38	20	
	HEATHROW	AIR ZIMBABWE	S	A	5	0	0	80	0	0	0	20	0	20	0	0	0	
	HEATHROW	AIR ZIMBABWE	S	D	5	0	0	80	0	0	20	0	0	25	0	0	0	
<b>TOTAL HARARE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>25</b>	<b>25</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	10	0	0	90	0	10	0	0	0	-16	100	-24	4	
	GATWICK	AIR ALGERIE	C	D	10	0	0	80	0	10	10	0	0	11	75	10	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	-11	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	27	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>12</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	13	0	0	62	8	23	8	0	0	20	57	36	14	
	GATWICK	CUBANA	S	D	13	0	0	23	62	8	8	0	0	31	21	47	14	
	MANCHESTER	CUBANA	S	A	5	0	0	20	20	20	20	0	20	119	0	0	0	
	MANCHESTER	CUBANA	S	D	5	0	0	20	40	0	20	0	20	136	0	0	0	
<b>TOTAL HAVANA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>33</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>44</b>	<b>39</b>	<b>39</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	240	0	0	72	16	10	2	0	0	13	76	10	243	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	240	0	0	71	16	12	1	0	0	14	69	15	243	
	GLASGOW	BMI BRITISH MIDLAND	S	A	245	0	0	62	25	11	2	0	0	16	73	13	247	
	GLASGOW	BMI BRITISH MIDLAND	S	D	244	0	0	81	13	6	1	0	0	10	82	10	244	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	238	0	2	85	9	5	0	0	0	6	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	238	0	2	93	5	2	0	0	0	-1	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	335	0	1	74	18	6	2	0	0	9	73	9	269	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	335	0	1	70	22	6	2	0	0	14	52	20	269	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	334	0	6	77	19	4	1	0	0	9	68	13	269	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	335	1	5	91	7	1	0	0	0	4	77	10	266	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	308	0	0	85	10	3	1	0	0	5	76	11	241	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						JULY 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)										
HEATHROW																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	308	0	0	90	6	2	2	0	0	4	84	7	241	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	170	0	0	85	11	3	1	0	5	76	11	119		
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	170	0	0	94	5	2	0	0	2	85	8	121		
<b>TOTAL HEATHROW</b>					<b>3741</b>	<b>1</b>	<b>19</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>12</b>	<b>12</b>		
HELSINKI																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	1	52	29	16	3	0	19	90	3	31		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	71	21	6	2	0	12	39	22	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	69	21	10	0	0	11	83	6	47		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	18	5	0	0	6	81	10	47		
	HEATHROW	FINNAIR	S	A	93	0	0	69	23	8	1	0	10	76	6	93		
	HEATHROW	FINNAIR	S	D	92	0	1	82	15	2	1	0	7	78	8	93		
	MANCHESTER	FINNAIR	S	A	31	0	0	77	19	3	0	0	8	90	4	31		
	MANCHESTER	FINNAIR	S	D	30	0	1	60	30	10	0	0	11	87	7	31		
	STANSTED	FINNAIR	C	A	8	1	0	63	13	13	13	0	19	83	6	12		
	STANSTED	FINNAIR	C	D	8	0	0	13	38	25	25	0	40	50	30	12		
<b>TOTAL HELSINKI</b>					<b>510</b>	<b>1</b>	<b>3</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>9</b>	<b>9</b>		
HERAKLION																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	-21	80	-10	5		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	-1	80	8	5		
	GATWICK	AIR 2000	C	A	13	0	0	54	8	15	23	0	21	50	53	14		
	GATWICK	AIR 2000	C	D	13	0	0	38	15	15	31	0	40	29	56	14		
	GLASGOW	AIR 2000	C	A	3	0	1	33	33	33	0	0	21	80	32	5		
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	50	0	0	17	100	2	5		
	MANCHESTER	AIR 2000	C	A	8	0	0	50	13	13	25	0	29	50	45	14		
	MANCHESTER	AIR 2000	C	D	9	0	0	56	11	0	33	0	34	57	45	14		
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	0	0	40	0	26	60	38	5		
	NEWCASTLE	AIR 2000	C	D	4	0	0	0	75	0	25	0	37	60	42	5		
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	1	40	20	20	20	0	32	0	40	5		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	D	6	0	0	67	0	0	33	0	0	37	40	35	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	1	0	25	50	13	13	0	0	27	44	18	9
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	44	11	33	11	0	0	29	67	19	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	36	0	46	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	39	25	52	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	33	11	33	11	0	80	0	51	10
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	22	11	0	0	25	0	45	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	50	17	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	14	0	20	2
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	17	50	10	2
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	32	50	19	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	22	11	56	11	0	0	37	40	35	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	22	44	11	0	22	0	71	33	36	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	32	0	31	2
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	30	0	27	2
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	0	0	20	234	75	27	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	0	20	0	54	60	34	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	15	0	1	27	20	40	13	0	0	32	22	79	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	18	0	1	17	17	44	22	0	0	42	11	78	9
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	37	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	55	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	17	0	0	59	0	18	24	0	0	27	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	18	0	0	56	6	22	17	0	0	30	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	20	20	20	0	70	0	117	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	0	20	0	57	50	120	2
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	50	0	0	0	33	40	36	5
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	20	40	47	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-10	80	-6	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	80	8	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	14	60	8	5

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	23	40	20	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	21	80	28	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	27	80	42	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	25	0	0	52	50	43	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	60	20	0	0	39	50	33	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	60	0	0	20	0	53	44	71	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	65	33	68	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	45	80	41	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	60	80	44	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	-7	0	37	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	7	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	40	26	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-1	80	17	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	26	100	-2	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	34	80	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	20	0	20	119	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	7	0	0	0
	GLASGOW	TRANSAER	C	A	5	0	0	0	40	20	40	0	0	55	0	0	0
	GLASGOW	TRANSAER	C	D	5	0	0	0	0	60	40	0	0	67	0	0	0
	NEWCASTLE	TRANSAER	C	A	5	0	0	40	0	20	40	0	0	57	25	27	4
	NEWCASTLE	TRANSAER	C	D	5	0	0	40	0	40	20	0	0	48	50	16	4
<b>TOTAL HERAKLION</b>					<b>373</b>	<b>1</b>	<b>4</b>	<b>43</b>	<b>17</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>47</b>	<b>38</b>	<b>38</b>
HOLGUIN (FRANK PAIS)	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	20	40	20	20	0	0	37	0	72	2
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>72</b>	<b>72</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	6	0	0	-3	97	-17	33
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	6	0	0	0	6	84	5	32
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	62	0	0	79	8	6	6	0	0	7	84	-1	51

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	UNMATCHED
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	62	0	0	84	11	5	0	0	0	5	87	7	52	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	81	16	0	3	0	0	7	84	2	31	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	0	1	47	13	30	10	0	0	28	58	17	31	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	100	0	0	0	0	0	-9	97	-13	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	32	42	23	3	0	0	24	48	31	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	100	0	0	0	0	0	-21	96	-28	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	13	3	3	0	0	10	71	10	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>371</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>2</b>	<b>2</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	16	13	3	0	0	8	79	10	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	23	42	29	6	0	0	29	27	57	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	76	5	8	10	2	0	13	65	23	57	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	68	26	2	3	2	0	15	60	21	57	
<b>TOTAL HOUSTON</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>26</b>	<b>26</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	11	0	0	0	
<b>TOTAL HURGHADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>9</b>	<b>9</b>	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		ORIGIN / DESTINATIONS: I		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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		
																						MATCHED	UNMATCHED
IBIZA																							
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	1	75	-3	4						
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	6	75	6	4						
	GATWICK	AIR 2000	C	A	15	0	1	80	7	7	7	0	0	12	71	14	17						
	GATWICK	AIR 2000	C	D	16	0	0	69	6	13	13	0	0	24	65	18	17						
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	5	63	9	8						
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	25	38	23	8						
	MANCHESTER	AIR 2000	C	A	9	0	0	67	22	0	11	0	0	14	71	12	14						
	MANCHESTER	AIR 2000	C	D	9	0	0	78	11	0	11	0	0	7	57	21	14						
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	75	6	4						
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	4	75	12	4						
	EDINBURGH	AIR EUROPA	C	A	4	0	0	0	0	25	25	25	25	188	0	58	4						
	EDINBURGH	AIR EUROPA	C	D	4	0	0	0	0	50	0	25	25	183	0	63	4						
	GATWICK	AIRWORLD AVIATION LTD	C	A	16	0	0	56	19	13	13	0	0	20	43	32	7						
	GATWICK	AIRWORLD AVIATION LTD	C	D	16	0	0	81	13	0	6	0	0	12	43	29	7						
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	14	0	0	57	21	7	14	0	0	24	67	43	9						
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	14	0	0	57	14	21	7	0	0	22	67	43	9						
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	-8	0	0	0						
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0						
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	50	0	0	0	25	100	-18	2						
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	0	100	0	0	0	0	19	50	7	2						
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	22	0	0	73	14	9	5	0	0	10	77	11	13						
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	23	0	0	70	13	9	9	0	0	16	77	14	13						
	GATWICK	BRITANNIA AIRWAYS	C	A	35	0	0	34	37	9	17	3	0	39	67	31	30						
	GATWICK	BRITANNIA AIRWAYS	C	D	36	0	0	72	6	8	14	0	0	23	72	27	29						
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	5	78	13	9						
	GLASGOW	BRITANNIA AIRWAYS	C	D	10	0	0	90	10	0	0	0	0	1	67	14	9						
	LUTON	BRITANNIA AIRWAYS	C	A	17	0	0	41	24	24	12	0	0	23	67	18	12						
	LUTON	BRITANNIA AIRWAYS	C	D	18	0	0	67	17	11	6	0	0	15	75	12	12						
	MANCHESTER	BRITANNIA AIRWAYS	C	A	44	0	0	52	20	18	7	2	0	27	77	17	30						
	MANCHESTER	BRITANNIA AIRWAYS	C	D	46	0	0	78	11	4	4	2	0	14	76	20	29						

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																			
	NEWCASTLE			BRITANNIA AIRWAYS	C	A	13	0	0	46	23	31	0	0	0	19	77	7	13
	NEWCASTLE			BRITANNIA AIRWAYS	C	D	14	0	0	79	0	14	7	0	0	13	85	1	13
	STANSTED			BRITANNIA AIRWAYS	C	A	18	0	0	50	17	22	11	0	0	23	67	13	9
	STANSTED			BRITANNIA AIRWAYS	C	D	19	0	0	58	11	26	5	0	0	22	78	10	9
	BIRMINGHAM			BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	10	100	-6	4
	BIRMINGHAM			BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	-8	100	0	4
	MANCHESTER			BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER			BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK			CALEDONIAN AIRWAYS	C	A	9	0	1	67	0	11	0	22	0	48	25	85	12
	GATWICK			CALEDONIAN AIRWAYS	C	D	10	0	0	50	10	0	30	10	0	61	29	86	14
	MANCHESTER			CALEDONIAN AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	-12	100	-11	4
	MANCHESTER			CALEDONIAN AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	-1	50	25	4
	MANCHESTER			EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	0	0	0
	MANCHESTER			EXCEL AIRWAYS LTD	C	D	5	0	0	0	60	20	20	0	0	41	0	0	0
	GATWICK			LEISURE INTERNATIONAL	C	A	22	0	0	45	9	9	36	0	0	43	31	49	13
	GATWICK			LEISURE INTERNATIONAL	C	D	22	0	0	41	9	9	41	0	0	51	46	31	13
	MANCHESTER			LEISURE INTERNATIONAL	C	A	6	0	0	67	17	0	17	0	0	18	100	-1	5
	MANCHESTER			LEISURE INTERNATIONAL	C	D	6	0	0	67	0	0	33	0	0	41	100	-3	5
	BIRMINGHAM			MONARCH AIRLINES	C	A	8	0	0	50	25	25	0	0	0	13	67	38	12
	BIRMINGHAM			MONARCH AIRLINES	C	D	8	0	0	50	50	0	0	0	0	16	67	27	12
	GATWICK			MONARCH AIRLINES	C	A	21	0	1	57	24	10	10	0	0	18	67	3	15
	GATWICK			MONARCH AIRLINES	C	D	22	0	0	68	5	14	14	0	0	21	63	32	16
	LUTON			MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	100	-10	4
	LUTON			MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-2	100	-6	4
	MANCHESTER			MONARCH AIRLINES	C	A	17	0	0	65	12	6	12	6	0	19	81	8	21
	MANCHESTER			MONARCH AIRLINES	C	D	17	0	0	65	12	12	6	6	0	26	67	18	21
	BIRMINGHAM			MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	11	11	0	45	75	10	4
	BIRMINGHAM			MY TRAVEL AIRWAYS UK	C	D	8	0	1	88	0	0	13	0	0	16	75	21	4
	GATWICK			MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	8	15	8	0	0	18	42	30	12
	GATWICK			MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	8	15	15	0	0	22	42	34	12

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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																			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	11	75	-1	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	24	75	11	4		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	76	0	0	0		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	25	0	106	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	40	0	30	10	15	5	84	44	98	16		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	22	0	0	27	14	23	18	14	5	86	31	109	16		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	3	75	203	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	11	75	220	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	100	7	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	9	100	4	4		
	MANCHESTER	SPANAIR	C	A	2	0	0	0	50	50	0	0	0	25	0	0	0		
	MANCHESTER	SPANAIR	C	D	2	0	0	50	0	0	50	0	0	34	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	21	60	162	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	33	80	7	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	89	0	0	11	0	0	-2	94	-2	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	0	0	11	0	0	4	89	1	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	-1	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	23	0	0	0		
<b>TOTAL IBIZA</b>					<b>887</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>31</b>	<b>31</b>		
INNSBRUCK																			
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	0	0	20	81	0	39	10		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	0	0	20	131	40	29	10		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	1	1	75	0	0	25	0	0	45	60	92	5		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	29	80	65	5		
	MANCHESTER	DEBONAIR AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0		
	MANCHESTER	DEBONAIR AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	0	8	75	26	4		
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	18	75	26	4		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	12	75	25	4		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	0	75	25	0	0	0	22	75	37	4		



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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: I								JULY 1997						
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE								% 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	Average delay (mins)				
										Actual (7)	Plan (8)													
INNSBRUCK																								
	BIRMINGHAM	TYROLEAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	40	0	0	0							
	BIRMINGHAM	TYROLEAN AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	45	0	0	0							
	EDINBURGH	TYROLEAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	22	0	0	0							
	EDINBURGH	TYROLEAN AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	42	0	0	0							
<b>TOTAL INNSBRUCK</b>					<b>59</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>44</b>	<b>42</b>	<b>42</b>							
INVERNESS																								
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	93	0	0	84	13	0	2	1	0	9	0	0	0							
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	93	0	0	80	13	4	2	1	0	12	0	0	0							
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	0	100	0	0	0	0	0	-5	91	-1	23							
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	85	11	4	0	0	0	9	48	22	23							
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	58	19	10	13	0	0	28	0	0	0							
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	29	48	13	10	0	0	31	0	0	0							
<b>TOTAL INVERNESS</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>11</b>							
ISLAMABAD																								
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	93	7	0	0	0	0	-11	50	54	12							
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	6	77	9	13							
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	14	0	0	93	7	0	0	0	0	-17	73	4	11							
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	15	0	0	0	20	23	45	13							
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	0	0	38	25	25	0	0	13	82	100	3	9							
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	0	0	13	25	50	0	13	0	63	22	34	9							
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	22	22	11	11	11	109	11	41	9							
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	1	1	25	63	13	0	0	0	20	0	31	8							
<b>TOTAL ISLAMABAD</b>					<b>87</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>23</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>46</b>	<b>28</b>	<b>28</b>							
ISLAY																								
	GLASGOW	LOGANAIR	S	A	49	0	2	84	10	4	2	0	0	7	0	0	0							
	GLASGOW	LOGANAIR	S	D	51	0	0	82	8	6	4	0	0	11	0	0	0							
<b>TOTAL ISLAY</b>					<b>100</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>24</b>	<b>24</b>							
ISLE OF MAN																								
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	54	0	0	87	4	4	6	0	0	7	94	-1	54							

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ISLE OF MAN																			
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	54	0	0	81	6	6	7	0	0	14	93	5	54		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	90	0	0	10	0	0	11	81	12	31		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	74	13	0	13	0	0	16	61	22	31		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	85	0	0	82	12	4	2	0	0	9	84	9	85		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	84	0	1	88	7	2	2	0	0	3	85	6	85		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	81	3	6	10	0	0	14	94	-1	31		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	77	6	6	10	0	0	17	94	10	31		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	89	1	0	85	1	8	4	1	0	11	83	9	89		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	89	1	0	84	6	4	6	0	0	6	85	5	89		
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	S	A	4	0	0	75	0	0	25	0	0	26	100	-13	4		
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	S	D	4	0	0	75	0	0	25	0	0	30	100	-2	4		
<b>TOTAL ISLE OF MAN</b>					<b>588</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>7</b>		
ISTANBUL																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	52	23	19	6	0	0	21	27	31	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	11	6	2	0	0	9	67	15	60		
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	5	0	6	0	40	40	20	0	0	58	11	52	9		
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	13	0	4	8	8	15	62	0	8	123	7	65	14		
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	16	0	0	13	13	56	19	0	0	51	8	52	13		
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	16	0	0	0	13	44	38	0	6	99	8	52	13		
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	7	0	0	0	14	57	29	0	0	58	0	53	4		
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	7	0	0	14	0	43	43	0	0	58	0	44	4		
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	9	0	1	11	11	56	22	0	0	43	29	66	7		
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	13	2	0	8	23	38	31	0	0	50	25	56	12		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	75	0	0	43	33	17	5	1	0	22	24	36	70		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	74	0	0	66	23	8	3	0	0	15	39	29	70		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	15	0	0	87	13	0	0	0	0	1	57	21	14		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	14	1	1	64	29	7	0	0	0	14	7	40	14		

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JULY 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
						Origin / Destinations: I													
ISTANBUL																			
<b>TOTAL ISTANBUL</b>						<b>391</b>	<b>4</b>	<b>12</b>	<b>49</b>	<b>21</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>32</b>	<b>35</b>	<b>35</b>	
IVANO-FRANKOVSK																			
	MANCHESTER	UKRAINE INTERNATIONAL AIRLINES		C	D	2	0	0	0	50	50	0	0	0	30	0	0	0	
<b>TOTAL IVANO-FRANKOVSK</b>						<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
IZMIR (ADNAM MENDERES)																			
	BIRMINGHAM	AIR 2000		C	A	4	0	0	100	0	0	0	0	-9	56	16	9		
	BIRMINGHAM	AIR 2000		C	D	4	0	0	75	25	0	0	0	9	75	24	8		
	GATWICK	AIRWORLD AVIATION LTD		C	A	9	0	0	56	33	11	0	0	13	0	201	5		
	GATWICK	AIRWORLD AVIATION LTD		C	D	9	0	0	67	11	22	0	0	15	50	192	4		
	MANCHESTER	AIRWORLD AVIATION LTD		C	A	13	0	0	54	23	15	8	0	17	44	37	9		
	MANCHESTER	AIRWORLD AVIATION LTD		C	D	12	0	1	75	17	0	8	0	10	56	26	9		
	GATWICK	CALEDONIAN AIRWAYS		C	A	4	0	0	0	50	0	50	0	0	71	75	52	4	
	GATWICK	CALEDONIAN AIRWAYS		C	D	4	0	0	0	0	50	50	0	0	87	50	51	4	
	MANCHESTER	CALEDONIAN AIRWAYS		C	A	2	0	0	50	50	0	0	0	7	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS		C	D	2	0	0	50	50	0	0	0	12	0	0	0		
	NEWCASTLE	ISTANBUL HAVA YOLLARI		C	A	4	0	0	75	0	0	25	0	0	0	0	0		
	NEWCASTLE	ISTANBUL HAVA YOLLARI		C	D	4	0	0	0	0	50	50	0	0	75	0	0		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY		C	A	4	0	0	75	0	0	25	0	0	28	33	58	6	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY		C	D	4	0	0	25	50	0	25	0	0	48	0	64	9	
	GATWICK	MONARCH AIRLINES		C	A	4	0	0	75	25	0	0	0	4	56	37	9		
	GATWICK	MONARCH AIRLINES		C	D	4	0	0	75	25	0	0	0	14	55	35	11		
	MANCHESTER	MONARCH AIRLINES		C	A	4	0	0	100	0	0	0	0	3	25	49	4		
	MANCHESTER	MONARCH AIRLINES		C	D	4	0	0	25	25	50	0	0	27	0	81	4		
	GLASGOW	ONUR AIR		C	A	5	0	0	60	20	20	0	0	16	0	62	5		
	GLASGOW	ONUR AIR		C	D	5	0	0	60	20	20	0	0	15	0	63	5		
	MANCHESTER	ONUR AIR		C	A	5	0	0	80	20	0	0	0	2	0	31	5		
	MANCHESTER	ONUR AIR		C	D	5	0	0	40	40	20	0	0	20	0	38	5		
	NEWCASTLE	ONUR AIR		C	A	5	0	0	100	0	0	0	0	-11	0	46	5		
	NEWCASTLE	ONUR AIR		C	D	5	0	0	100	0	0	0	0	7	0	54	5		

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

				Origin / Destinations: I					PERCENTAGE OF FLIGHTS LATE							JULY 1997						
				NUMBER OF FLIGHTS																		
				MATCHED		UNMATCHED																
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	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						
IZMIR (ADNAM MENDERES)	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	8	0	0	25	13	38	13	0	13	73	63	22	8					
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	8	0	0	0	38	25	25	0	13	90	0	64	8					
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>141</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>50</b>	<b>37</b>	<b>37</b>					

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

		Origin / Destinations: J																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
JAKARTA (SOEKARNO-HATT)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	56	0	19	22	4	0	36	71	9	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	52	33	7	7	0	0	19	82	14	17	
	GATWICK	GARUDA INDONESIA	S	A	13	0	0	23	15	38	23	0	0	46	60	17	5	
	GATWICK	GARUDA INDONESIA	S	D	13	0	0	38	38	23	0	0	0	23	0	0	0	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>20</b>	<b>19</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>12</b>	<b>12</b>	
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	71	6	12	6	6	0	24	87	22	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	53	29	12	6	0	0	22	73	11	15	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	22	0	0	64	23	5	9	0	0	18	59	14	22	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	22	0	0	41	32	14	14	0	0	27	45	19	22	
<b>TOTAL JEDDAH</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>16</b>	<b>16</b>	
JERBA																		
	GATWICK	NOUVELAIR TUNISIE	C	A	2	0	1	100	0	0	0	0	0	11	0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
	HEATHROW	TUNISAIR	S	A	5	0	0	20	40	20	20	0	0	32	0	0	0	
	HEATHROW	TUNISAIR	S	D	5	0	0	80	0	20	0	0	0	6	0	0	0	
<b>TOTAL JERBA</b>					<b>14</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
JEREZ																		
	GATWICK	GB AIRWAYS LTD	S	A	8	0	1	88	13	0	0	0	0	2	69	4	13	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	14	75	8	8	
<b>TOTAL JEREZ</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>0</b>	<b>0</b>	
JERSEY																		
	EDINBURGH	BA CITIEXPRESS (IOM) LTD	C	A	3	0	0	67	33	0	0	0	0	13	0	0	0	
	EDINBURGH	BA CITIEXPRESS (IOM) LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	A	8	0	0	38	50	0	13	0	0	23	0	0	0	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	D	8	0	0	75	13	0	13	0	0	15	0	0	0	
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	C	A	4	0	0	25	50	0	25	0	0	47	0	0	0	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	C	D	4	0	0	75	0	0	25	0	0	35	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	40	0	8	75	20	3	3	0	0	7	73	27	51
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	47	0	1	62	30	6	2	0	0	14	70	31	53
	EDINBURGH	BMI BRITISH MIDLAND	S	A	8	0	0	0	38	50	13	0	0	35	0	33	8
	EDINBURGH	BMI BRITISH MIDLAND	S	D	8	0	0	0	25	63	13	0	0	47	0	42	8
	GLASGOW	BMI BRITISH MIDLAND	S	A	23	1	1	65	17	17	0	0	0	14	46	22	28
	GLASGOW	BMI BRITISH MIDLAND	S	D	24	0	0	63	21	17	0	0	0	16	46	17	28
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	25	0	25	50	0	0	45	0	31	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	2	50	20	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	1	75	9	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	1	88	7	1	2	2	0	9	74	12	103
	HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	1	87	7	3	1	2	0	6	80	5	102
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	15	0	1	60	13	13	13	0	0	20	35	29	20
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	16	0	0	63	19	13	6	0	0	19	50	16	24
	NEWCASTLE	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	75	13	4	4
	NEWCASTLE	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	-5	50	17	4
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	-7	75	11	4
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	11	50	15	4
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	85	1	1	61	18	8	11	2	0	26	73	14	83
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	81	1	1	85	5	4	5	1	0	11	85	10	78
	GATWICK	CITY FLYER EXPRESS	S	A	144	0	0	67	17	13	3	1	0	16	54	23	156
	GATWICK	CITY FLYER EXPRESS	S	D	145	0	0	67	21	8	4	0	0	14	61	23	156
	NEWCASTLE	CITY FLYER EXPRESS	S	A	35	0	0	60	37	3	0	0	0	11	50	54	10
	NEWCASTLE	CITY FLYER EXPRESS	S	D	31	0	0	68	26	3	3	0	0	13	67	14	12
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	25	25	25	0	122	25	48	8
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	50	0	0	25	25	0	114	13	38	8
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	53	0	0	64	21	13	2	0	0	14	30	42	20
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	53	0	0	70	15	13	2	0	0	14	60	29	47
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	138	0	2	76	12	9	2	1	0	11	76	20	135

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 1997					
					137	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
JERSEY																		
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	137	1	3	80	12	6	3	0	0	10	75	19	133	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	50	1	1	66	14	10	10	0	0	15	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	27	0	0	78	15	7	0	0	0	9	0	0	0	
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	60	0	2	90	0	2	8	0	0	3	0	0	0	
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	39	0	0	54	33	3	10	0	0	22	0	0	0	
	NEWCASTLE	KLM UK LTD	C	A	4	0	0	50	0	25	25	0	0	57	0	89	4	
	NEWCASTLE	KLM UK LTD	C	D	4	0	0	25	25	25	0	25	0	65	0	95	4	
	STANSTED	KLM UK LTD	S	A	99	0	3	76	7	10	7	0	0	14	73	13	92	
	STANSTED	KLM UK LTD	S	D	100	1	2	44	29	16	11	0	0	27	73	15	91	
<b>TOTAL JERSEY</b>					<b>1784</b>	<b>6</b>	<b>28</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>21</b>	<b>21</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	0	3	3	42	80	11	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	1	0	65	26	6	0	3	0	17	66	14	29	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	39	0	4	15	31	41	10	0	3	56	36	47	39	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	35	0	4	74	14	9	3	0	0	12	74	14	34	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	100	0	0	0	0	0	-8	76	4	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	13	3	0	0	0	2	86	6	29	
<b>TOTAL JOHANNESBURG</b>					<b>198</b>	<b>1</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>68</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	0	25	0	25	25	25	0	100	0	140	4
	GATWICK	AIR 2000	C	D	4	0	0	0	50	0	25	25	0	91	0	148	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	0	135	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	50	63	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	23	25	96	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	46	25	88	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	0	39	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	18	75	12	4
<b>TOTAL KALAMATA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>90</b>	<b>90</b>
KARACHI																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	11	22	22	33	0	11	116	56	19	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	33	22	22	11	0	73	56	15	9
<b>TOTAL KARACHI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>95</b>	<b>56</b>	<b>17</b>	<b>17</b>
KATHMANDU																	
	GATWICK	ROYAL NEPAL AIRLINES	S	A	9	0	0	33	44	0	22	0	0	29	13	26	8
	GATWICK	ROYAL NEPAL AIRLINES	S	D	9	0	0	33	22	33	11	0	0	30	38	25	8
<b>TOTAL KATHMANDU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>25</b>	<b>25</b>	<b>25</b>
KAVALLA																	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	20	40	40	0	0	0	33	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	0	20	80	0	0	0	39	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	10	80	1	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20	100	5	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	0	25	250	100	-3	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	100	7	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	27	0	0	0



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

		Origin / Destinations: K																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
KAVALLA																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	48	0	0	0	
<b>TOTAL KAVALLA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>70</b>	<b>15</b>	<b>15</b>	
KEFALLINIA																		
	GATWICK	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	36	0	38	4	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	23	0	54	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	20	0	71	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	19	0	67	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	0	0	25	0	62	0	50	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	25	50	0	0	25	0	82	25	29	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	25	50	25	0	0	0	22	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	25	25	25	0	0	34	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	16	60	12	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	10	100	2	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	31	20	91	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	20	87	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	17	80	5	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	80	5	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	6	100	-6	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-2	100	2	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	50	25	0	25	150	0	68	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	25	25	0	25	145	25	47	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	15	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-8	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	13	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	0	75	0	0	56	0	142	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	25	25	0	0	32	25	107	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	100	0	0	0	35	40	16	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	100	5	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	48	60	8	5	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

		Origin / Destinations: K																
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							JULY 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)												
KEFALLINIA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	83	20	52	5	
<b>TOTAL KEFALLINIA</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>34</b>	<b>41</b>	<b>38</b>	<b>38</b>	
KEFLAVIK	STANSTED	AIR ATLANTA ICELANDIC	C	A	4	0	1	0	25	0	75	0	0	122	0	0	0	
	STANSTED	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	25	50	0	25	256	0	0	0	
	GLASGOW	ICELANDAIR	S	A	31	0	0	68	16	6	10	0	0	16	52	55	33	
	GLASGOW	ICELANDAIR	S	D	31	1	0	90	6	0	3	0	0	3	69	41	32	
	HEATHROW	ICELANDAIR	S	A	40	0	0	68	13	18	0	3	0	12	85	2	40	
	HEATHROW	ICELANDAIR	S	D	40	0	0	23	38	33	5	3	0	36	68	17	40	
<b>TOTAL KEFLAVIK</b>					<b>152</b>	<b>5</b>	<b>1</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>69</b>	<b>26</b>	<b>26</b>	
KERRY COUNTY	STANSTED	RYANAIR	S	A	49	0	0	14	20	43	22	0	0	40	77	9	31	
	STANSTED	RYANAIR	S	D	49	0	0	16	27	37	20	0	0	39	81	10	31	
<b>TOTAL KERRY COUNTY</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>39</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>82</b>	<b>11</b>	<b>11</b>	
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	4	0	0	50	50	0	0	0	0	7	0	0	0	
	HEATHROW	SUDAN AIRWAYS	S	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
<b>TOTAL KHARTOUM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KIEV (BORISPOL)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	68	23	9	0	0	0	10	86	13	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	45	32	18	5	0	0	23	45	26	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	23	0	0	26	57	13	4	0	0	22	68	11	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	22	0	0	36	45	9	5	5	0	30	45	18	22	
<b>TOTAL KIEV (BORISPOL)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>39</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>17</b>	<b>17</b>	
KILIMANJARO	HEATHROW	ALLIANCE	S	A	4	0	0	25	25	25	25	0	0	36	0	0	0	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
KILIMANJARO	HEATHROW	ALLIANCE	S	D	4	0	0	50	50	0	0	0	0	18	0	0	0	
<b>TOTAL KILIMANJARO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KINGSTON	HEATHROW	AIR JAMAICA	S	A	21	0	0	52	24	10	14	0	0	21	17	67	18	
	HEATHROW	AIR JAMAICA	S	D	21	0	0	19	24	29	29	0	0	47	33	74	18	
<b>TOTAL KINGSTON</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>19</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>70</b>	<b>70</b>	
KIRKWALL	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	67	15	7	11	0	0	13	52	20	27	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	1	1	50	23	23	4	0	0	25	8	39	25	
<b>TOTAL KIRKWALL</b>					<b>53</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>29</b>	<b>29</b>	
KISHINEV	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	4	0	0	0	50	50	0	0	0	35	0	0	0	
<b>TOTAL KISHINEV</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KOS	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	14	100	-1	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	40	0	20	0	0	23	60	8	5	
	GATWICK	AIR 2000	C	A	9	0	0	33	22	22	22	0	0	36	7	118	14	
	GATWICK	AIR 2000	C	D	9	0	0	33	0	33	33	0	0	42	43	27	14	
	MANCHESTER	AIR 2000	C	A	5	0	0	20	0	60	20	0	0	37	0	58	6	
	MANCHESTER	AIR 2000	C	D	5	0	0	0	20	40	40	0	0	54	17	53	6	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	100	0	0	0	0	0	-8	80	27	5	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	60	40	0	0	0	0	14	80	35	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	100	0	0	0	0	0	-5	60	45	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	5	20	69	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	29	100	-8	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	34	100	1	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	22	33	0	0	46	38	22	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	22	22	0	0	40	78	11	9	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								JULY 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)											
KOS	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	25	25	0	84	0	41	2
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	75	25	0	0	66	0	30	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	11	22	44	22	0	0	50	33	145	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	0	33	44	22	0	0	46	56	33	9
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	2	7	14	29	36	7	7	135	13	162	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	16	0	0	25	31	19	19	6	0	58	33	124	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	22	44	22	11	0	0	26	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	33	11	33	22	0	0	36	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-2	60	6	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	22	40	19	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	40	60	0	0	69	40	24	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	40	40	0	0	48	40	34	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	0	11	56	22	11	169	29	184	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	0	22	0	44	22	11	164	11	59	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	19	50	16	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	12	40	19	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	40	0	0	0	19	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	7	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-3	100	-1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	1	80	-7	5
<b>TOTAL KOS</b>					<b>232</b>	<b>3</b>	<b>2</b>	<b>35</b>	<b>18</b>	<b>22</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>49</b>	<b>42</b>	<b>59</b>	<b>59</b>
KOSICE																	
<b>TOTAL KOSICE</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>
KRAKOW																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	19	0	0	37	47	16	0	0	0	15	25	54	8
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	33	50	17	0	0	0	23	50	37	8

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
KRAKOW	GATWICK	LOT-POLISH AIRLINES	S	A	17	0	0	94	0	6	0	0	0	2	83	2	23
	GATWICK	LOT-POLISH AIRLINES	S	D	17	0	0	76	24	0	0	0	0	8	57	18	23
<b>TOTAL KRAKOW</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>31</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>19</b>
KRISTIANSAND (KJEVIK)	GATWICK	MAERSK AIR	S	A	26	0	1	81	19	0	0	0	0	10	41	21	27
	GATWICK	MAERSK AIR	S	D	27	0	0	70	15	4	11	0	0	22	67	13	27
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>17</b>	<b>17</b>
KRISTIANSTAD	STANSTED	RYANAIR	S	A	54	0	1	48	19	26	7	0	0	19	0	0	0
	STANSTED	RYANAIR	S	D	54	0	4	20	26	24	30	0	0	42	0	0	0
<b>TOTAL KRISTIANSTAD</b>					<b>108</b>	<b>0</b>	<b>5</b>	<b>34</b>	<b>22</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	37	18	19	21	5	0	43	82	5	62
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	69	19	8	3	0	0	12	52	20	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>13</b>	<b>13</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	-14	88	-4	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	16	0	0	0	0	8	85	9	26
	HEATHROW	KUWAIT AIRWAYS	S	A	40	0	0	70	20	10	0	0	0	9	43	30	37
	HEATHROW	KUWAIT AIRWAYS	S	D	32	1	7	47	34	16	3	0	0	20	41	17	34
<b>TOTAL KUWAIT</b>					<b>134</b>	<b>1</b>	<b>7</b>	<b>74</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>15</b>	<b>15</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
LA CORUNA	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	25	25	0	0	30	25	38	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	0	50	0	0	46	50	26	4
<b>TOTAL LA CORUNA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>81</b>	<b>6</b>	<b>6</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	3	25	0	0	50	25	0	156	22	30	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	4	0	3	0	50	50	0	0	0	36	44	20	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	1	25	38	25	13	0	0	35	75	25	4
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	1	13	13	50	25	0	0	53	25	21	4
<b>TOTAL LAHORE</b>					<b>24</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>25</b>	<b>33</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>38</b>	<b>25</b>	<b>25</b>
LAMETIA-TERME	LUTON	BMI BRITISH MIDLAND	C	A	3	0	0	0	67	0	33	0	0	57	0	56	3
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	0	33	33	0	33	0	0	49	33	30	3
<b>TOTAL LAMETIA-TERME</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>43</b>	<b>43</b>
LARNACA	BIRMINGHAM	AIR 2000	S	A	5	0	0	60	40	0	0	0	0	12	40	21	5
	BIRMINGHAM	AIR 2000	S	D	5	0	0	80	20	0	0	0	0	9	80	6	5
	GATWICK	AIR 2000	S	A	23	0	0	48	22	13	9	9	0	41	4	86	23
	GATWICK	AIR 2000	S	D	24	0	0	38	33	17	4	8	0	44	30	67	23
	MANCHESTER	AIR 2000	S	A	9	0	0	44	11	11	22	11	0	47	11	53	9
	MANCHESTER	AIR 2000	S	D	9	0	0	33	11	11	33	11	0	56	56	41	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	1	100	0	0	0	0	0	5	75	223	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	8	75	9	4
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	43	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	45	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	75	0	0	0	35	50	6	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	29	50	23	2
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	29	100	7	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	18	100	-2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	11	11	22	0	76	75	9	8

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						JULY 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)												
LARNACA	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	0	11	22	0	84	50	18	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	18	50	12	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	75	10	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	1	0	58	11	21	11	0	0	21	67	12	33	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	41	33	21	5	0	0	24	27	28	33	
	GATWICK	CALEDONIAN AIRWAYS	C	A	18	1	1	28	11	33	22	6	0	52	13	110	15	
	GATWICK	CALEDONIAN AIRWAYS	C	D	19	0	0	42	32	16	11	0	0	28	44	90	16	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	0	75	25	0	139	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	0	50	25	0	133	0	0	0	
	LUTON	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	100	0	0	0	48	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	1	0	22	11	33	22	11	0	57	0	139	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	13	0	0	31	0	38	23	0	8	96	25	131	8	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	7	0	0	29	29	43	0	0	0	24	29	43	7	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	7	0	0	14	0	0	86	0	0	94	14	57	7	
	GATWICK	CYPRUS AIRWAYS	S	A	14	0	0	21	21	50	7	0	0	38	46	25	13	
	GATWICK	CYPRUS AIRWAYS	S	D	14	0	0	7	21	57	14	0	0	46	15	46	13	
	HEATHROW	CYPRUS AIRWAYS	S	A	53	0	0	32	30	23	15	0	0	30	39	33	54	
	HEATHROW	CYPRUS AIRWAYS	S	D	54	0	0	31	19	26	24	0	0	36	30	35	56	
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	67	0	22	11	0	0	29	56	69	9	
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	11	33	11	33	11	0	65	22	92	9	
	STANSTED	CYPRUS AIRWAYS	S	A	9	0	0	67	0	11	11	0	11	51	100	-9	5	
	STANSTED	CYPRUS AIRWAYS	S	D	9	0	0	0	33	11	44	0	11	120	20	39	5	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	11	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	40	40	0	20	0	0	26	0	0	0	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	20	40	0	20	20	0	74	25	18	4	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	5	1	0	0	60	0	20	20	0	82	75	20	4	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	67	33	0	0	0	0	5	29	63	14	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	9	0	0	44	11	44	0	0	0	22	7	74	14	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	0	50	35	10	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	50	38	13	0	0	0	15	42	49	12	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	25	25	0	0	25	128	0	0	0	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	25	0	0	25	128	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-8	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	16	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	0	40	0	60	0	0	73	13	58	8	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	20	20	0	60	0	0	86	44	31	9	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	77	15	8	0	0	0	3	0	40	5	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	38	38	23	0	0	0	18	20	18	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	75	0	0	0	36	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	32	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	27	80	5	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	23	20	27	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	75	0	0	76	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	25	0	0	49	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	8	0	17	42	25	8	136	0	301	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	8	8	8	42	25	8	139	0	288	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	38	60	21	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	10	100	7	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	40	0	0	0	20	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	63	40	45	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-3	40	43	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	22	11	0	0	16	20	16	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	11	22	0	0	25	80	7	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	0	15	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	23	0	0	0	
<b>TOTAL LARNACA</b>					<b>697</b>	<b>6</b>	<b>10</b>	<b>41</b>	<b>19</b>	<b>20</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>38</b>	<b>48</b>	<b>48</b>	

LAS PALMAS



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	7	100	-4	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	5	100	6	4	
	GATWICK	AIR 2000	C	A	8	0	0	13	0	25	50	13	0	109	0	136	4	
	GATWICK	AIR 2000	C	D	8	0	0	25	13	13	38	13	0	82	0	113	4	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-11	100	-14	4	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-4	100	-6	4	
	MANCHESTER	AIR 2000	C	A	12	0	0	58	8	8	25	0	0	39	50	34	12	
	MANCHESTER	AIR 2000	C	D	12	0	0	50	17	0	33	0	0	47	50	32	12	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-3	50	48	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-10	50	47	4	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	0	0	50	0	0	59	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	50	0	0	25	25	0	79	0	0	0	
	GATWICK	AIR EUROPA	C	A	3	0	2	67	0	0	0	0	33	144	25	27	4	
	GATWICK	AIR EUROPA	C	D	5	0	0	60	0	0	0	20	20	127	60	24	5	
	GLASGOW	AIR EUROPA	C	A	8	0	0	38	38	13	0	13	0	40	63	17	8	
	GLASGOW	AIR EUROPA	C	D	7	0	1	14	29	29	29	0	0	37	43	27	7	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	0	25	0	56	0	87	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	0	0	25	0	70	0	85	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	63	0	13	25	0	0	31	75	10	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	63	0	13	13	13	0	45	75	17	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	11	22	0	0	33	60	34	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	1	50	25	13	13	0	0	24	50	50	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	11	0	0	35	13	50	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	22	22	41	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	50	16	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	18	4	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	33	11	0	0	23	100	-5	5	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	22	22	0	0	25	100	4	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	67	11	11	6	6	0	20	67	75	15	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	61	22	6	6	6	0	24	53	31	15	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	30	80	23	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	29	100	-1	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	32	80	34	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	27	75	60	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	42	100	7	2	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	48	0	52	1	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	18	25	40	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	25	49	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	33	17	17	33	0	0	33	33	24	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	17	33	33	17	0	0	35	33	22	3	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	25	0	0	18	0	76	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	25	0	0	31	0	71	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	61	50	17	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	43	63	21	8	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	13	25	13	0	0	18	38	36	8	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	38	25	25	13	0	0	28	50	26	8	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	14	0	62	4	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	30	0	63	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	75	14	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	50	15	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	22	0	11	0	36	78	5	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	11	11	0	36	88	6	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	18	0	0	56	11	11	17	6	0	29	38	41	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	18	0	0	56	0	22	17	6	0	49	36	36	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	38	13	0	0	30	56	16	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	0	38	0	0	0	22	88	6	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	115	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	121	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	36	0	21	36	7	0	60	38	45	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	21	14	43	14	7	0	58	62	41	13	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	52	0	43	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	38	50	31	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	35	50	51	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	0	50	0	0	64	50	61	4	
	EDINBURGH	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	-11	50	20	4	
	EDINBURGH	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	-5	50	28	4	
	MANCHESTER	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	10	0	0	0	
	MANCHESTER	SPANAIR	C	D	4	0	0	25	25	25	25	0	0	33	0	0	0	
	NEWCASTLE	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	NEWCASTLE	SPANAIR	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	25	17	8	0	0	20	88	3	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	0	8	8	0	0	20	63	14	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-13	50	103	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-1	25	118	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	85	5	10	0	0	0	3	90	5	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	85	0	15	0	0	0	3	85	1	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	TRANSAER	C	A	2	0	0	100	0	0	0	0	0	-18	0	33	2	
	GATWICK	TRANSAER	C	D	2	0	0	50	50	0	0	0	0	7	0	85	2	
<b>TOTAL LAS PALMAS</b>					<b>534</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>11</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>55</b>	<b>31</b>	<b>31</b>	
LAS VEGAS																		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	38	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
<b>TOTAL LAS VEGAS</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>12</b>	<b>86</b>	<b>86</b>	
LE HAVRE																		
LEEDS BRADFORD																		
	GLASGOW	BMI BRITISH MIDLAND	S	A	72	0	1	90	4	4	1	0	0	5	97	2	73	
	GLASGOW	BMI BRITISH MIDLAND	S	D	72	0	1	83	6	8	3	0	0	8	93	3	73	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	143	0	0	81	13	3	3	0	0	8	77	10	143	
	HEATHROW	BMI BRITISH MIDLAND	S	D	137	0	1	82	11	4	2	0	0	6	81	9	139	
	EDINBURGH	GILL AIRWAYS	S	A	46	0	0	98	2	0	0	0	0	3	91	5	44	
	EDINBURGH	GILL AIRWAYS	S	D	46	0	0	100	0	0	0	0	0	2	91	4	45	
<b>TOTAL LEEDS BRADFORD</b>					<b>516</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>8</b>	<b>8</b>	
LEIPZIG																		
	HEATHROW	LUFTHANSA	S	D	27	0	0	81	15	4	0	0	0	7	93	2	27	
<b>TOTAL LEIPZIG</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>7</b>	
LEMNOS																		
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	40	0	60	0	0	0	27	60	10	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-1	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	14	0	0	0	
<b>TOTAL LEMNOS</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>20</b>	<b>20</b>	
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	4	0	0	0	25	75	0	0	0	39	25	79	4	
	GATWICK	AIR GABON	S	D	4	0	0	100	0	0	0	0	0	-2	50	33	4	
<b>TOTAL LIBREVILLE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>56</b>	<b>56</b>	
LILLE																		
LILONGWE																		
	GATWICK	AIR MALAWI	S	A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GATWICK	AIR MALAWI	S	D	4	0	0	50	0	25	25	0	0	35	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	13	0	0	0	3	100	10	3	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	11	11	33	0	0	37	33	26	3	
<b>TOTAL LILONGWE</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>18</b>	<b>18</b>	
LIMOGES																		
<b>TOTAL LIMOGES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>14</b>	<b>14</b>	
LINZ																		
LISBON																		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	UNMATCHED
LISBON																		
	GATWICK	AB AIRLINES	S	A	30	0	1	77	3	0	17	3	0	22	66	15	53	
	GATWICK	AB AIRLINES	S	D	31	0	0	35	23	23	6	10	3	66	74	15	54	
	HEATHROW	AIR PORTUGAL	S	A	93	0	0	83	6	6	4	0	0	7	76	11	93	
	HEATHROW	AIR PORTUGAL	S	D	93	0	0	68	20	10	1	1	0	16	83	10	93	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	0	0	50	50	0	0	82	50	21	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	0	0	50	50	0	0	80	75	8	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	96	1	0	77	8	11	3	0	0	9	75	8	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	69	21	6	4	0	0	14	75	13	91	
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	1	0	67	33	0	0	0	0	-15	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	25	0	0	20	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	87	0	10	3	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	84	0	6	10	0	0	14	0	0	0	
	STANSTED	GO FLY LTD	S	A	18	0	0	83	6	11	0	0	0	7	0	0	0	
	STANSTED	GO FLY LTD	S	D	18	0	0	61	22	11	6	0	0	18	0	0	0	
	MANCHESTER	PORTUGALIA	S	A	27	0	0	93	4	4	0	0	0	4	87	3	23	
	MANCHESTER	PORTUGALIA	S	D	22	0	0	95	5	0	0	0	0	0	87	4	23	
<b>TOTAL LISBON</b>					<b>606</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>12</b>	<b>12</b>	
LIVERPOOL																		
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	100	-16	1	
<b>TOTAL LIVERPOOL</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>12</b>	<b>100</b>	<b>-16</b>	<b>-16</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	6	0	17	1	
	GATWICK	ADRIA AIRWAYS	C	D	2	0	1	100	0	0	0	0	0	0	0	26	1	
	HEATHROW	ADRIA AIRWAYS	S	A	31	0	0	39	45	16	0	0	0	19	65	10	31	
	HEATHROW	ADRIA AIRWAYS	S	D	31	0	0	35	45	19	0	0	0	21	77	11	31	
	MANCHESTER	ADRIA AIRWAYS	S	A	5	0	0	80	20	0	0	0	0	100	-6	5		
	MANCHESTER	ADRIA AIRWAYS	S	D	5	0	0	20	60	20	0	0	0	20	60	17	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	15	0	0	0	0	5	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
LJUBLJANA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	46	38	15	0	0	0	17	0	0	0
<b>TOTAL LJUBLJANA</b>					<b>103</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>10</b>	<b>10</b>
LONDON CITY	EDINBURGH	KLM UK LTD	S	A	104	0	0	87	9	2	2	1	0	5	97	-5	79
	EDINBURGH	KLM UK LTD	S	D	103	0	1	78	15	6	2	0	0	11	86	7	79
	MANCHESTER	KLM UK LTD	S	A	73	0	3	96	3	1	0	0	0	-8	0	0	0
	MANCHESTER	KLM UK LTD	S	D	72	0	4	97	3	0	0	0	0	-2	0	0	0
<b>TOTAL LONDON CITY</b>					<b>352</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>1</b>	<b>1</b>
LONDONDERRY	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	34	0	1	88	3	6	0	3	0	5	94	-2	34
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	34	2	1	79	12	6	0	3	0	15	83	6	35
	GLASGOW	LOGANAIR	S	A	43	0	0	74	19	2	5	0	0	12	0	0	0
	GLASGOW	LOGANAIR	S	D	43	0	0	63	23	9	5	0	0	17	0	0	0
<b>TOTAL LONDONDERRY</b>					<b>154</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>9</b>
LOS ANGELES INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	100	0	0	0	0	0	-32	90	-13	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	58	35	6	0	0	0	17	61	23	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	95	2	1	1	1	0	-5	89	-1	84
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	69	18	11	0	1	1	18	52	24	86
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	90	3	0	6	0	0	-7	81	1	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	29	48	19	3	0	0	25	32	35	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	1	1	90	3	3	3	0	0	-15	77	4	52
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	50	32	10	6	2	0	25	38	27	53
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>433</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>19</b>	<b>19</b>
LUSAKA	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	86	7	0	0	7	0	10	57	15	7
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	21	7	14	0	0	26	56	18	9
<b>TOTAL LUSAKA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>17</b>	<b>17</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
LUTON																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	133	2	2	54	14	12	20	1	0	32	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	133	1	2	47	23	14	16	2	0	33	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	47	21	13	19	1	0	30	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	59	12	15	13	0	1	30	0	0	0
<b>TOTAL LUTON</b>					<b>490</b>	<b>3</b>	<b>4</b>	<b>52</b>	<b>17</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>16</b>	<b>16</b>
LUXEMBOURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	52	26	15	7	0	0	17	65	10	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	100	0	0	0	0	0	-2	59	11	17
	GATWICK	CITY FLYER EXPRESS	S	A	81	0	0	56	31	14	0	0	0	15	52	17	77
	GATWICK	CITY FLYER EXPRESS	S	D	81	0	0	68	19	11	2	0	0	15	56	16	77
	HEATHROW	LUXAIR	S	A	61	0	0	64	30	7	0	0	0	14	69	11	62
	HEATHROW	LUXAIR	S	D	61	0	0	79	20	2	0	0	0	6	82	5	62
	MANCHESTER	LUXAIR	S	A	23	0	0	65	17	17	0	0	0	15	74	10	23
	MANCHESTER	LUXAIR	S	D	23	0	0	74	13	13	0	0	0	9	100	-2	23
	STANSTED	LUXAIR	S	A	49	0	0	76	20	4	0	0	0	10	82	7	50
	STANSTED	LUXAIR	S	D	49	0	0	73	22	2	2	0	0	11	90	3	50
<b>TOTAL LUXEMBOURG</b>					<b>482</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>10</b>	<b>10</b>
LUXOR																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	2	56	14	9
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	78	13	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	1	67	14	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	12	56	16	9
	HEATHROW	EGYPT AIR	S	A	4	0	0	75	0	0	0	0	25	99	75	11	4
	HEATHROW	EGYPT AIR	S	D	4	0	0	75	0	0	0	0	25	98	100	5	4
<b>TOTAL LUXOR</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>59</b>	<b>24</b>	<b>24</b>
LVOV																	
<b>TOTAL LVOV</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>13</b>	<b>50</b>	<b>12</b>	<b>12</b>
LYON																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	66	22	10	3	0	0	13	44	16	64

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
LYON	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	80	12	5	3	0	0	8	83	8	64
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	87	10	3	0	0	0	4	58	16	31
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	90	3	6	0	0	0	6	81	12	31
	LUTON	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	0	50	0	0	34	0	0	0
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	82	0	3	66	22	9	4	0	0	10	63	18	88
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	83	0	2	82	12	0	6	0	0	8	82	10	87
	LUTON	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	7	0	0	0
<b>TOTAL LYON</b>					<b>419</b>	<b>5</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>13</b>



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
MAASTRICHT	STANSTED	KLM EXEL	S	A	74	0	3	47	30	22	1	0	0	20	70	14	77
	STANSTED	KLM EXEL	S	D	73	0	4	42	41	14	3	0	0	19	86	7	77
<b>TOTAL MAASTRICHT</b>					<b>147</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>35</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>11</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-23	100	-29	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	63	25	13	0	0	0	11	0	40	6
<b>TOTAL MADRAS/CHENNAI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>54</b>	<b>3</b>	<b>3</b>
MADRID	MANCHESTER	AIR EUROPA	C	A	3	0	0	33	0	0	33	0	33	168	0	158	2
	EDINBURGH	AVIACO	C	A	4	0	0	0	50	50	0	0	0	32	100	9	2
	EDINBURGH	AVIACO	C	D	4	0	0	0	25	75	0	0	0	35	100	1	1
	STANSTED	AVIACO	C	A	2	1	0	50	50	0	0	0	15	100	7	1	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	76	16	6	0	1	0	4	68	14	93
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	70	18	8	4	0	0	15	56	22	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	62	24	9	4	1	0	16	53	25	104
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	81	14	4	1	0	0	8	65	17	103
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	54	0	0	63	17	17	4	0	0	14	48	24	54
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	54	0	0	70	17	9	4	0	0	13	85	12	54
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	0	4	55	13	13	13	6	0	34	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	31	0	1	39	23	19	13	6	0	42	0	0	0
	GATWICK	IBERIA	S	A	21	0	6	33	24	19	24	0	0	44	58	18	26
	GATWICK	IBERIA	S	D	21	0	6	33	19	19	29	0	0	44	35	21	26
	HEATHROW	IBERIA	S	A	123	1	1	61	16	16	7	0	0	20	58	20	142
	HEATHROW	IBERIA	S	D	123	0	1	68	11	11	8	2	0	17	65	17	134
	MANCHESTER	IBERIA	S	A	31	0	0	42	39	13	6	0	0	21	0	0	0
	MANCHESTER	IBERIA	S	D	31	0	0	61	13	19	3	3	0	24	0	0	0
	GATWICK	SPANAIR	S	A	9	0	0	33	56	11	0	0	0	20	33	16	9
	GATWICK	SPANAIR	S	D	9	0	0	22	67	11	0	0	0	21	89	9	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
MADRID																		
<b>TOTAL MADRID</b>					<b>992</b>	<b>4</b>	<b>20</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>20</b>	<b>20</b>	
MAHON																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	56	22	11	11	0	0	27	50	63	8	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	67	11	11	0	11	0	32	25	70	8	
	GATWICK	AIR 2000	C	A	18	0	0	56	17	22	6	0	0	19	8	104	12	
	GATWICK	AIR 2000	C	D	18	0	0	67	22	0	11	0	0	14	17	107	12	
	MANCHESTER	AIR 2000	C	A	8	0	0	63	13	0	25	0	0	19	50	123	8	
	MANCHESTER	AIR 2000	C	D	8	0	0	75	13	0	13	0	0	13	50	17	8	
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	7	50	48	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	10	25	27	4	
	STANSTED	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0	75	10	4	
	STANSTED	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	24	100	4	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	100	0	0	0	0	0	4	0	33	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	7	0	0	57	0	14	29	0	0	30	60	19	5	
	GLASGOW	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	20	0	0	0	7	0	23	4	
	GLASGOW	AIRWORLD AVIATION LTD	C	D	3	0	0	100	0	0	0	0	0	6	100	7	3	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	14	0	1	86	14	0	0	0	0	-4	75	5	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	15	0	0	73	7	13	7	0	0	12	50	15	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	15	0	0	0	13	67	47	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	54	8	38	0	0	0	20	67	32	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	6	28	33	22	11	0	75	41	37	17	
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	33	33	11	22	0	0	49	65	28	17	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	34	100	4	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	38	50	18	4	
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	62	31	8	0	0	0	14	78	4	9	
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	69	15	15	0	0	0	12	78	12	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	27	0	0	30	33	19	15	0	4	54	59	19	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	27	0	0	63	15	4	11	4	4	45	59	22	17	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	0	11	0	41	25	20	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	22	22	0	0	36	75	4	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	33	11	0	0	31	13	34	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	21	63	27	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	1	36	21	0	36	7	0	55	0	73	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	15	0	0	53	13	7	20	7	0	42	30	35	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	11	0	0	82	9	9	0	0	0	-1	63	50	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	11	0	0	91	0	9	0	0	0	3	38	64	8	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8	50	33	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	19	75	20	4	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	1	0	40	40	20	0	0	45	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	1	1	20	20	40	20	0	0	52	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	2	40	54	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	50	25	0	25	0	0	35	20	98	5	
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	60	0	0	20	0	20	116	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	80	0	20	0	0	0	16	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	12	0	4	83	0	0	0	0	17	84	50	21	12	
	GLASGOW	FUTURA AIRLINES	C	D	11	0	3	82	9	0	0	0	9	88	73	18	11	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	3	0	26	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	20	80	0	0	0	0	17	0	41	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	14	0	0	50	36	14	0	0	0	14	42	17	12	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	14	0	0	36	21	36	7	0	0	27	67	14	12	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	20	60	0	0	0	20	288	75	18	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	40	40	0	0	0	20	275	75	17	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	43	21	36	0	0	0	24	8	59	12	
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	57	14	29	0	0	0	18	42	47	12	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	25	15	45	15	0	0	36	6	39	16	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	45	20	30	5	0	0	25	25	23	16	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	16	33	63	3	
	LUTON	MONARCH AIRLINES	S	A	14	0	0	57	29	0	14	0	0	22	50	19	8	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	20	80	0	0	0	0	18	25	61	4	
	LUTON	MONARCH AIRLINES	S	D	14	0	0	64	21	7	7	0	0	18	50	11	8	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	40	30	30	0	0	0	22	38	21	8
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	80	10	10	0	0	0	6	50	14	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	0	25	0	93	50	11	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	0	25	0	95	75	5	4
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	14	75	1	4
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	60	0	0	0	38	75	23	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	1	67	0	11	22	0	0	31	67	35	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	1	22	22	33	22	0	0	43	33	92	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	60	0	0	0	31	75	13	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	29	100	5	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	20	20	0	64	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	20	20	0	80	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	1	0	56	6	6	17	6	11	88	44	27	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	1	50	17	6	17	6	6	62	61	29	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	17	75	12	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	14	25	23	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	11	44	22	11	0	66	78	4	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	11	44	11	11	0	61	100	6	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	11	22	22	0	0	39	89	-6	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	23	78	9	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-6	50	38	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-1	75	15	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	-15	88	18	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	0	63	25	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	45	50	50	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	40	0	0	63	50	42	4
	GATWICK	TRANSAER	C	A	7	0	0	43	43	0	14	0	0	23	29	63	7
	GATWICK	TRANSAER	C	D	7	0	0	14	43	29	14	0	0	49	14	61	7
<b>TOTAL MAHON</b>					<b>807</b>	<b>2</b>	<b>14</b>	<b>53</b>	<b>19</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>50</b>	<b>32</b>	<b>32</b>

MALAGA

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
MALAGA	BIRMINGHAM	AIR 2000	C	A	4	0	1	75	0	25	0	0	0	13	0	123	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	9	75	107	4
	GATWICK	AIR 2000	C	A	18	0	0	56	22	11	6	0	6	62	13	69	24
	GATWICK	AIR 2000	C	D	19	0	0	58	16	21	0	0	5	60	33	71	24
	GLASGOW	AIR 2000	C	A	8	0	0	63	13	13	13	0	0	21	67	31	12
	GLASGOW	AIR 2000	C	D	8	0	0	75	25	0	0	0	0	11	50	16	12
	LUTON	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	28	67	16	3
	LUTON	AIR 2000	C	D	3	0	0	0	67	0	33	0	0	47	100	7	4
	MANCHESTER	AIR 2000	C	A	17	0	0	71	12	6	12	0	0	20	35	53	20
	MANCHESTER	AIR 2000	C	D	17	0	0	82	0	6	6	6	0	21	30	43	20
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	6	75	15	4
	NEWCASTLE	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	11	75	30	4
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	0	25	25	25	25	0	93	60	14	5
	BIRMINGHAM	AIR EUROPA	C	D	3	1	1	33	0	33	33	0	0	51	17	58	6
	EDINBURGH	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-1	0	0	0
	EDINBURGH	AIR EUROPA	C	D	4	0	0	25	75	0	0	0	0	17	0	0	0
	GLASGOW	AIR EUROPA	C	A	4	0	0	75	0	0	25	0	0	33	0	93	3
	GLASGOW	AIR EUROPA	C	D	3	0	0	67	0	0	33	0	0	54	50	31	2
	NEWCASTLE	AIR EUROPA	C	A	2	0	0	0	0	0	100	0	0	90	0	0	0
	NEWCASTLE	AIR EUROPA	C	D	2	0	0	0	0	0	100	0	0	102	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	88	0	0	0	13	0	36	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	9	0	0	89	0	0	0	11	0	37	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	18	0	0	78	11	6	6	0	0	10	100	-2	2
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	19	0	0	63	16	16	5	0	0	17	100	-6	2
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	1	1	88	13	0	0	0	0	1	89	13	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	89	19	9
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	8	50	8	25	0	8	68	11	32	9
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	50	17	17	8	0	8	54	56	17	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	32	75	5	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	56	100	9	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						JULY 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)											
MALAGA	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	31	25	27	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	18	25	21	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	61	6	17	11	6	0	33	73	11	11
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	50	17	17	11	6	0	36	82	14	11
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	8	100	2	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	33	0	0	0	11	100	2	9
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	20	50	8	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	13	50	14	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	12	0	0	58	17	17	8	0	0	18	83	1	12
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	12	0	0	67	0	25	8	0	0	23	100	3	12
	GATWICK	CALEDONIAN AIRWAYS	C	A	30	2	2	37	17	17	20	3	7	69	15	63	20
	GATWICK	CALEDONIAN AIRWAYS	C	D	34	0	1	38	15	18	18	6	6	79	22	81	23
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	82	0	19	1
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	0	25	0	76	0	37	1
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	16	0	1	69	13	6	13	0	0	16	55	16	11
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	17	0	0	41	18	29	12	0	0	25	45	28	11
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	8	0	0	50	38	13	0	0	0	18	75	28	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	100	5	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	-15	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	26	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	8	0	0	88	13	0	0	0	0	0	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	7	1	1	100	0	0	0	0	0	2	0	0	0
	LUTON	FUTURA AIRLINES	C	A	2	0	0	50	50	0	0	0	0	6	0	0	0
	LUTON	FUTURA AIRLINES	C	D	2	0	0	0	50	50	0	0	0	32	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	2	1	0	100	0	0	0	0	0	11	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	53	2	0	68	13	8	8	2	2	25	91	-6	69
	GATWICK	GB AIRWAYS LTD	S	D	55	0	0	67	16	5	7	4	0	25	80	10	74

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
MALAGA	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	84	10	6	0	0	0	4	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	65	26	6	3	0	0	11	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	52	13	23	13	0	0	30	58	27	31	
	HEATHROW	IBERIA	S	D	31	0	0	58	10	16	16	0	0	27	77	22	31	
	GATWICK	LEISURE INTERNATIONAL	C	A	21	0	0	62	24	10	5	0	0	15	45	44	20	
	GATWICK	LEISURE INTERNATIONAL	C	D	21	0	0	76	19	0	5	0	0	17	50	39	20	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	11	0	0	45	0	18	27	9	0	57	90	1	10	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	11	0	0	27	27	9	27	0	9	87	90	4	10	
	STANSTED	LEISURE INTERNATIONAL	C	A	10	0	0	30	20	30	20	0	0	39	47	27	17	
	STANSTED	LEISURE INTERNATIONAL	C	D	9	0	1	33	44	11	11	0	0	38	53	30	17	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	13	13	25	50	0	0	61	13	135	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	0	0	63	38	0	0	55	25	28	8	
	GATWICK	MONARCH AIRLINES	C	A	44	0	1	41	27	27	5	0	0	25	9	43	43	
	GATWICK	MONARCH AIRLINES	C	D	46	0	0	57	13	24	4	2	0	24	41	32	44	
	LUTON	MONARCH AIRLINES	S	A	30	1	0	93	0	3	3	0	0	1	91	5	22	
	LUTON	MONARCH AIRLINES	S	D	30	1	0	77	20	0	3	0	0	12	82	14	22	
	MANCHESTER	MONARCH AIRLINES	C	A	22	0	0	45	27	9	18	0	0	35	33	38	21	
	MANCHESTER	MONARCH AIRLINES	C	D	22	0	0	64	14	9	14	0	0	23	52	25	21	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	38	0	80	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	45	50	59	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-2	0	0	0	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	11	25	53	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	5	44	38	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	10	33	47	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13	50	11	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	50	0	147	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	25	0	131	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	22	22	11	33	11	140	19	102	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	0	11	11	33	11	130	50	88	16	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
MALAGA																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	67	9	3	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	17	67	12	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	0	25	0	0	36	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-7	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	8	0	0	0	0	2	67	55	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	-6	75	40	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	2	2	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	2	2	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	TRANSAER	C	A	15	1	1	53	33	13	0	0	0	14	44	107	9	
	GATWICK	TRANSAER	C	D	16	0	0	56	31	6	6	0	0	23	0	150	12	
	MANCHESTER	TRANSAER	C	A	17	0	0	71	12	6	12	0	0	18	25	79	12	
	MANCHESTER	TRANSAER	C	D	17	0	0	35	24	24	12	6	0	41	25	72	12	
<b>TOTAL MALAGA</b>					<b>1214</b>	<b>15</b>	<b>17</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>52</b>	<b>38</b>	<b>38</b>	
MALE INTERNATIONAL																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	20	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	3	75	24	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	26	25	53	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>24</b>	<b>24</b>	
MALMO																		
	LONDON CITY	MALMO AVIATION	S	A	27	0	0	59	37	0	4	0	0	12	100	-4	27	
	LONDON CITY	MALMO AVIATION	S	D	27	0	0	56	33	7	4	0	0	17	63	14	27	
<b>TOTAL MALMO</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>35</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>5</b>	<b>5</b>	
MALTA																		
	GATWICK	AIR 2000	C	A	8	0	0	50	0	0	38	13	0	68	0	83	9	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)											
MALTA																	
	GATWICK	AIR 2000	C	D	8	0	0	50	0	0	38	13	0	62	11	61	9
	MANCHESTER	AIR 2000	C	A	8	0	0	50	13	0	38	0	0	32	56	44	9
	MANCHESTER	AIR 2000	C	D	8	0	0	50	13	13	25	0	0	31	44	35	9
	BIRMINGHAM	AIR MALTA	S	A	9	0	0	89	11	0	0	0	0	5	56	22	9
	BIRMINGHAM	AIR MALTA	C	A	6	0	0	50	17	0	33	0	0	40	100	-2	3
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	33	56	0	11	0	0	23	22	29	9
	BIRMINGHAM	AIR MALTA	C	D	6	0	0	50	17	0	33	0	0	46	100	-1	3
	EDINBURGH	AIR MALTA	C	A	7	0	1	100	0	0	0	0	0	-6	100	-3	5
	EDINBURGH	AIR MALTA	C	D	7	0	1	43	29	29	0	0	0	21	40	16	5
	GATWICK	AIR MALTA	C	A	5	0	2	20	40	20	20	0	0	35	60	9	5
	GATWICK	AIR MALTA	S	A	48	0	0	81	10	6	2	0	0	4	71	8	48
	GATWICK	AIR MALTA	S	D	47	0	0	55	19	15	11	0	0	20	56	21	48
	GATWICK	AIR MALTA	C	D	7	0	1	43	29	0	29	0	0	26	80	11	5
	GLASGOW	AIR MALTA	S	A	9	0	0	33	44	22	0	0	0	20	44	23	9
	GLASGOW	AIR MALTA	C	A	12	0	0	67	17	17	0	0	0	9	56	14	9
	GLASGOW	AIR MALTA	S	D	9	0	0	33	33	22	11	0	0	31	22	30	9
	GLASGOW	AIR MALTA	C	D	12	0	0	42	33	17	8	0	0	22	33	22	9
	HEATHROW	AIR MALTA	S	A	65	0	0	74	14	6	5	2	0	9	75	8	63
	HEATHROW	AIR MALTA	S	D	64	1	0	39	27	20	11	3	0	33	65	16	63
	MANCHESTER	AIR MALTA	S	A	19	0	0	68	26	0	5	0	0	7	81	13	16
	MANCHESTER	AIR MALTA	C	A	17	0	0	94	0	0	6	0	0	0	85	-2	13
	MANCHESTER	AIR MALTA	C	D	17	0	0	71	18	6	6	0	0	15	77	8	13
	MANCHESTER	AIR MALTA	S	D	19	0	0	37	26	16	21	0	0	30	50	21	16
	NEWCASTLE	AIR MALTA	C	A	5	0	0	60	20	0	0	20	0	48	80	8	10
	NEWCASTLE	AIR MALTA	C	D	5	0	0	60	0	20	0	20	0	46	70	9	10
	STANSTED	AIR MALTA	C	A	5	0	0	40	20	0	40	0	0	60	60	49	5
	STANSTED	AIR MALTA	C	D	5	0	0	0	40	20	40	0	0	74	25	17	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	13	75	14	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	20	100	7	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	44	0	0	0	27	56	17	9

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	22	0	0	0	17	56	17	9	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	22	100	5	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	18	50	9	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	15	75	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	11	75	18	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-9	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	15	83	5	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	83	9	6	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	77	19	0	0	3	0	14	87	4	31	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	55	29	10	3	3	0	26	77	14	31	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	75	25	0	0	0	23	0	54	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	26	0	31	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	57	100	1	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	4	75	-1	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	25	0	70	100	1	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	62	80	11	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	8	60	7	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	64	80	5	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	19	20	44	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	15	80	31	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	0	25	0	115	20	85	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	0	25	0	103	40	55	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	9	80	7	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	80	7	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	25	25	0	72	40	51	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	25	80	42	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	3	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	12	100	-3	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-23	33	17	3	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	
						ARR/ DEP	Plan (8)											
MALTA																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-4	75	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	-15	100	-8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-10	100	-7	8	
<b>TOTAL MALTA</b>					<b>683</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>17</b>	<b>17</b>	
MANCHESTER																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	25	0	0	11	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-22	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	75	0	2	63	25	9	3	0	0	16	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	73	0	4	67	19	10	4	0	0	17	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	73	0	0	63	25	7	5	0	0	20	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	D	73	0	0	84	8	5	3	0	0	12	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	2	88	8	4	0	0	0	3	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	2	89	8	3	0	0	0	2	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	2	25	25	50	0	0	0	26	100	-21	2	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	170	0	0	86	10	3	1	0	0	6	75	11	169	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	170	0	0	86	9	4	1	0	0	7	76	12	168	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	125	0	2	88	9	2	2	0	0	6	83	9	123	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	125	0	2	82	15	2	1	0	0	9	89	7	123	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	120	2	2	74	15	10	1	0	0	9	70	12	121	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	121	1	1	83	11	5	1	0	0	5	80	8	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	307	0	0	84	11	3	2	0	0	8	78	10	241	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	307	0	0	90	7	2	1	0	0	1	81	7	242	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	3	89	7	1	3	0	0	5	94	2	69	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	3	74	14	9	3	0	0	12	91	4	69	
	LONDON CITY	KLM UK LTD	S	A	72	0	4	100	0	0	0	0	0	-12	0	0	0	
	LONDON CITY	KLM UK LTD	S	D	73	0	3	81	15	4	0	0	0	9	0	0	0	
	GLASGOW	LEISURE INTERNATIONAL	C	A	3	0	1	0	67	33	0	0	0	27	0	16	1	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
MANCHESTER																		
	GLASGOW	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	1	0	165	1	
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	25	50	0	25	0	0	38	75	19	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-2	50	258	4	
<b>TOTAL MANCHESTER</b>					<b>2540</b>	<b>10</b>	<b>35</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>10</b>	
MANILA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	89	6	0	6	0	0	-4	100	-17	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	11	11	0	0	0	9	61	17	18	
<b>TOTAL MANILA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>14</b>	<b>14</b>	
MARRAKESH																		
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	87	8	4	1	0	0	4	35	27	93	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	69	20	10	1	0	0	14	48	26	93	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	0	50	0	50	0	0	48	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	0	50	50	0	0	72	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>42</b>	<b>26</b>	<b>26</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	78	11	11	0	0	0	4	25	38	8	
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	0	67	33	0	0	0	0	15	38	17	8	
	MANCHESTER	AIR MAURITIUS LTD	S	A	4	0	0	75	0	0	0	0	25	287	50	38	4	
	MANCHESTER	AIR MAURITIUS LTD	S	D	4	0	0	75	0	0	0	0	25	241	100	-4	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-5	100	-17	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	1	75	9	8	
<b>TOTAL MAURITIUS</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>63</b>	<b>13</b>	<b>13</b>	
MELBOURNE																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
MELBOURNE	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	3	6	0	0	1	88	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	8	94	7	18
	HEATHROW	QANTAS	S	A	9	0	0	78	22	0	0	0	0	7	79	10	19
	HEATHROW	QANTAS	S	D	31	0	0	81	13	6	0	0	0	7	82	6	39
<b>TOTAL MELBOURNE</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>6</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	-13	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	14	14	0	0	0	13	0	0	0
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>36</b>	<b>36</b>
MIAMI INTERNATIONAL	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	94	0	3	3	0	0	-28	0	0	0
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	94	6	0	0	0	0	6	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	94	0	3	3	0	0	-16	84	-9	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	48	39	10	3	0	0	20	87	12	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	3	81	9	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	29	35	29	6	0	0	31	41	32	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	3	0	0	-9	90	-12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	26	3	3	0	0	12	77	11	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	16	6	0	0	0	8	65	14	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	16	16	0	0	0	13	55	18	31
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>310</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>20</b>	<b>20</b>
MIKONOS	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	60	30	10	0	0	0	13	25	51	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	90	0	10	0	0	0	5	0	0	0
<b>TOTAL MIKONOS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>51</b>	<b>51</b>
MILAN (LINATE)	STANSTED	AIR ONE	S	A	101	0	1	46	37	14	4	0	0	20	61	18	62
	STANSTED	AIR ONE	S	D	101	0	1	47	27	21	6	0	0	23	60	20	62
	HEATHROW	ALITALIA	S	A	216	0	1	37	38	19	6	0	0	24	75	12	186

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

Origin / Destinations: M

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	D	216	0	1	55	25	15	5	0	0	19	66	13	186	
	LONDON CITY	ALITALIA	S	A	45	0	1	58	18	18	7	0	0	18	0	0	0	
	LONDON CITY	ALITALIA	S	D	45	0	1	24	40	24	11	0	0	32	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	61	26	11	2	0	0	13	46	21	61	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	47	34	18	2	0	0	19	43	24	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	1	55	29	10	6	0	0	17	61	17	128	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	67	22	8	3	0	0	14	66	15	127	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	54	0	0	74	11	11	4	0	0	12	56	20	54	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	54	0	0	76	15	6	4	0	0	10	58	18	55	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	72	0	0	78	13	7	3	0	0	9	66	21	67	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	72	0	0	57	35	4	4	0	0	18	48	27	67	
	STANSTED	KLM UK LTD	S	A	87	0	2	15	20	36	29	1	0	52	34	38	88	
	STANSTED	KLM UK LTD	S	D	87	0	2	16	24	30	30	0	0	49	42	32	89	
<b>TOTAL MILAN (LINATE)</b>					<b>1583</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>27</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>20</b>	<b>20</b>	
MILAN (MALPENSA)																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	0	0	25	0	57	0	93	8	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-4	0	90	8	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	20	40	0	40	0	0	62	33	23	3	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	0	25	25	50	0	0	72	0	33	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	-2	43	120	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	75	13	13	0	0	0	12	55	94	11	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	10	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	EDINBURGH	EUROFLY SPA	C	A	8	0	0	100	0	0	0	0	0	-7	67	39	6	
	EDINBURGH	EUROFLY SPA	C	D	7	0	0	57	14	14	14	0	0	27	20	54	10	
	STANSTED	EUROFLY SPA	C	D	2	0	0	100	0	0	0	0	0	4	50	31	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	33	33	17	17	0	0	29	56	44	16	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	33	33	33	0	0	0	23	36	35	14	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
MILAN (MALPENSA)																		
	STANSTED	GO FLY LTD	S	A	58	0	0	76	16	3	5	0	0	8	0	0	0	
	STANSTED	GO FLY LTD	S	D	58	0	0	84	10	5	0	0	0	7	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	7	80	5	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	20	0	0	0	0	7	80	17	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	0	60	20	20	0	0	57	60	12	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	0	20	0	0	43	100	-7	5	
	EDINBURGH	TRANSAVIA	C	A	5	0	0	0	40	40	20	0	0	57	0	0	0	
	EDINBURGH	TRANSAVIA	C	D	5	0	0	0	40	40	20	0	0	60	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>219</b>	<b>7</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>60</b>	<b>60</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	55	10	10	19	6	0	40	71	25	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	74	10	0	10	3	3	34	81	20	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>5</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>37</b>	<b>76</b>	<b>22</b>	<b>22</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	14	0	0	0	57	43	0	0	0	32	31	41	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	14	0	0	29	36	36	0	0	0	25	31	49	13	
<b>TOTAL MINSK</b>					<b>28</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>46</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>45</b>	<b>45</b>	
MITILINI																		
	GATWICK	AIR 2000	C	A	5	0	0	40	0	60	0	0	0	30	0	129	10	
	GATWICK	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	9	20	94	10	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	0	20	40	40	0	0	58	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	40	40	20	0	0	0	15	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	0	10	60	20	10	0	0	38	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	10	0	0	80	20	0	0	0	0	8	0	0	0	
<b>TOTAL MITILINI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>18</b>	<b>81</b>	<b>81</b>	
MOENCHENGLADBACH																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	53	9	4	17	17	32	32	2	0	44	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	52	0	2	56	29	10	6	0	0	17	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
MOENCHENGLADBACH	LONDON CITY	VLM (BELGIUM)	S	A	107	0	1	60	28	9	3	0	0	16	73	14	108
	LONDON CITY	VLM (BELGIUM)	S	D	107	0	1	40	34	23	3	0	0	23	50	19	109
<b>TOTAL MOENCHENGLADBACH</b>					<b>319</b>	<b>9</b>	<b>8</b>	<b>45</b>	<b>28</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>16</b>	<b>16</b>
MOMBASA	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-2	50	22	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	75	30	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	10	25	278	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	32	50	63	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	60	196	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	29	75	10	4
<b>TOTAL MOMBASA</b>					<b>24</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>15</b>	<b>52</b>	<b>76</b>	<b>76</b>
MONASTIR	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-10	100	0	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	100	0	4
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	0	25	0	59	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	0	25	0	62	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	17	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	40	0	0	59	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	52	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	80	-3	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	80	5	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	47	25	108	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	50	85	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	34	0	48	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	50	20	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-26	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	15	23	15	0	0	25	38	46	13



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
MONASTIR	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	54	8	15	23	0	0	28	54	56	13	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	50	0	118	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	25	50	0	138	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	23	0	31	8	38	0	116	22	120	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	8	31	8	23	23	8	116	0	127	9	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	4	0	0	50	0	25	25	0	0	42	78	52	9	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	4	0	0	0	25	25	50	0	0	84	67	65	9	
	GATWICK	NOUVELAIR TUNISIE	C	A	5	0	1	0	20	80	0	0	0	35	67	16	9	
	GATWICK	NOUVELAIR TUNISIE	C	D	7	0	0	0	0	86	14	0	0	56	55	18	11	
	GLASGOW	NOUVELAIR TUNISIE	C	A	4	0	0	50	25	25	0	0	0	18	63	8	8	
	GLASGOW	NOUVELAIR TUNISIE	C	D	4	0	0	25	25	50	0	0	0	26	57	23	7	
	STANSTED	NOUVELAIR TUNISIE	C	A	2	0	1	100	0	0	0	0	0	5	100	2	3	
	STANSTED	NOUVELAIR TUNISIE	C	D	3	0	0	33	33	33	0	0	0	23	25	24	4	
<b>TOTAL MONASTIR</b>					<b>165</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>12</b>	<b>21</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>45</b>	<b>57</b>	<b>41</b>	<b>41</b>	
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	32	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	67	6	0	11	11	6	102	55	71	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	22	39	17	6	17	0	67	0	61	11	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-14	20	45	10	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	19	33	45	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	21	0	118	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	17	0	96	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	25	0	45	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	12	50	23	4	
<b>TOTAL MONTEGO BAY</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>58</b>	<b>21</b>	<b>67</b>	<b>67</b>	
MONTPELLIER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	35	0	0	100	0	0	0	0	0	-8	49	19	35	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

		Origin / Destinations: M																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
MONTPELLIER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	35	0	0	63	17	14	6	0	0	17	40	26	35	
<b>TOTAL MONTPELLIER</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>22</b>	<b>22</b>	
MONTREAL (DORVAL)	HEATHROW	AIR CANADA	S	A	31	0	0	52	39	3	6	0	0	18	0	0	0	
	HEATHROW	AIR CANADA	S	D	31	0	0	58	29	10	3	0	0	19	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	3	6	6	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	23	10	3	3	0	22	0	0	0	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MONTREAL (MIRABEL)	STANSTED	ROYAL AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-27	0	0	0	
	STANSTED	ROYAL AIRLINES	C	D	4	0	0	0	50	50	0	0	0	35	0	0	0	
<b>TOTAL MONTREAL (MIRABEL)</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>5</b>	
MOSCOW (SHEREMETYEVO)	HEATHROW	AEROFLOT	S	A	44	0	0	25	48	18	7	2	0	29	74	9	43	
	HEATHROW	AEROFLOT	S	D	44	0	0	50	14	30	5	2	0	28	55	18	44	
	STANSTED	AEROFLOT	S	A	4	0	0	100	0	0	0	0	0	-7	100	-6	4	
	STANSTED	AEROFLOT	S	D	4	0	0	50	25	25	0	0	0	18	100	-19	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	90	6	3	0	0	0	-2	77	32	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	77	23	0	0	0	0	12	55	58	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	13	3	0	0	0	1	94	-11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	4	84	12	31	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>220</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>18</b>	<b>18</b>	
MUMBAI	HEATHROW	AIR INDIA	S	A	45	0	1	58	13	11	16	0	2	28	75	7	48	
	HEATHROW	AIR INDIA	S	D	42	1	1	7	33	45	12	2	0	45	21	72	47	
	MANCHESTER	AIR INDIA	S	A	18	0	0	44	33	17	6	0	0	22	25	43	8	
	MANCHESTER	AIR INDIA	S	D	17	0	1	47	18	24	12	0	0	26	50	23	8	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
MUMBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	3	6	0	0	-4	79	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	39	13	6	0	0	23	43	21	28
<b>TOTAL MUMBAI</b>					<b>184</b>	<b>1</b>	<b>3</b>	<b>46</b>	<b>23</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>51</b>	<b>30</b>	<b>30</b>
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	1	94	-4	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	3	0	0	0	12	77	12	31
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	27	0	0	93	7	0	0	0	0	4	96	1	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	1	57	33	9	1	0	0	15	76	10	123
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	1	70	21	7	2	0	0	12	77	9	123
	LUTON	DEBONAIR AIRWAYS LTD	S	A	50	3	2	34	30	30	6	0	0	24	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	57	1	0	53	25	11	12	0	0	21	0	0	0
	GATWICK	DEUTSCHE BA	S	A	58	0	0	22	50	24	3	0	0	27	72	12	76
	GATWICK	DEUTSCHE BA	S	D	58	0	0	45	33	19	3	0	0	22	66	15	76
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	58	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	90	0	0	0
	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	6	0	0	0
	HEATHROW	LUFTHANSA	S	A	155	0	0	45	27	26	2	0	0	21	73	9	162
	HEATHROW	LUFTHANSA	S	D	128	0	0	59	28	12	2	0	0	15	80	8	157
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	57	0	0	53	26	21	0	0	0	18	72	12	60
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	55	1	2	71	25	4	0	0	0	10	82	8	60
	MANCHESTER	LUFTHANSA CITY LINE	S	A	89	0	0	57	26	13	3	0	0	19	74	7	89
	MANCHESTER	LUFTHANSA CITY LINE	S	D	89	0	0	75	16	6	3	0	0	11	80	6	89
<b>TOTAL MUNICH</b>					<b>1206</b>	<b>5</b>	<b>6</b>	<b>58</b>	<b>26</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>11</b>	<b>11</b>
MUNSTER-OSNABRUCK																	
MURCIA SAN JAVIER	MANCHESTER	BRITISH AIRWAYS PLC	C	A	3	0	1	100	0	0	0	0	0	-1	25	18	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	13	25	31	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	31	50	14	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	37	25	15	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	23	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	53	24	12	12	0	0	21	89	7	18
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	59	12	18	12	0	0	27	67	13	18
<b>TOTAL MURCIA SAN JAVIER</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>13</b>	<b>13</b>
MUSCAT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-8	68	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	6	0	0	0	8	68	18	31
	HEATHROW	GULF AIR	S	A	52	0	1	71	17	8	4	0	0	6	75	1	52
	HEATHROW	GULF AIR	S	D	52	0	1	60	23	10	8	0	0	20	77	10	52
<b>TOTAL MUSCAT</b>					<b>166</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
NAGOYA (AFB)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	-7	91	-5	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	14	7	7	0	0	10	55	15	11	
	HEATHROW	JAPAN AIRLINES	S	A	9	0	0	67	22	11	0	0	0	4	0	0	0	
	HEATHROW	JAPAN AIRLINES	S	D	9	0	0	67	11	22	0	0	0	17	0	0	0	
<b>TOTAL NAGOYA (AFB)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>5</b>	<b>5</b>	
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-2	75	25	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	0	22	0	0	0	13	75	6	4	
	HEATHROW	KENYA AIRWAYS	S	A	36	0	0	64	19	14	3	0	0	10	69	70	35	
	HEATHROW	KENYA AIRWAYS	S	D	36	0	0	64	25	8	3	0	0	10	71	52	35	
<b>TOTAL NAIROBI</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>56</b>	<b>56</b>	
NANTES																		
	GATWICK	BRIT AIR	S	A	20	0	0	10	35	50	5	0	0	35	55	17	85	
	GATWICK	BRIT AIR	S	D	20	0	0	20	55	20	5	0	0	28	72	12	85	
<b>TOTAL NANTES</b>					<b>45</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>44</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>14</b>	<b>14</b>	
NAPLES																		
	GATWICK	AIR 2000	C	A	5	0	0	0	80	20	0	0	0	28	0	70	8	
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	5	0	58	8	
	MANCHESTER	AIR 2000	C	A	5	0	0	20	40	20	20	0	0	41	0	106	4	
	MANCHESTER	AIR 2000	C	D	5	0	0	40	20	40	0	0	0	27	25	85	4	
	GATWICK	BMI BRITISH MIDLAND	C	A	2	0	0	0	100	0	0	0	0	27	50	15	2	
	GATWICK	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	0	50	0	0	45	0	92	2	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	50	0	0	0	27	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	13	0	2	38	8	23	23	8	0	47	53	40	15	
	LUTON	BMI BRITISH MIDLAND	C	D	12	0	1	25	42	25	8	0	0	33	43	36	14	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	27	25	27	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	20	50	25	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	22	33	0	0	39	63	25	8	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
NAPLES	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	33	0	0	0	21	88	13	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	0	44	56	0	0	0	33	0	50	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	33	67	0	0	0	19	50	26	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	44	50	29	4
	LUTON	BRITANNIA AIRWAYS	C	D	6	0	0	83	17	0	0	0	10	75	13	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	22	11	0	0	22	13	45	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	16	50	44	8
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	66	0	0	94	2	3	2	0	0	-9	74	10	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	66	0	0	59	26	14	2	0	0	17	74	17	62
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	10	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	49	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	1	1	50	25	25	0	0	0	-4	0	67	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	50	37	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	35	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	27	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	60	20	0	0	0	27	0	35	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	0	29	75	11	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	20	60	0	0	59	0	93	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	36	50	51	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	25	50	25	0	0	51	0	54	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	43	0	81	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	40	0	20	0	81	0	46	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	40	20	0	0	47	25	19	4
<b>TOTAL NAPLES</b>					<b>330</b>	<b>1</b>	<b>5</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>30</b>	<b>30</b>
NARSSARSSUAQ																	
NASSAU	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	35	0	35	2
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	8	50	11	2

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
NASSAU																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	77	50	66	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	52	50	74	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	71	0	14	14	0	0	21	50	63	4	
<b>TOTAL NASSAU</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>52</b>	<b>52</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	30	0	0	63	17	10	7	3	0	14	61	57	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	19	35	23	19	0	3	52	42	21	31	
	HEATHROW	AMERICAN AIRLINES	S	A	180	1	3	82	6	6	3	3	0	-2	81	2	186	
	HEATHROW	AMERICAN AIRLINES	S	D	181	1	2	73	19	6	2	1	0	13	69	13	186	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	10	0	0	0	-1	85	-5	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	13	0	0	0	12	72	12	25	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	86	10	5	0	0	0	-17	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	22	0	0	36	27	23	14	0	0	39	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	3	0	0	0	100	0	0	115	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	0	0	77	11	6	3	2	0	11	88	-1	198	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	214	0	0	75	12	8	4	1	0	13	73	14	202	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	6	0	0	0	-15	90	-15	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	6	10	3	0	28	48	32	31	
	MANCHESTER	DELTA AIRLINES	S	A	28	3	3	93	4	4	0	0	0	-25	71	31	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	84	13	3	0	0	0	6	77	19	31	
	STANSTED	EL AL	S	A	2	0	1	100	0	0	0	0	0	-13	0	0	0	
	STANSTED	EL AL	S	D	5	0	0	60	20	0	20	0	0	20	0	0	0	
	HEATHROW	KUWAIT AIRWAYS	S	A	14	0	0	79	14	7	0	0	0	3	92	-6	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	92	0	8	0	0	0	4	43	33	14	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	90	5	1	3	0	0	-5	82	2	61	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	76	13	6	3	1	0	13	87	4	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	1	75	13	8	3	0	0	6	55	32	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	68	21	6	5	0	0	13	51	22	63	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1415</b>	<b>8</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								JULY 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)											
NEW YORK (NEWARK)	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	77	6	3	13	0	0	2	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	61	35	3	0	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	83	10	2	5	0	0	3	67	11	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	75	15	7	3	0	0	12	78	18	27
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	87	10	0	3	0	0	-10	76	5	17
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	77	13	3	0	6	0	23	53	26	17
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	81	8	6	5	0	0	-2	57	18	61
	GATWICK	CONTINENTAL AIRLINES	S	D	62	1	0	85	10	5	0	0	0	7	74	20	61
	GLASGOW	CONTINENTAL AIRLINES	S	A	16	0	0	31	19	31	19	0	0	37	0	0	0
	GLASGOW	CONTINENTAL AIRLINES	S	D	16	0	0	69	25	6	0	0	0	14	0	0	0
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	61	6	23	10	0	0	12	48	44	31
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	84	3	6	6	0	0	17	52	37	31
	STANSTED	EL AL	S	A	3	0	1	100	0	0	0	0	0	-18	77	-9	13
	STANSTED	EL AL	S	D	4	0	1	0	50	50	0	0	0	29	0	43	12
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	81	0	6	3	10	0	20	58	36	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	42	42	16	0	0	0	18	55	36	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	55	19	16	6	3	0	20	32	48	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	48	29	23	0	0	0	20	58	18	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	68	13	6	10	3	0	15	63	14	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	16	10	3	3	0	24	58	27	31
<b>TOTAL NEW YORK (NEWARK)</b>					<b>656</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>25</b>	<b>25</b>
NEWCASTLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	88	8	4	0	0	0	4	82	10	121
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	91	8	1	1	0	0	0	87	7	119
	GATWICK	CITY FLYER EXPRESS	S	A	165	0	1	80	15	5	0	0	0	3	69	11	159
	GATWICK	CITY FLYER EXPRESS	S	D	166	0	0	72	18	6	4	1	0	13	72	14	159
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	72	0	0	99	0	1	0	0	0	-1	95	-1	87
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	72	0	0	100	0	0	0	0	0	0	95	4	87
	STANSTED	KLM UK LTD	S	A	73	0	0	96	1	3	0	0	0	-3	96	-4	73
	STANSTED	KLM UK LTD	S	D	73	0	0	79	16	4	0	0	0	8	85	6	73



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

		Origin / Destinations: N																
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE					JULY 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)												
NEWCASTLE																		
<b>TOTAL NEWCASTLE</b>					<b>962</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>7</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	48	35	6	10	0	0	23	71	14	31	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	61	0	1	79	15	5	2	0	0	10	73	12	62	
<b>TOTAL NEWQUAY</b>					<b>92</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>22</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>13</b>	
NICE																		
	GATWICK	AB AIRLINES	S	A	23	0	0	35	26	39	0	0	0	24	0	0	0	
	GATWICK	AB AIRLINES	S	D	23	0	0	35	30	35	0	0	0	23	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	29	32	34	5	0	0	26	42	19	62	
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	84	15	0	2	0	0	9	84	5	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	1	40	31	23	5	0	1	28	48	19	96	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	133	0	0	71	17	8	5	0	0	14	66	14	95	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	25	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	25	25	25	25	0	0	36	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	0	0	10	16	39	32	3	0	62	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	31	0	0	19	23	29	26	3	0	52	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	118	0	1	62	6	15	15	2	0	31	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	119	0	1	29	25	18	24	3	0	50	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	75	0	25	0	0	0	14	0	0	0	
<b>TOTAL NICE</b>					<b>750</b>	<b>1</b>	<b>3</b>	<b>48</b>	<b>21</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>49</b>	<b>20</b>	<b>20</b>	
NORWICH																		
	EDINBURGH	SCOT AIRWAYS	S	A	50	0	0	68	22	6	2	2	0	16	70	12	46	
	EDINBURGH	SCOT AIRWAYS	S	D	50	0	0	84	10	2	2	2	0	10	80	9	46	
	LUTON	SCOT AIRWAYS	S	A	23	0	4	26	26	48	0	0	0	27	16	40	38	
	LUTON	SCOT AIRWAYS	S	D	23	1	4	52	30	17	0	0	0	15	83	20	40	
	MANCHESTER	SCOT AIRWAYS	S	A	43	0	3	98	2	0	0	0	0	6	96	5	47	
	MANCHESTER	SCOT AIRWAYS	S	D	43	0	3	98	2	0	0	0	0	-7	100	-7	46	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JULY 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)
NORWICH																	
<b>TOTAL NORWICH</b>					<b>234</b>	<b>1</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>12</b>
NUREMBERG																	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	53	0	1	45	30	21	4	0	0	21	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	53	0	1	36	42	19	4	0	0	25	0	0	0
	HEATHROW	LUFTHANSA	S	A	31	0	0	94	3	3	0	0	0	2	90	-3	30
	HEATHROW	LUFTHANSA	S	D	31	0	0	71	19	6	3	0	0	11	97	-7	31
<b>TOTAL NUREMBERG</b>					<b>168</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>27</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>-5</b>	<b>-5</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
OLBIA																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	29	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MERIDIANA AIR	S	A	13	0	0	46	8	31	15	0	0	26	15	61	13
	GATWICK	MERIDIANA AIR	S	D	13	0	0	23	31	23	23	0	0	39	15	53	13
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	48	0	58	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	57	25	35	4
<b>TOTAL OLBIA</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>20</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>51</b>	<b>51</b>
OPORTO																	
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	81	6	6	6	0	0	14	87	7	31
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	90	0	3	6	0	0	9	94	1	31
	GATWICK	GB AIRWAYS LTD	S	A	58	0	0	83	10	7	0	0	0	1	85	4	54
	GATWICK	GB AIRWAYS LTD	S	D	58	0	0	74	14	10	2	0	0	12	81	7	54
	MANCHESTER	PORTUGALIA	S	D	5	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL OPORTO</b>					<b>183</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	<b>5</b>
ORLANDO																	
	EDINBURGH	AMERICAN TRANS AIR	C	D	2	0	0	50	50	0	0	0	0	18	0	64	4
	GATWICK	AMERICAN TRANS AIR	C	A	4	0	0	50	25	0	25	0	0	17	22	33	9
	GATWICK	AMERICAN TRANS AIR	C	D	13	0	0	69	15	0	8	8	0	27	35	90	20
	MANCHESTER	AMERICAN TRANS AIR	C	A	8	1	1	63	0	13	13	13	0	35	67	25	9
	MANCHESTER	AMERICAN TRANS AIR	C	D	18	0	0	50	17	0	11	11	11	99	37	66	19
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	78	4	0	11	7	0	21	79	25	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	48	11	19	15	4	4	51	56	37	16
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	54	0	2	81	6	7	4	2	0	5	68	7	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	55	0	1	85	11	2	2	0	0	10	77	11	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	85	0	15	0	0	0	0	96	-28	26
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	63	26	7	4	0	0	18	81	9	27
<b>TOTAL ORLANDO</b>					<b>263</b>	<b>3</b>	<b>5</b>	<b>73</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>22</b>	<b>59</b>	<b>27</b>	<b>27</b>
OSAKA (KANSAI)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	21	0	0	100	0	0	0	0	0	-10	78	4	9

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	UNMATCHED
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	21	0	0	71	19	5	5	0	0	14	67	10	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	5	0	0	0	0	-12	100	-11	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	0	9	0	0	12	57	14	21	
	HEATHROW	JAPAN AIRLINES	S	A	26	0	0	81	12	4	0	0	4	5	86	-9	22	
	HEATHROW	JAPAN AIRLINES	S	D	26	0	0	54	27	12	4	0	4	31	64	13	22	
<b>TOTAL OSAKA (KANSAI)</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>76</b>	<b>3</b>	<b>3</b>	
OSLO (FORNEBU)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	27	0	0	70	15	11	4	0	0	12	86	2	28	
	HEATHROW	BMI BRITISH MIDLAND	S	D	27	0	0	70	22	4	4	0	0	17	68	12	28	
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	96	4	0	0	0	0	-1	96	-3	27	
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	74	11	11	4	0	0	13	70	10	27	
	STANSTED	BRAATHENS ASA	S	A	31	0	9	71	23	6	0	0	0	12	0	0	0	
	STANSTED	BRAATHENS ASA	S	D	31	0	9	61	26	13	0	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	0	83	10	2	5	0	0	9	69	11	58	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	0	60	24	10	5	0	0	20	40	27	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	62	25	11	2	0	0	14	70	16	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	63	26	8	2	1	0	16	67	13	85	
	HEATHROW	SAS	S	A	151	0	0	76	15	7	1	0	0	7	89	-3	120	
	HEATHROW	SAS	S	D	147	0	0	75	20	3	3	0	0	9	89	4	114	
	MANCHESTER	SAS	S	A	27	0	0	89	0	7	4	0	0	5	93	-8	27	
	MANCHESTER	SAS	S	D	27	0	0	89	4	4	4	0	0	7	85	3	27	
<b>TOTAL OSLO (FORNEBU)</b>					<b>823</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>8</b>	<b>8</b>	
OSLO (GARDERMOEN)																		
	LUTON	BRITANNIA AB	C	A	4	0	0	50	50	0	0	0	0	16	0	0	0	
	LUTON	BRITANNIA AB	C	D	4	0	0	0	25	75	0	0	0	32	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>-5</b>	<b>-5</b>	
OSTEND																		
OSTRAVA																		

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
OTTAWA INTERNATIONAL																	
	HEATHROW	AIR CANADA	S	A	21	0	0	90	5	5	0	0	0	-8	68	51	31
	HEATHROW	AIR CANADA	S	D	22	0	0	100	0	0	0	0	0	1	66	15	32
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	13	0	0	77	0	0	23	0	0	11	0	0	0
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	12	0	0	92	0	0	0	0	8	93	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>67</b>	<b>32</b>	<b>32</b>
OVDA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	40	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	18	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL OVDA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
PADERBORN																		
PALERMO																		
	LUTON	BMI BRITISH MIDLAND	C	A	15	1	3	27	33	27	7	7	0	40	64	32	11	
	LUTON	BMI BRITISH MIDLAND	C	D	17	0	4	6	29	47	12	6	0	51	33	57	12	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	1	0	0	100	0	0	0	54	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	1	25	0	50	0	0	25	137	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	27	0	0	30	22	37	11	0	0	32	19	42	26	
	GATWICK	MERIDIANA AIR	S	D	27	0	0	33	37	22	7	0	0	26	42	26	26	
<b>TOTAL PALERMO</b>					<b>95</b>	<b>1</b>	<b>9</b>	<b>24</b>	<b>28</b>	<b>35</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>33</b>	<b>61</b>	<b>61</b>	
PALMA DE MALLORCA																		
	BIRMINGHAM	AIR 2000	C	A	21	0	0	86	10	5	0	0	0	76	2	21		
	BIRMINGHAM	AIR 2000	C	D	21	0	0	90	5	5	0	0	0	73	11	22		
	GATWICK	AIR 2000	C	A	34	0	1	24	24	26	21	6	0	59	24	79	33	
	GATWICK	AIR 2000	C	D	35	0	0	40	9	17	23	6	6	78	33	50	33	
	GLASGOW	AIR 2000	C	A	9	0	0	56	22	0	11	11	0	59	54	25	13	
	GLASGOW	AIR 2000	C	D	8	0	0	63	13	0	13	13	0	50	64	13	14	
	MANCHESTER	AIR 2000	C	A	22	0	0	68	9	14	5	5	0	24	58	57	31	
	MANCHESTER	AIR 2000	C	D	21	0	0	71	5	5	14	5	0	27	52	57	31	
	NEWCASTLE	AIR 2000	C	A	8	0	0	50	13	25	13	0	0	21	56	54	9	
	NEWCASTLE	AIR 2000	C	D	8	0	0	100	0	0	0	0	0	-3	78	43	9	
	STANSTED	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	12	0	108	5	
	STANSTED	AIR 2000	C	D	4	0	0	25	0	50	25	0	0	42	0	206	5	
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	25	0	25	25	25	0	90	13	110	8	
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	0	25	25	25	25	0	104	13	109	8	
	EDINBURGH	AIR EUROPA	C	A	8	0	0	0	13	25	38	13	13	150	38	34	13	
	EDINBURGH	AIR EUROPA	C	D	8	0	0	0	13	25	38	25	0	105	23	41	13	
	GATWICK	AIR EUROPA	C	A	6	0	1	50	33	17	0	0	0	22	20	41	5	
	GATWICK	AIR EUROPA	C	D	6	0	2	33	17	33	0	0	17	144	14	55	7	
	GLASGOW	AIR EUROPA	C	A	8	4	2	13	38	38	13	0	0	39	33	34	15	
	GLASGOW	AIR EUROPA	C	D	9	3	1	11	44	11	33	0	0	39	23	43	13	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	MANCHESTER	AIR EUROPA	C	A	17	0	1	53	12	12	24	0	0	32	38	79	13
	MANCHESTER	AIR EUROPA	C	D	17	0	1	41	24	12	24	0	0	35	29	82	14
	GATWICK	AIRWORLD AVIATION LTD	C	A	21	0	0	57	19	19	5	0	0	18	8	80	12
	GATWICK	AIRWORLD AVIATION LTD	C	D	20	0	0	75	5	15	5	0	0	15	8	125	12
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	37	0	0	54	11	14	19	3	0	33	54	36	26
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	36	0	0	75	8	3	14	0	0	17	62	29	26
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	25	75	0	0	0	0	20	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	20	60	20	0	0	0	26	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	35	0	0	46	29	14	11	0	0	27	53	15	38
	HEATHROW	BMI BRITISH MIDLAND	S	D	35	0	0	49	26	17	9	0	0	24	82	7	38
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	40	0	0	68	13	13	5	3	0	16	74	18	38
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	40	0	0	80	10	0	8	3	0	15	82	10	39
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	34	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	31	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	54	0	0	57	15	9	6	11	2	52	45	26	53
	GATWICK	BRITANNIA AIRWAYS	C	D	54	0	0	76	6	0	9	7	2	44	81	14	52
	GLASGOW	BRITANNIA AIRWAYS	C	A	27	0	0	63	7	11	19	0	0	21	55	21	22
	GLASGOW	BRITANNIA AIRWAYS	C	D	27	0	0	74	4	11	11	0	0	13	86	8	21
	LUTON	BRITANNIA AIRWAYS	C	A	32	0	0	50	13	19	19	0	0	32	68	19	25
	LUTON	BRITANNIA AIRWAYS	C	D	33	0	0	58	9	9	24	0	0	33	77	11	26
	MANCHESTER	BRITANNIA AIRWAYS	C	A	72	0	0	68	11	8	8	4	0	21	57	34	61
	MANCHESTER	BRITANNIA AIRWAYS	C	D	71	0	0	66	15	7	8	3	0	22	54	26	59
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	28	0	0	68	18	7	7	0	0	14	77	11	22
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	27	0	0	78	11	7	4	0	0	11	100	-5	22
	STANSTED	BRITANNIA AIRWAYS	C	A	22	0	0	45	27	9	14	5	0	33	71	26	21
	STANSTED	BRITANNIA AIRWAYS	C	D	22	0	0	59	9	14	14	5	0	34	76	17	21
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	25	0	25	50	0	0	53	50	15	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	25	0	50	25	0	0	40	50	19	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	25	0	75	0	0	0	34	75	37	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	25	75	0	0	0	0	17	75	11	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	35	50	12	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	25	50	13	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	0	11	78	0	11	0	57	33	153	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	56	22	11	0	11	0	31	40	157	5
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	25	0	25	0	83	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	4	0	25	50	0	25	0	94	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	67	17	0	0	17	0	38	33	141	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	50	33	0	17	0	0	24	44	131	9
	GATWICK	CITY FLYER EXPRESS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	7	0	1	29	29	14	29	0	0	42	50	20	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	8	0	0	25	0	63	13	0	0	50	25	46	4
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	81	7	7	5	0	0	3	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	43	0	2	56	16	23	5	0	0	21	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-16	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	46	0	70	4
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	50	25	0	0	25	0	56	0	88	4
	GATWICK	FUTURA AIRLINES	C	A	5	0	0	20	20	0	60	0	0	61	0	46	4
	GATWICK	FUTURA AIRLINES	S	A	17	0	0	53	12	12	24	0	0	28	67	14	9
	GATWICK	FUTURA AIRLINES	C	D	5	0	0	20	20	0	60	0	0	52	0	41	4
	GATWICK	FUTURA AIRLINES	S	D	17	0	0	59	6	24	12	0	0	25	56	15	9
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	60	0	0	40	0	0	55	78	7	9
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	60	0	0	40	0	0	51	88	-1	8
	MANCHESTER	FUTURA AIRLINES	C	A	5	0	0	40	20	20	20	0	0	31	50	16	6
	MANCHESTER	FUTURA AIRLINES	C	D	5	0	0	20	20	40	20	0	0	38	33	26	6
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	50	25	25	0	0	0	15	25	27	4
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	50	25	25	0	0	0	23	25	41	4
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	59	14	23	5	0	0	18	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	77	14	5	5	0	0	12	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	33	33	17	17	0	0	28	0	47	4



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								JULY 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	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	33	33	33	0	0	0	33	0	41	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	1	0	75	0	0	25	0	0	27	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	1	0	75	0	0	25	0	0	30	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	12	0	0	25	8	33	17	8	8	106	75	15	8
	STANSTED	LEISURE INTERNATIONAL	C	D	12	0	0	8	25	25	25	8	8	111	88	4	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	67	11	22	0	0	0	5	56	29	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	0	67	26	9
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	44	26	15	15	0	0	28	53	35	36
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	58	19	15	8	0	0	23	63	31	35
	GLASGOW	MONARCH AIRLINES	C	A	12	0	0	33	17	33	17	0	0	35	57	16	14
	GLASGOW	MONARCH AIRLINES	C	D	10	0	0	60	0	20	20	0	0	30	58	9	12
	LUTON	MONARCH AIRLINES	S	A	8	0	0	38	38	13	13	0	0	29	33	37	9
	LUTON	MONARCH AIRLINES	C	A	8	0	0	50	13	0	38	0	0	32	0	65	4
	LUTON	MONARCH AIRLINES	C	D	8	0	0	75	0	25	0	0	0	11	50	30	4
	LUTON	MONARCH AIRLINES	S	D	8	0	0	63	13	25	0	0	0	15	78	21	9
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	0	65	35	0	0	0	0	5	46	37	26
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	70	5	20	5	0	0	15	36	31	25
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	17	0	0	65	12	6	6	12	0	37	76	-2	21
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	18	1	0	44	22	11	6	17	0	52	91	5	22
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	46	0	0	0
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	62	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	30	1	0	40	20	20	13	7	0	49	25	38	28
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	30	1	0	53	13	7	10	17	0	59	62	24	29
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	26	0	0	38	12	27	19	4	0	44	46	33	28
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	26	0	0	31	23	27	15	4	0	43	58	24	26
	LUTON	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	0	8	23	8	0	43	100	-5	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	13	1	0	46	0	38	15	0	0	37	100	8	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	54	1	1	26	11	15	33	11	4	97	35	82	51
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	57	0	0	32	16	18	21	12	2	82	49	64	53
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	7	14	14	7	0	29	54	82	13

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	14	0	0	50	7	14	21	7	0	44	69	83	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	12	0	0	67	17	0	17	0	0	27	42	39	12
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	8	8	17	0	0	25	58	37	12
	BIRMINGHAM	SPANAIR	C	A	4	0	1	25	50	0	25	0	0	49	44	45	9
	BIRMINGHAM	SPANAIR	C	D	5	0	0	0	60	20	20	0	0	52	22	52	9
	GATWICK	SPANAIR	C	A	2	0	2	50	0	50	0	0	0	26	38	41	8
	GATWICK	SPANAIR	C	D	2	0	2	50	0	50	0	0	0	21	50	29	8
	GLASGOW	SPANAIR	C	A	12	4	0	33	8	25	33	0	0	46	75	7	4
	GLASGOW	SPANAIR	C	D	12	3	0	25	8	8	58	0	0	56	75	8	4
	MANCHESTER	SPANAIR	C	A	17	0	0	12	24	29	35	0	0	55	63	-5	8
	MANCHESTER	SPANAIR	C	D	16	0	1	6	19	38	38	0	0	56	50	5	8
	NEWCASTLE	SPANAIR	C	A	12	0	0	8	42	33	17	0	0	42	88	10	8
	NEWCASTLE	SPANAIR	C	D	12	0	0	17	25	25	33	0	0	53	63	13	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	80	1	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	80	5	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	8	0	0	0	0	0	14	62	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	8	0	0	0	1	14	64	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	64	14	18	5	0	0	12	94	-2	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	70	5	20	5	0	0	13	100	-5	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	20	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	0	25	0	0	17	0	0	0
	GATWICK	VIRGIN EXPRESS	C	A	4	0	0	25	50	25	0	0	0	27	0	34	4
	GATWICK	VIRGIN EXPRESS	C	D	4	0	0	75	25	0	0	0	0	7	75	20	4
	BIRMINGHAM	VIVA	C	A	4	0	0	0	0	50	25	25	0	87	0	0	0
	BIRMINGHAM	VIVA	C	D	4	0	0	0	25	0	50	25	0	91	0	0	0
	GATWICK	VIVA	C	A	4	0	0	25	0	50	25	0	0	51	25	57	4
	GATWICK	VIVA	C	D	4	0	0	25	25	25	25	0	0	47	50	54	4
	MANCHESTER	VIVA	C	A	3	0	1	67	0	0	33	0	0	45	0	0	0
	MANCHESTER	VIVA	C	D	4	0	0	25	0	25	50	0	0	71	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>2101</b>	<b>22</b>	<b>25</b>	<b>53</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>55</b>	<b>35</b>	<b>35</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PAPHOS	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	1	40	18	5	
	BIRMINGHAM	AIR 2000	S	A	4	0	0	75	25	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	AIR 2000	S	D	9	0	0	56	33	11	0	0	0	12	0	0	0	
	GATWICK	AIR 2000	C	A	5	0	0	20	40	0	40	0	0	43	0	0	0	
	GATWICK	AIR 2000	S	A	18	0	0	17	22	28	33	0	0	46	17	120	18	
	GATWICK	AIR 2000	C	D	5	0	0	20	0	20	60	0	0	62	0	0	0	
	GATWICK	AIR 2000	S	D	18	0	0	22	39	6	33	0	0	45	22	119	18	
	GLASGOW	AIR 2000	C	A	5	0	0	40	0	60	0	0	0	23	80	33	5	
	GLASGOW	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	45	60	40	5	
	MANCHESTER	AIR 2000	S	A	10	0	0	60	20	10	10	0	0	16	10	56	10	
	MANCHESTER	AIR 2000	S	D	10	0	0	50	20	10	20	0	0	32	30	55	10	
	NEWCASTLE	AIR 2000	C	A	5	0	0	20	60	0	20	0	0	43	60	38	5	
	NEWCASTLE	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	37	60	36	5	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	6	0	0	0	0	0	100	0	0	108	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	6	0	0	0	0	67	33	0	0	64	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	0	0	80	20	0	0	48	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	0	90	0	10	0	0	0	2	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	1	44	44	0	11	0	0	24	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	0	0	50	10	20	10	10	0	43	40	23	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	40	40	10	0	10	0	40	80	9	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	80	0	20	0	82	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	0	20	60	0	20	0	62	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	44	11	0	0	28	77	6	13	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	22	0	0	0	16	85	7	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	61	17	17	6	0	0	13	89	2	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	50	33	6	11	0	0	21	89	14	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	0	20	0	75	0	27	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	0	20	0	76	0	25	2	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)											
PAPHOS	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	31	8	46	8	0	8	74	0	181	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	54	8	15	15	0	8	66	0	229	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	50	0	33	17	0	0	26	0	274	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	17	33	17	33	0	0	45	0	196	3
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	6	20	76	5
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	15	20	83	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-12	67	36	9
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	20	0	87	9
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	21	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	1	25	50	25	0	0	0	24	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	7	1	0	71	14	14	0	0	0	-2	50	73	4
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	75	0	25	0	0	0	-1	0	94	4
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	0	33	0	33	33	0	0	51	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	3	0	0	0	33	33	33	0	0	56	0	0	0
	LUTON	MONARCH AIRLINES	C	A	6	3	2	100	0	0	0	0	0	-4	0	0	0
	LUTON	MONARCH AIRLINES	C	D	9	0	0	44	22	33	0	0	0	23	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	0	20	231	60	22	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	20	0	20	0	68	60	23	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	50	0	202	25	107	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	0	75	0	216	25	124	4
<b>TOTAL PAPHOS</b>					<b>358</b>	<b>4</b>	<b>4</b>	<b>44</b>	<b>20</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>40</b>	<b>70</b>	<b>70</b>
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	31	0	0	13	19	52	16	0	0	39	73	13	30
	EDINBURGH	AIR FRANCE	S	D	30	0	1	17	17	37	30	0	0	45	42	23	31
	HEATHROW	AIR FRANCE	S	A	401	0	0	45	32	19	3	0	0	21	64	15	316
	HEATHROW	AIR FRANCE	S	D	392	0	12	71	20	8	1	0	0	11	65	17	316
	LONDON CITY	AIR FRANCE	S	A	57	0	5	81	12	4	4	0	0	7	94	5	84
	LONDON CITY	AIR FRANCE	S	D	58	0	4	45	41	7	7	0	0	23	74	16	84
	MANCHESTER	AIR FRANCE	S	A	123	0	1	44	30	20	6	0	0	24	74	12	120
	MANCHESTER	AIR FRANCE	S	D	124	0	0	85	9	3	2	1	0	8	66	19	120

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PARIS (CHARLES DE GAULLE)	GATWICK	AIR GABON	S	A	4	0	0	50	50	0	0	0	0	18	25	53	4	
	GATWICK	AIR GABON	S	D	4	0	0	100	0	0	0	0	0	9	50	144	2	
	HEATHROW	BMI BRITISH MIDLAND	S	A	213	0	0	62	23	12	2	0	0	15	80	11	213	
	HEATHROW	BMI BRITISH MIDLAND	S	D	213	0	0	84	11	4	2	0	0	6	82	11	213	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	147	0	0	61	23	12	4	0	0	16	50	24	147	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	147	0	0	71	16	10	3	0	0	14	59	20	147	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	19	0	0	84	11	5	0	0	0	5	63	18	46	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	82	14	5	0	0	0	10	69	9	26	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	62	0	0	47	21	23	10	0	0	25	37	41	62	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	62	0	0	55	23	21	2	0	0	18	61	28	62	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	143	0	0	66	22	9	3	0	0	14	73	14	143	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	143	0	0	85	11	2	2	0	0	8	81	12	143	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	54	0	0	69	20	7	4	0	0	12	85	8	53	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	54	0	0	93	7	0	0	0	0	6	85	9	54	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	23	0	0	74	13	9	4	0	0	16	73	11	22	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	0	57	26	12	4	0	0	17	72	12	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	0	0	83	11	4	1	0	0	7	82	7	157	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	139	0	1	63	25	9	2	0	0	12	72	13	139	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	139	0	0	68	21	9	2	0	0	12	70	16	139	
	GATWICK	CAMEROON AIRLINES	S	A	3	0	1	0	33	33	0	0	33	507	25	21	4	
	GATWICK	CAMEROON AIRLINES	S	D	3	0	1	0	33	33	0	0	33	463	0	248	3	
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	1	33	0	67	0	0	0	35	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	142	0	1	84	12	4	1	0	0	6	90	3	147	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	142	0	1	69	20	10	1	0	0	14	73	17	146	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	UNMATCHED
PARIS (CHARLES DE GAULLE)																		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	58	0	0	72	19	7	2	0	0	9	84	9	58	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	58	0	0	76	16	7	2	0	0	11	93	6	58	
	NEWCASTLE	GILL AIRWAYS	S	A	54	0	0	85	13	2	0	0	0	6	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	54	0	0	70	22	7	0	0	0	12	0	0	0	
	STANSTED	KLM UK LTD	S	A	120	0	4	47	27	18	8	0	0	23	80	11	147	
	STANSTED	KLM UK LTD	S	D	120	0	4	37	41	15	8	0	0	25	68	21	147	
	LUTON	SCOT AIRWAYS	S	A	80	2	20	41	34	21	4	0	0	23	62	15	66	
	LUTON	SCOT AIRWAYS	S	D	81	0	9	68	17	14	1	0	0	13	38	24	63	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4146</b>	<b>9</b>	<b>70</b>	<b>65</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>15</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	AIR LIB	S	A	91	0	2	79	12	8	1	0	0	9	0	0	0	
	HEATHROW	AIR LIB	S	D	91	0	2	67	19	11	3	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	82	12	4	1	0	0	4	85	0	72	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	83	11	6	0	0	0	6	76	7	72	
<b>TOTAL PARIS (ORLY)</b>					<b>360</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>5</b>	<b>5</b>	
PERPIGNAN																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	4	0	0	50	50	0	0	0	0	17	75	12	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	4	0	0	50	25	25	0	0	0	21	50	23	4	
<b>TOTAL PERPIGNAN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>18</b>	<b>18</b>	
PERTH (AUSTRALIA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	6	0	0	0	-3	74	32	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	39	6	0	0	0	15	52	21	31	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>26</b>	<b>26</b>	
PHILADELPHIA INTERNATION																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	90	5	2	3	0	0	-5	96	-8	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	59	20	10	8	2	2	32	59	25	56	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
PHILADELPHIA INTERNATIONAL																		
	GATWICK	US AIRWAYS	S	A	31	0	0	90	6	3	0	0	0	-6	0	0	0	
	GATWICK	US AIRWAYS	S	D	31	1	0	81	16	0	3	0	0	7	0	0	0	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>184</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>78</b>	<b>8</b>	<b>8</b>	
PHUKET																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-37	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	29	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-28	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	30	0	0	0	
<b>TOTAL PHUKET</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>100</b>	<b>-54</b>	<b>-54</b>	
PISA																		
	GATWICK	ALITALIA	S	A	31	0	0	29	29	32	10	0	0	31	74	11	31	
	GATWICK	ALITALIA	S	D	31	0	0	42	39	19	0	0	0	23	58	13	31	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	100	0	0	0	43	0	38	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	16	100	9	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	75	0	0	80	9	11	0	0	0	3	85	6	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	75	0	0	59	27	11	4	0	0	16	53	22	62	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	50	50	0	0	0	0	15	0	75	4	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	1	1	50	50	0	0	0	0	16	25	55	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	54	0	8	38	0	0	40	33	40	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	1	42	17	17	25	0	0	33	20	58	10	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	3	25	25	25	25	0	0	36	40	40	10	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	3	75	25	0	0	0	0	7	20	119	10	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	14	0	0	0	29	29	36	0	7	85	23	54	13	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	14	0	0	36	21	7	29	0	7	66	31	49	13	
	GLASGOW	MALMO AVIATION	C	A	4	0	0	0	0	50	50	0	0	86	0	0	0	
	GLASGOW	MALMO AVIATION	C	D	4	0	0	0	0	25	75	0	0	80	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	46	15	23	15	0	0	26	0	41	9	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	62	23	0	15	0	0	21	67	15	9	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
PISA																	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	61	0	41	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	43	50	18	4
	STANSTED	RYANAIR	S	A	62	0	0	40	23	24	13	0	0	28	0	0	0
	STANSTED	RYANAIR	S	D	62	0	0	19	24	34	23	0	0	40	0	0	0
<b>TOTAL PISA</b>					<b>451</b>	<b>1</b>	<b>8</b>	<b>45</b>	<b>22</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>51</b>	<b>29</b>	<b>29</b>
PITTSBURGH																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	3	6	0	0	-5	90	9	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	0	3	0	0	9	70	14	30
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>12</b>
PLYMOUTH																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	90	0	0	68	27	4	1	0	0	10	73	11	93
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	61	0	1	75	13	3	8	0	0	15	79	13	62
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	15	0	0	80	13	7	0	0	0	11	69	13	26
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	11	0	0	91	0	9	0	0	0	7	44	24	27
<b>TOTAL PLYMOUTH</b>					<b>178</b>	<b>1</b>	<b>4</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>13</b>	<b>13</b>
PONTOISE																	
PORLAMAR																	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-11	0	565	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	23	50	16	2
<b>TOTAL PORLAMAR</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>2</b>	<b>14</b>	<b>316</b>	<b>316</b>
PORT HARCOURT																	
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	27	0	0	56	11	19	15	0	0	20	48	29	31
	HEATHROW	BWIA	S	D	31	0	0	16	39	19	23	3	0	42	29	36	31
<b>TOTAL PORT OF SPAIN</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>19</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>33</b>	<b>33</b>



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	48	28	23	3	0	0	19	64	18	39
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	75	18	8	0	0	0	9	74	6	39
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	68	24	8	0	0	0	10	81	4	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	56	32	10	2	0	0	16	74	11	58
	HEATHROW	CSA	S	A	62	0	0	42	29	21	8	0	0	25	69	17	62
	HEATHROW	CSA	S	D	62	0	0	53	35	8	3	0	0	15	82	9	62
	MANCHESTER	CSA	S	A	27	0	0	33	56	4	7	0	0	23	33	21	27
	MANCHESTER	CSA	S	D	27	0	0	33	59	7	0	0	0	19	52	16	27
	STANSTED	CSA	S	A	27	0	0	0	0	78	19	4	0	58	77	8	22
	STANSTED	CSA	S	D	27	0	0	67	19	7	7	0	0	18	82	8	22
<b>TOTAL PRAGUE</b>					<b>436</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>30</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>11</b>	<b>11</b>
PRESTWICK	STANSTED	RYANAIR	S	A	130	0	1	54	12	22	12	0	0	23	82	7	146
	STANSTED	RYANAIR	S	D	130	0	5	37	16	25	22	0	0	35	72	12	145
<b>TOTAL PRESTWICK</b>					<b>260</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>14</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>78</b>	<b>9</b>	<b>9</b>
PREVEZA	GATWICK	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	1	33	28	9
	GATWICK	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	7	44	30	9
	MANCHESTER	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	25	60	32	5
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	0	20	0	0	29	60	39	5
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	0	25	0	0	6	0	69	5
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	25	25	25	25	0	0	46	20	31	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	25	0	50	25	0	0	45	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	0	50	25	0	0	49	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	100	0	0	140	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	0	50	0	50	0	0	46	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	37	0	238	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	32	0	228	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	75	0	13	0	13	0	28	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
PREVEZA	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	38	38	13	0	13	0	46	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	31	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	28	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	75	0	0	0	0	21	0	26	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	100	5	4
	MANCHESTER	TRANSAER	C	A	4	0	0	50	50	0	0	0	0	16	50	70	4
	MANCHESTER	TRANSAER	C	D	4	0	0	75	25	0	0	0	0	6	25	79	4
<b>TOTAL PREVEZA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>34</b>	<b>64</b>	<b>64</b>
PUERTO PLATA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-6	100	-20	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	15	100	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	-4	64	12	14
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	12	64	13	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	82	33	22	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	0	50	0	109	67	9	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	-5	100	-12	15
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	19	94	10	16
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	3	100	-1	1
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	19	100	10	1
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	25	0	0	0	-9	75	-16	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	25	25	0	0	41	57	27	7
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	5	50	150	2
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	32	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	16	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	0	50	50	0	0	69	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	79	50	365	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	70	50	347	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	4	75	24	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	37	60	15	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
PUERTO PLATA																	
<b>TOTAL PUERTO PLATA</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>51</b>	<b>51</b>
PUERTO VALLARTA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-40	100	-4	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	58	25	36	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	15	100	-15	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	50	37	2
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	100	0	0	0	0	0	-25	80	-2	5
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	13	50	34	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-24	50	156	2
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	19	0	213	2
<b>TOTAL PUERTO VALLARTA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>37</b>	<b>37</b>
PULA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	80	8	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	80	20	5
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	75	25	0	0	0	0	-1	0	0	0
	STANSTED	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	-5	0	0	0
	STANSTED	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	0	25	0	0	49	100	-6	5
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	25	0	0	47	80	6	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	7	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PULA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>1</b>	<b>1</b>
PUNTA CANA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	26	100	-5	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	100	-14	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-15	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	32	0	0	0
<b>TOTAL PUNTA CANA</b>					<b>11</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>5</b>	<b>5</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
RALEIGH		GATWICK		A	30	1	1	93	0	0	7	0	0	-20	94	-26	31
		GATWICK		D	31	0	0	84	13	3	0	0	0	9	87	7	31
<b>TOTAL RALEIGH</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>90</b>	<b>-10</b>	<b>-10</b>
REIMS																	
RENNES		GATWICK		A	54	0	0	57	39	2	2	0	0	14	82	11	49
		GATWICK		D	54	0	0	89	9	0	2	0	0	6	73	13	49
<b>TOTAL RENNES</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>
REUS		GATWICK		A	4	0	0	25	25	0	50	0	0	43	60	17	5
		GATWICK		D	4	0	0	25	25	0	50	0	0	41	60	23	5
		GLASGOW		A	4	0	0	50	0	25	25	0	0	35	60	127	5
		GLASGOW		D	4	0	0	25	25	25	25	0	0	50	40	107	5
		MANCHESTER		A	8	0	0	63	13	0	13	13	0	28	60	51	10
		MANCHESTER		D	8	0	0	63	0	13	13	13	0	42	60	86	10
		MANCHESTER		A	13	0	0	100	0	0	0	0	0	-15	100	-6	5
		MANCHESTER		D	12	0	0	92	8	0	0	0	0	-1	80	3	5
		GLASGOW		A	4	0	0	75	0	0	25	0	0	2	0	0	0
		GLASGOW		D	4	0	0	50	25	0	25	0	0	28	0	0	0
		BIRMINGHAM		A	8	0	0	63	13	0	25	0	0	24	67	29	9
		BIRMINGHAM		D	8	0	0	63	0	13	25	0	0	29	67	38	9
		GATWICK		A	8	1	0	25	13	38	13	13	0	61	56	33	9
		GATWICK		D	8	0	0	13	25	25	25	13	0	67	33	42	9
		GLASGOW		A	4	0	0	50	25	25	0	0	0	16	75	8	4
		GLASGOW		D	4	0	0	100	0	0	0	0	0	9	75	12	4
		LUTON		A	4	0	0	75	25	0	0	0	0	3	80	-1	5
		LUTON		D	4	0	0	100	0	0	0	0	0	5	100	-6	5
		MANCHESTER		A	16	1	0	81	0	13	6	0	0	5	100	-16	14
		MANCHESTER		D	16	0	0	63	19	6	13	0	0	18	71	6	14

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
REUS	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	22	100	-19	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	8	100	-2	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	33	80	70	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	27	100	2	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	14	60	25	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	52	40	51	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	20	100	-10	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	33	100	9	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	6	50	19	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	75	6	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-31	100	-4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	10	100	3	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	30	67	56	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	34	50	76	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-2	50	73	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-9	25	56	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	16	50	25	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	25	41	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	10	100	-13	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	7	100	-4	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	-11	100	-21	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	20	80	9	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-13	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
<b>TOTAL REUS</b>					<b>260</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>27</b>	<b>27</b>
RHODES	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	10	80	1	5
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	19	80	6	5

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
RHODES																		
	GATWICK	AIR 2000	C	A	14	0	0	36	14	36	7	7	0	40	29	78	14	
	GATWICK	AIR 2000	C	D	14	0	0	43	14	21	14	7	0	42	36	50	14	
	GLASGOW	AIR 2000	C	A	5	0	0	20	20	40	20	0	0	38	80	-7	5	
	GLASGOW	AIR 2000	C	D	5	0	0	40	0	40	20	0	0	34	100	-4	5	
	MANCHESTER	AIR 2000	C	A	14	0	0	64	14	7	14	0	0	15	29	60	14	
	MANCHESTER	AIR 2000	C	D	14	0	0	50	21	21	7	0	0	24	36	61	14	
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	25	60	13	5	
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	60	0	20	0	0	44	60	26	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	1	75	25	0	0	0	0	5	20	83	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	1	50	25	25	0	0	0	16	40	61	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	0	0	50	50	0	0	0	0	14	100	-9	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	50	40	10	0	0	0	18	100	5	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	18	27	45	9	0	0	33	0	88	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	36	18	45	0	0	0	23	11	73	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	20	0	20	180	0	25	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	0	0	20	168	0	31	2	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	40	20	20	0	94	80	11	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	74	100	4	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	43	33	14	0	10	0	42	67	6	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	0	0	24	33	29	5	10	0	51	67	14	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	23	67	9	3	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	45	33	18	3	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	25	31	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	22	25	24	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	16	0	1	44	6	13	31	6	0	51	15	111	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	0	35	18	18	24	6	0	52	8	55	12	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	38	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	0	0	0	33	67	0	0	82	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	0	1	29	0	43	14	0	14	134	25	176	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	25	0	50	13	0	13	130	25	170	4	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
RHODES	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	35	0	29	1
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	24	0	24	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	1	0	0	25	75	0	0	71	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	13	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	50	50	0	0	72	0	123	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	0	50	50	0	0	60	0	108	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	2	33	0	33	33	0	0	41	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	1	50	0	0	50	0	0	34	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	64	18	9	9	0	0	21	53	21	15
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	17	33	33	0	17	0	67	60	27	15
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	70	10	10	10	0	0	21	100	2	5
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	40	30	30	0	0	0	23	60	12	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-1	100	-21	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	12	100	8	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	16	25	36	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	17	25	39	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	0	20	0	67	60	14	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	52	60	12	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	0	20	0	61	80	14	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	57	60	32	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	40	12	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	5	60	8	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	54	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	29	0	0	0
<b>TOTAL RHODES</b>					<b>402</b>	<b>0</b>	<b>8</b>	<b>42</b>	<b>20</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>43</b>	<b>47</b>	<b>41</b>	<b>41</b>
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	4	0	0	25	75	0	0	0	0	14	69	10	13
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	4	0	0	50	50	0	0	0	0	8	100	-4	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	95	5	0	0	0	0	-2	61	32	18

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	UNMATCHED
RIGA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	18	59	18	5	0	0	27	88	53	17	
	GATWICK	RIGA AIRLINES EXPRESS	S	A	17	0	0	18	35	29	18	0	0	35	50	22	22	
	GATWICK	RIGA AIRLINES EXPRESS	S	D	17	0	0	53	6	29	12	0	0	27	64	14	22	
<b>TOTAL RIGA</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>31</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>22</b>	<b>22</b>	
RIMINI																		
	GLASGOW	MALMO AVIATION	C	A	4	0	0	0	0	0	100	0	0	98	0	0	0	
	GLASGOW	MALMO AVIATION	C	D	4	0	0	0	75	25	0	0	0	27	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	5	80	66	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	80	71	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	54	0	47	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	31	40	38	5	
	STANSTED	RYANAIR	S	A	31	0	0	23	39	16	19	3	0	44	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	23	39	16	23	0	0	42	0	0	0	
<b>TOTAL RIMINI</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>35</b>	<b>17</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>36</b>	<b>53</b>	<b>53</b>	
RIO DE JANEIRO (GALEAO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	0	0	17	0	8	87	100	-12	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	23	23	15	0	0	37	40	20	5	
	HEATHROW	VARIG	S	A	19	0	0	26	32	37	5	0	0	32	57	23	14	
	HEATHROW	VARIG	S	D	18	0	0	17	33	44	6	0	0	31	53	17	17	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>24</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>58</b>	<b>17</b>	<b>17</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	-1	83	1	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	6	73	13	11	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	44	33	17	6	0	0	22	63	8	8	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	39	44	6	11	0	0	27	88	11	8	
<b>TOTAL RIYADH</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>8</b>	
ROME (CIAMPINO)																		
	GATWICK	AIR 2000	C	A	8	0	0	50	25	25	0	0	0	19	38	39	8	



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
ROME (CIAMPINO)																		
	GATWICK	AIR 2000	C	D	8	0	0	75	13	0	13	0	0	16	75	22	8	
	STANSTED	AIR CHARTER	C	A	4	0	0	50	25	0	25	0	0	29	0	0	0	
	STANSTED	AIR CHARTER	C	D	2	0	0	50	0	0	50	0	0	71	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	13	100	6	4	
	EDINBURGH	BMI BRITISH MIDLAND	C	D	4	0	0	0	75	25	0	0	0	28	25	30	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	75	0	0	0	25	0	51	43	27	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	1	1	75	0	0	25	0	0	38	38	43	8	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	61	0	0	74	8	8	8	2	0	15	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	63	2	3	24	17	3	14	40	2	114	0	0	0	
	STANSTED	GO FLY LTD	S	A	92	0	0	82	10	4	4	0	0	7	0	0	0	
	STANSTED	GO FLY LTD	S	D	93	0	0	81	11	2	6	0	0	15	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	56	22	22	0	0	0	16	0	35	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	78	22	0	0	0	0	11	67	17	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	11	22	0	0	30	0	46	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	22	22	0	0	0	13	75	20	8	
<b>TOTAL ROME (CIAMPINO)</b>					<b>383</b>	<b>5</b>	<b>6</b>	<b>66</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>51</b>	<b>34</b>	<b>34</b>	
ROME (FIUMICINO)																		
	EDINBURGH	AIR ONE	C	A	4	0	0	0	25	25	50	0	0	67	0	0	0	
	EDINBURGH	AIR ONE	C	D	4	0	0	0	25	25	50	0	0	70	0	0	0	
	EDINBURGH	ALITALIA	C	D	2	0	0	0	0	50	50	0	0	62	0	0	0	
	GATWICK	ALITALIA	S	A	31	0	0	32	48	16	3	0	0	24	39	24	31	
	GATWICK	ALITALIA	S	D	31	0	0	65	13	19	3	0	0	17	58	17	31	
	GLASGOW	ALITALIA	C	A	2	0	0	0	0	50	50	0	0	71	0	39	2	
	GLASGOW	ALITALIA	C	D	2	0	0	0	0	0	100	0	0	99	0	58	2	
	HEATHROW	ALITALIA	S	A	190	0	0	38	38	20	3	2	0	24	54	19	159	
	HEATHROW	ALITALIA	S	D	189	0	1	61	20	13	5	1	0	19	68	13	158	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	77	16	5	2	0	0	10	43	28	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	61	27	10	2	0	0	15	50	25	30	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ROME (FIUMICINO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	1	58	26	12	4	0	0	17	54	30	136
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	67	25	6	2	0	0	11	73	24	138
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	18	0	0	39	33	17	11	0	0	25	100	0	26
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	18	0	0	67	22	6	6	0	0	18	63	13	27
<b>TOTAL ROME (FIUMICINO)</b>					<b>924</b>	<b>3</b>	<b>4</b>	<b>56</b>	<b>27</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>20</b>	<b>20</b>
ROTTERDAM	GATWICK	CITY FLYER EXPRESS	S	A	87	0	0	87	9	3	0	0	0	3	74	5	99
	GATWICK	CITY FLYER EXPRESS	S	D	86	0	0	87	12	0	1	0	0	7	80	12	99
	HEATHROW	KLM	S	A	108	0	0	65	25	5	5	1	0	16	84	5	135
	HEATHROW	KLM	S	D	107	0	0	80	9	5	5	1	0	11	90	-1	135
	LONDON CITY	VLM (BELGIUM)	S	A	119	0	8	76	19	4	0	0	0	8	98	-6	127
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	8	76	20	1	3	0	0	13	91	6	127
<b>TOTAL ROTTERDAM</b>					<b>626</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>4</b>	<b>4</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
SALONIKA	HEATHROW	AEGEAN AIRLINES	S	A	9	0	0	100	0	0	0	0	0	-7	80	0	5
	HEATHROW	AEGEAN AIRLINES	S	D	9	0	0	100	0	0	0	0	0	-8	80	-6	5
	GATWICK	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	59	0	0	0
	GATWICK	AIR 2000	C	D	5	0	0	40	20	0	20	20	0	66	0	0	0
	MANCHESTER	AIR 2000	C	A	5	0	0	0	40	40	20	0	0	44	0	0	0
	MANCHESTER	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	35	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-2	100	-13	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	6	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	29	75	51	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	37	75	60	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	15	75	9	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	75	17	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	12	89	7	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	9	78	6	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	17	100	-6	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	34	75	12	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	0	75	25	0	143	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	36	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	89	0	11	0	0	0	0	31	41	13
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	22	11	11	0	0	21	46	32	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	3	1	100	0	0	0	0	0	-29	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	20	49	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	0	20	93	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	20	0	20	117	0	0	0
<b>TOTAL SALONIKA</b>					<b>131</b>	<b>3</b>	<b>1</b>	<b>68</b>	<b>9</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>67</b>	<b>25</b>	<b>25</b>
SALZBURG	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	100	-8	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	26	100	3	4
	GATWICK	AIR 2000	C	A	9	0	0	44	33	0	22	0	0	34	86	8	14
	GATWICK	AIR 2000	C	D	9	0	0	67	11	11	0	11	0	31	79	13	14

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	UNMATCHED
SALZBURG		GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	-2	67	24	9
		GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	9	78	37	9
		GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	75	55	4
		GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	3	75	53	4
		MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	-7	0	0	0
		MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	63	25	0	13	0	0	18	0	0	0
		NEWCASTLE	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-20	0	0	0
		NEWCASTLE	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-2	0	0	0
		GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-4	100	11	1
		GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	8	1
		MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	20	0	0	0
		MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	20	60	0	0	67	0	0	0
		GATWICK	LAUDA-AIR	S	A	48	0	0	27	52	17	2	2	0	29	62	13	52
		GATWICK	LAUDA-AIR	S	D	47	0	1	30	43	21	4	2	0	30	69	12	52
		MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	1	25	50	25	0	0	0	24	0	0	0
		MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	11	0	0	0
		STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	0	40	20	20	0	20	118	40	50	5
		STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	20	0	0	20	120	0	100	5
		BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	18	60	12	5
		BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	20	21	5
<b>TOTAL SALZBURG</b>						<b>222</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>29</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>63</b>	<b>22</b>	<b>22</b>
SAMOS		GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	31	0	113	4
		GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	29	25	85	4
		MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	44	0	0	0
		MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	51	0	0	0
<b>TOTAL SAMOS</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>31</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>38</b>	<b>60</b>	<b>60</b>
SAN DIEGO		GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	-14	80	-5	25

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
SAN DIEGO	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	45	29	16	10	0	0	26	59	37	27	
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>17</b>	<b>17</b>	
SAN FRANCISCO	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	6	3	2	5	0	10	93	-10	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	50	31	13	5	2	0	26	52	17	56	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	71	10	11	8	0	0	8	74	7	62	
	HEATHROW	UNITED AIRLINES	S	D	61	1	0	77	15	5	3	0	0	11	77	12	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	3	0	0	0	-7	74	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	35	52	13	0	0	0	21	32	32	31	
<b>TOTAL SAN FRANCISCO</b>					<b>309</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>10</b>	<b>10</b>	
SAN JUAN (PUERTO RICO)	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	63	0	25	13	0	0	18	25	88	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	25	50	0	13	13	0	53	25	94	4	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>91</b>	<b>91</b>	
SANAA	GATWICK	YEMENIA	S	A	9	0	0	0	22	56	22	0	0	48	33	53	9	
	GATWICK	YEMENIA	S	D	9	0	0	56	22	22	0	0	0	18	67	38	9	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>45</b>	<b>45</b>	
SANDEFJORD(TORP)	STANSTED	RYANAIR	S	A	58	0	0	52	21	17	9	2	0	24	0	0	0	
	STANSTED	RYANAIR	S	D	58	0	0	21	33	28	17	2	0	43	0	0	0	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>27</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANFORD	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	2	2	86	0	0	14	0	0	11	78	-9	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	31	78	14	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	56	28	6	11	0	0	19	77	2	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	89	11	0	0	0	0	7	64	18	14	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	15	70	87	10	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	22	0	0	31	60	22	10	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
SANFORD																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	50	22	22	0	0	6	36	83	-1	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	61	22	6	6	0	6	55	77	22	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	0	25	0	0	23	83	0	6	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	0	14	0	0	30	100	2	7	
	GATWICK	CALEDONIAN AIRWAYS	C	A	17	0	0	41	12	29	18	0	0	38	17	84	12	
	GATWICK	CALEDONIAN AIRWAYS	C	D	18	0	0	72	11	17	0	0	0	13	33	44	12	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	1	33	0	67	0	0	0	30	50	80	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	1	33	0	33	33	0	0	37	0	33	2	
	GATWICK	LEISURE INTERNATIONAL	C	A	10	0	0	50	20	0	20	10	0	65	36	88	11	
	GATWICK	LEISURE INTERNATIONAL	C	D	10	0	0	60	20	20	0	0	0	18	8	110	12	
	GLASGOW	LEISURE INTERNATIONAL	C	A	8	0	0	75	0	0	25	0	0	22	0	193	3	
	GLASGOW	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	50	0	0	0	31	0	27	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	69	8	23	0	0	0	3	30	104	10	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	14	0	0	50	29	7	7	7	0	39	25	94	12	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	3	0	0	33	67	0	0	0	0	17	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	77	50	33	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	0	0	40	40	20	0	98	25	52	4	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	33	50	0	0	0	17	87	40	40	5	
	GATWICK	MONARCH AIRLINES	C	D	8	0	1	50	38	0	0	0	13	73	75	13	8	
	GLASGOW	MONARCH AIRLINES	C	A	18	0	0	33	17	28	11	11	0	50	20	126	15	
	GLASGOW	MONARCH AIRLINES	C	D	15	0	0	47	7	13	27	7	0	55	29	113	14	
	MANCHESTER	MONARCH AIRLINES	C	A	19	1	0	79	5	5	11	0	0	2	64	28	11	
	MANCHESTER	MONARCH AIRLINES	C	D	23	1	0	52	22	17	9	0	0	24	29	46	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	25	0	91	75	7	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	0	60	20	0	104	100	-27	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	22	0	0	9	9	14	55	9	5	104	0	86	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	1	0	23	27	32	9	9	0	53	25	45	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	0	33	22	11	0	50	0	66	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	10	20	20	10	10	91	56	22	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	48	14	29	0	0	10	146	27	71	22	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SANFORD																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	50	25	5	15	0	5	50	50	47	22	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	75	9	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	26	25	38	4	
<b>TOTAL SANFORD</b>					<b>444</b>	<b>5</b>	<b>5</b>	<b>50</b>	<b>17</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>45</b>	<b>45</b>	<b>51</b>	<b>51</b>	
SANTIAGO DE CHILE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	86	5	0	9	0	0	3	86	-5	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	64	23	5	9	0	0	19	54	18	13	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>6</b>	<b>6</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	75	25	0	0	0	25	25	44	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	12	25	36	4	
	HEATHROW	IBERIA	S	A	31	0	0	39	29	19	13	0	0	29	55	20	31	
	HEATHROW	IBERIA	S	D	31	0	0	45	19	26	10	0	0	24	77	12	31	
<b>TOTAL SANTIAGO DE COMPOSTELA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>17</b>	<b>17</b>	
SANTO DOMINGO																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	11	40	33	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	78	12	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	80	7	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	51	50	22	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	100	0	0	0	0	0	-17	100	-3	2	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	5	50	36	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	-5	60	89	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	14	80	97	5	
<b>TOTAL SANTO DOMINGO</b>					<b>35</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>31</b>	<b>31</b>	
SAO PAULO (GUARULHOS)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	13	80	-5	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	22	0	0	0	16	75	9	4	

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

		Origin / Destinations: S																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SAO PAULO (GUARULHOS)																		
	GATWICK	TRANSBRASIL	S	A	10	0	0	40	40	20	0	0	0	15	11	73	9	
	GATWICK	TRANSBRASIL	S	D	10	0	0	80	0	20	0	0	0	16	67	14	9	
	HEATHROW	VARIG	S	A	4	0	0	25	0	25	50	0	0	52	75	8	8	
	HEATHROW	VARIG	S	D	5	0	0	20	60	20	0	0	0	21	40	20	5	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>24</b>	<b>24</b>	
SARAJEVO																		
SAVONLINNA																		
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	93	5	2	0	0	0	-9	92	-1	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	47	36	18	0	0	0	18	48	20	27	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>89</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>5</b>	<b>70</b>	<b>10</b>	<b>10</b>	
SEOUL (KIMPO)																		
	HEATHROW	KOREAN AIR	S	A	22	0	0	91	9	0	0	0	0	-16	78	-6	23	
	HEATHROW	KOREAN AIR	S	D	22	0	0	82	9	9	0	0	0	10	91	4	23	
<b>TOTAL SEOUL (KIMPO)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>82</b>	<b>2</b>	<b>2</b>	
SEVILLE																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	-16	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	45	35	16	3	0	0	20	90	3	31	
	HEATHROW	IBERIA	S	D	31	0	0	77	6	16	0	0	0	12	94	-3	31	
<b>TOTAL SEVILLE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>0</b>	<b>0</b>	
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	9	0	0	0	22	78	0	0	0	40	44	10	9	
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	56	33	11	0	0	0	13	67	14	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	3	0	0	0	
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>12</b>	<b>12</b>	
SFAX																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	0	0	60	20	0	81	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JULY 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)											
SFAX																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	0	20	20	40	20	0	86	0	0	0	
<b>TOTAL SFAX</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>84</b>	<b>30</b>	<b>36</b>	<b>36</b>	
SHANNON																		
	BIRMINGHAM	AB AIRLINES	S	A	31	0	0	94	6	0	0	0	4	0	0	0		
	BIRMINGHAM	AB AIRLINES	S	D	31	0	0	84	16	0	0	0	9	0	0	0		
	GATWICK	AB AIRLINES	S	A	89	0	0	67	15	8	8	2	21	61	25	89		
	GATWICK	AB AIRLINES	S	D	90	0	0	56	19	16	9	1	25	62	22	89		
	STANSTED	AB AIRLINES	S	A	31	0	0	77	16	3	3	0	13	0	0	0		
	STANSTED	AB AIRLINES	S	D	31	0	0	26	32	32	3	3	45	0	0	0		
	HEATHROW	AER LINGUS	S	A	125	0	0	90	6	3	1	0	5	64	16	124		
	HEATHROW	AER LINGUS	S	D	125	0	0	87	9	3	1	0	7	63	16	124		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	53	0	1	87	8	2	2	2	8	93	0	54		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	0	87	4	6	2	2	9	93	4	54		
<b>TOTAL SHANNON</b>					<b>660</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>16</b>		
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR 2000	C	A	5	0	0	40	20	20	20	0	33	0	0	0		
	GATWICK	AIR 2000	C	D	5	0	0	40	20	0	40	0	42	0	0	0		
	HEATHROW	EGYPT AIR	C	A	4	0	0	25	50	25	0	0	29	0	0	0		
	HEATHROW	EGYPT AIR	C	D	4	0	0	0	75	0	25	0	39	0	0	0		
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>36</b>	<b>37</b>	<b>38</b>	<b>38</b>		
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	75	0	0	88	4	5	3	0	-3	89	-7	62		
	HEATHROW	SINGAPORE AIRLINES	S	D	75	0	0	60	29	8	3	0	17	53	15	62		
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	77	18	0	5	0	5	72	10	18		
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	41	14	27	18	0	34	22	33	18		
<b>TOTAL SINGAPORE</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>8</b>	<b>8</b>		
SKIATHOS																		
	GATWICK	AIR 2000	C	A	5	0	0	60	40	0	0	0	1	75	-3	4		
	GATWICK	AIR 2000	C	D	5	0	0	40	40	20	0	0	21	75	10	4		

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SKIATHOS																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	22	2	2	50	14	18	18	0	0	23	47	61	19	
	GATWICK	AIRWORLD AVIATION LTD	C	D	19	0	0	79	5	0	16	0	0	17	50	75	14	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	14	0	0	71	14	14	0	0	0	1	57	15	14	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	14	0	0	64	21	7	7	0	0	9	79	12	14	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	11	22	44	11	11	0	66	25	261	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	45	25	26	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	33	33	11	22	0	0	24	50	104	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	-6	0	30	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	40	60	0	0	0	0	14	80	4	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	20	0	0	0	15	40	33	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	40	20	0	20	20	0	65	100	-23	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	0	20	20	0	89	100	2	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
<b>TOTAL SKIATHOS</b>					<b>140</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>42</b>	<b>42</b>	
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	14	14	41	27	5	0	67	52	23	21	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	41	18	14	23	5	0	44	48	18	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	73	0	18	9	0	0	20	91	1	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	50	23	23	5	0	0	20	41	23	22	
<b>TOTAL SOFIA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>14</b>	<b>24</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>58</b>	<b>16</b>	<b>16</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	49	0	1	80	8	6	6	0	0	8	96	-2	72	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	49	0	1	71	22	2	4	0	0	16	92	7	72	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	92	0	0	75	11	8	7	0	0	14	95	-4	73	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	92	0	0	79	10	5	5	0	0	10	96	0	73	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	68	0	1	71	22	6	1	0	0	9	91	5	69	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	68	0	1	84	13	1	1	0	0	5	90	4	69	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SOUTHAMPTON																		
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	46	0	0	100	0	0	0	0	0	-4	76	16	25	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	46	0	0	96	4	0	0	0	0	-2	91	0	23	
<b>TOTAL SOUTHAMPTON</b>					<b>510</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>2</b>	<b>2</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	5	0	0	80	20	0	0	0	0	12	60	10	5	
	GATWICK	CROATIA AIRLINES	S	D	5	0	0	80	0	0	20	0	0	22	40	20	5	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	25	25	25	25	0	0	64	50	43	4	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	25	0	50	0	25	0	73	25	58	4	
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	40	60	0	0	0	0	17	0	0	0	
	STANSTED	CROATIA AIRLINES	S	A	4	0	1	75	25	0	0	0	0	8	0	0	0	
	STANSTED	CROATIA AIRLINES	S	D	4	0	1	100	0	0	0	0	0	8	0	0	0	
<b>TOTAL SPLIT</b>					<b>39</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>27</b>	<b>27</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	58	0	0	81	7	7	5	0	0	5	0	0	0	
	STANSTED	RYANAIR	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	D	58	0	4	57	22	14	7	0	0	20	0	0	0	
<b>TOTAL ST ETIENNE</b>					<b>119</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST KITTS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	234	0	68	4	
<b>TOTAL ST KITTS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>234</b>	<b>0</b>	<b>68</b>	<b>68</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	62	0	0	73	10	6	8	3	0	15	37	30	62	
	GATWICK	TRANS WORLD AIRLINES	S	D	62	0	0	87	10	0	2	2	0	10	84	19	62	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>24</b>	<b>24</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	21	75	8	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	24	40	18	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)
ST LUCIA (HEWANORRA)																	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	-4	79	5	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	38	25	25	13	0	0	37	38	31	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	27	13	71	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>29</b>	<b>29</b>
ST PETERSBURG																	
	GATWICK	AEROFLOT	S	A	14	0	0	93	7	0	0	0	0	92	-1	13	
	GATWICK	AEROFLOT	S	D	14	0	0	57	29	14	0	0	13	77	11	13	
	HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	-1	80	-9	5	
	HEATHROW	AEROFLOT	S	D	4	0	0	75	25	0	0	0	9	60	4	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	77	9	14	0	0	6	81	53	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	55	32	9	5	0	19	33	22	21	
<b>TOTAL ST PETERSBURG</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>22</b>	<b>22</b>	
STANSTED																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	3	77	14	4	4	0	9	94	0	69	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	3	86	10	0	4	0	6	94	1	69	
	EDINBURGH	KLM UK LTD	S	A	157	0	5	69	10	9	11	1	20	70	12	155	
	EDINBURGH	KLM UK LTD	S	D	155	0	7	54	19	15	12	1	27	68	16	152	
	GLASGOW	KLM UK LTD	S	A	129	0	2	38	20	17	24	1	35	75	11	138	
	GLASGOW	KLM UK LTD	S	D	128	0	3	44	16	21	16	2	32	86	8	138	
	NEWCASTLE	KLM UK LTD	S	A	73	0	0	81	15	4	0	0	8	84	6	73	
	NEWCASTLE	KLM UK LTD	S	D	73	0	0	90	7	3	0	0	2	92	1	73	
<b>TOTAL STANSTED</b>					<b>856</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>9</b>	<b>9</b>
STAVANGER																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	9	0	0	67	33	0	0	0	13	81	1	27	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	9	0	0	56	44	0	0	0	14	59	16	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	29	6	0	0	11	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
STAVANGER	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	3	0	0	0	4	0	0	0
	HEATHROW	SAS	S	A	62	0	0	79	18	3	0	0	0	9	84	3	62
	HEATHROW	SAS	S	D	62	0	0	81	15	3	2	0	0	6	92	5	62
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	15	0	7	33	40	27	0	0	0	24	0	0	0
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	15	0	7	87	13	0	0	0	0	8	0	0	0
<b>TOTAL STAVANGER</b>					<b>234</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>5</b>	<b>5</b>
STOCKHOLM (ARLANDA)	LUTON	BRITANNIA AB	C	A	4	0	0	25	0	25	50	0	0	73	0	0	0
	LUTON	BRITANNIA AB	C	D	4	0	0	0	25	25	50	0	0	82	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	90	8	2	0	0	0	0	90	-4	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	69	26	5	0	0	0	12	87	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	153	0	1	66	24	8	2	1	0	13	71	20	126
	HEATHROW	BRITISH AIRWAYS PLC	S	D	153	0	1	73	18	6	3	0	0	10	65	27	127
	LONDON CITY	MALMO AVIATION	S	A	49	0	1	49	24	24	2	0	0	19	0	0	0
	LONDON CITY	MALMO AVIATION	S	D	49	0	1	39	45	10	6	0	0	22	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	3	1	1	33	0	33	33	0	0	69	100	8	4
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	3	1	1	0	33	33	0	0	33	153	0	41	4
	EDINBURGH	SAS	S	A	4	0	0	75	25	0	0	0	0	5	100	-8	4
	EDINBURGH	SAS	S	D	4	0	0	75	25	0	0	0	0	9	100	8	4
	HEATHROW	SAS	S	A	151	0	0	62	26	10	2	0	0	13	85	2	151
	HEATHROW	SAS	S	D	150	0	1	88	7	5	0	0	0	5	87	6	151
	MANCHESTER	SAS	S	A	27	0	0	96	4	0	0	0	0	1	93	-3	27
	MANCHESTER	SAS	S	D	27	0	0	89	7	4	0	0	0	5	96	1	27
	STANSTED	SAS	S	A	58	0	0	78	12	9	2	0	0	9	0	0	0
	STANSTED	SAS	S	D	58	0	0	69	19	7	5	0	0	16	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1085</b>	<b>2</b>	<b>7</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>14</b>
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	89	0	0	37	29	24	10	0	0	28	81	12	62

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	D	89	0	0	33	24	27	17	0	0	34	74	14	62
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>26</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>77</b>	<b>13</b>	<b>13</b>
STORNOWAY	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	63	0	0	70	19	5	6	0	0	14	75	11	59
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	62	0	0	65	18	10	8	0	0	18	74	13	58
<b>TOTAL STORNOWAY</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>12</b>	<b>12</b>
STRASBOURG	LONDON CITY	AIR FRANCE	S	A	77	0	0	71	18	10	0	0	0	9	0	0	0
	LONDON CITY	AIR FRANCE	S	D	77	0	0	31	35	31	3	0	0	26	0	0	0
<b>TOTAL STRASBOURG</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>13</b>	<b>13</b>
STUTTGART	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	65	26	10	0	0	0	12	50	20	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	83	13	3	0	1	0	7	73	15	22
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	47	0	0	70	17	6	6	0	0	11	85	13	47
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	47	0	0	60	30	6	4	0	0	14	72	13	47
	HEATHROW	LUFTHANSA	S	A	62	0	0	66	23	10	2	0	0	12	79	6	39
	HEATHROW	LUFTHANSA	S	D	62	0	0	73	18	10	0	0	0	12	92	5	62
	MANCHESTER	LUFTHANSA CITY LINE	S	A	23	0	0	70	13	17	0	0	0	15	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	D	23	0	0	70	17	13	0	0	0	11	0	0	0
<b>TOTAL STUTTGART</b>					<b>452</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>11</b>
SUMBURGH	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	74	19	7	0	0	0	9	40	31	25
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	33	48	11	7	0	0	23	44	30	27
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	53	1	1	81	11	2	4	2	0	10	77	11	31
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	0	67	9	13	11	0	0	21	77	9	30
<b>TOTAL SUMBURGH</b>					<b>161</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>19</b>	<b>19</b>
SYDNEY	HEATHROW	QANTAS	S	A	53	0	0	85	6	2	8	0	0	6	86	1	43
	HEATHROW	QANTAS	S	D	31	0	0	42	32	19	6	0	0	22	43	21	23

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
SYDNEY																	
<b>TOTAL SYDNEY</b>					84	0	0	69	15	8	7	0	0	12	71	8	8

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	2	0	100	0	0	0	0	0	-16	85	50	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	15	0	0	0	12	62	13	13
	HEATHROW	EVA AIR	S	A	13	0	0	77	15	8	0	0	0	0	93	-4	14
	HEATHROW	EVA AIR	S	D	13	0	0	77	23	0	0	0	0	3	86	5	14
<b>TOTAL TAIPEI</b>					<b>50</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>16</b>
TALLIN	GATWICK	ESTONIAN AIR	S	A	27	0	0	70	26	4	0	0	0	13	96	-1	27
	GATWICK	ESTONIAN AIR	S	D	27	0	0	78	19	4	0	0	0	8	96	3	27
<b>TOTAL TALLIN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>96</b>	<b>1</b>	<b>1</b>
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	87	0	9	4	0	0	-5	38	81	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	68	14	14	0	5	0	20	31	74	13
<b>TOTAL TAMPA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>35</b>	<b>78</b>	<b>78</b>
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	5	0	0	20	20	40	20	0	0	38	40	64	5
	HEATHROW	ROYAL AIR MAROC	S	D	5	0	0	40	0	40	20	0	0	28	40	56	5
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>35</b>	<b>35</b>
TARBES-LOURDES INTERNA	LUTON	AERIS	C	A	5	0	0	20	0	20	40	20	0	86	50	31	4
	LUTON	AERIS	C	D	5	0	0	20	0	0	80	0	0	113	0	54	4
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	6	33	67	0	0	0	0	15	50	20	2
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	3	0	8	33	33	33	0	0	0	26	100	5	2
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	27	0	0	0
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	49	0	0	0
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	D	2	1	2	50	0	0	50	0	0	65	0	26	3
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	9	1	7	11	11	44	22	0	11	153	10	78	10
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	9	1	4	22	11	22	44	0	0	60	13	100	8
	EDINBURGH	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	0	100	0	0	88	0	167	1



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: T		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
																		MATCHED
TARBES-LOURDES INTERNA		EDINBURGH	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	25	25	0	0	47	0	89	3
		MANCHESTER	EUROPEAN AIR CHARTER	C	A	10	0	0	20	40	10	20	0	10	129	50	70	8
		MANCHESTER	EUROPEAN AIR CHARTER	C	D	10	0	2	30	10	30	30	0	0	40	44	57	9
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>						<b>74</b>	<b>3</b>	<b>29</b>	<b>24</b>	<b>16</b>	<b>22</b>	<b>32</b>	<b>3</b>	<b>3</b>	<b>79</b>	<b>27</b>	<b>64</b>	<b>64</b>
TASHKENT		HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	100	0	0	0	0	0	-20	94	-12	17
		HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	65	29	6	0	0	0	9	76	8	17
<b>TOTAL TASHKENT</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>77</b>	<b>11</b>	<b>11</b>
TBILISI		HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	6	0	0	67	33	0	0	0	0	5	90	4	10
<b>TOTAL TBILISI</b>						<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>-5</b>	<b>-5</b>
TEESSIDE		HEATHROW	BMI BRITISH MIDLAND	S	A	142	0	1	87	10	2	1	0	0	6	86	5	143
		HEATHROW	BMI BRITISH MIDLAND	S	D	142	0	1	87	9	3	1	0	0	4	84	6	143
		MANCHESTER	EASTERN AIRWAYS	S	A	34	1	12	71	29	0	0	0	0	12	0	0	0
		MANCHESTER	EASTERN AIRWAYS	S	D	36	0	10	97	3	0	0	0	0	-2	0	0	0
		GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	1	100	0	0	0	0	0	-20	89	-16	9
		GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	1	63	0	25	13	0	0	15	38	43	8
<b>TOTAL TEESSIDE</b>						<b>372</b>	<b>1</b>	<b>26</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>6</b>	<b>6</b>
TEHRAN		HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	71	14	14	0	0	0	7	56	18	9
		HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	15	0	0	0	12	40	23	10
		HEATHROW	IRAN AIR	S	A	17	0	0	82	6	6	0	6	0	13	50	16	14
		HEATHROW	IRAN AIR	S	D	17	0	0	59	29	6	6	0	0	16	14	64	14
<b>TOTAL TEHRAN</b>						<b>61</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>32</b>	<b>32</b>
TEL AVIV		GATWICK	AIR 2000	C	A	8	0	0	38	25	25	13	0	0	28	8	67	12
		GATWICK	AIR 2000	C	D	8	0	0	38	25	25	13	0	0	29	31	53	13

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: T				PERCENTAGE OF FLIGHTS LATE						JULY 1997				
				CHARTER/ SCHED		NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						ARR/ DEP	MATCHED											UNMATCHED
						Actual (7)	Plan (8)											
TEL AVIV																		
	GATWICK	ARKIA	C	A	5	0	0	20	20	40	0	20	0	95	20	87	5	
	GATWICK	ARKIA	C	D	5	0	0	0	60	20	0	20	0	86	20	83	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	16	35	32	6	3	6	88	77	9	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	32	32	29	0	6	0	39	42	34	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	0	3	0	0	-1	63	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	13	3	3	0	0	5	87	6	31	
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	0	73	9	0	9	9	0	25	14	107	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	73	9	0	9	9	0	39	25	79	8	
	GATWICK	EL AL	C	A	9	0	0	56	22	11	11	0	0	22	60	14	10	
	GATWICK	EL AL	C	D	8	1	1	75	25	0	0	0	0	9	70	12	10	
	HEATHROW	EL AL	S	A	32	0	2	88	0	6	6	0	0	7	75	24	32	
	HEATHROW	EL AL	S	D	35	0	0	60	31	6	3	0	0	11	59	19	37	
	MANCHESTER	EL AL	S	A	9	0	0	78	22	0	0	0	0	2	78	-12	9	
	MANCHESTER	EL AL	S	D	9	0	0	89	0	0	0	11	0	28	100	-1	9	
	STANSTED	EL AL	S	A	34	1	2	88	9	0	0	3	0	4	82	2	34	
	STANSTED	EL AL	S	D	29	1	0	55	28	14	0	3	0	20	50	25	36	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	50	0	0	0	31	0	75	2	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	100	0	0	0	42	0	68	2	
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	36	5	27	23	9	0	61	23	73	22	
	GATWICK	MONARCH AIRLINES	C	D	22	0	0	27	9	41	14	9	0	62	26	64	23	
<b>TOTAL TEL AVIV</b>					<b>387</b>	<b>3</b>	<b>9</b>	<b>58</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>28</b>	<b>57</b>	<b>29</b>	<b>29</b>	
TENERIFE (NORTE LOS ROD)																		
	HEATHROW	IBERIA	S	A	31	0	0	39	16	23	19	3	0	40	67	34	9	
	HEATHROW	IBERIA	S	D	30	0	1	53	23	17	7	0	0	23	71	14	17	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>20</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>21</b>	<b>21</b>	
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	100	0	0	0	0	0	-5	85	-3	13	
	BIRMINGHAM	AIR 2000	C	D	10	0	0	90	10	0	0	0	0	6	62	27	13	
	GATWICK	AIR 2000	C	A	24	0	0	71	13	13	4	0	0	14	38	53	21	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
TENERIFE (SURREINA SOFIA)																			
	GATWICK	AIR 2000	C	D	24	0	0	75	4	13	8	0	0	14	38	44	21		
	GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	2	38	27	8		
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	8	38	39	8		
	MANCHESTER	AIR 2000	C	A	18	1	0	83	6	0	6	6	0	6	41	53	22		
	MANCHESTER	AIR 2000	C	D	19	0	0	79	11	0	5	5	0	21	36	51	22		
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-8	100	-1	4		
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-5	75	5	4		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-4	100	-16	10		
	EDINBURGH	AIR EUROPA	C	D	4	0	0	100	0	0	0	0	0	0	60	16	10		
	GLASGOW	AIR EUROPA	C	A	7	3	0	86	14	0	0	0	0	0	0	0	0		
	GLASGOW	AIR EUROPA	C	D	4	3	1	75	25	0	0	0	0	8	0	0	0		
	STANSTED	AIR EUROPA	C	D	2	0	0	0	0	100	0	0	0	41	0	0	0		
	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	0	67	0	0	0	33	0	69	0	0	0		
	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	33	0	0	33	33	0	116	0	0	0		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	1	0	0	50	50	0	0	52	0	0	0		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	50	25	0	0	25	0	77	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	-5	67	13	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	1	78	22	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	25	17	25	25	8	0	57	38	78	13		
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	38	8	38	8	8	0	51	46	47	13		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	16	100	-3	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	75	7	4		
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	25	13	0	0	16	25	136	4		
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	33	11	0	0	28	50	87	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	52	19	5	19	5	0	46	54	75	13		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	68	9	0	18	5	0	42	62	36	13		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	22	50	25	4		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	50	28	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	1	0	50	25	25	0	0	0	25	80	16	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	26	60	18	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	1	62	8	31	0	0	9	33	125	15	
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	64	21	7	7	0	21	33	45	15	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	3	25	25	0	25	0	25	304	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	1	0	25	25	0	50	0	54	0	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	18	0	0	44	11	28	17	0	32	23	53	13	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	18	0	0	11	44	33	11	0	37	46	24	13	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	25	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	17	40	50	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	11	40	52	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	41	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	12	50	16	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	9	50	30	2	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	-5	0	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	1	0	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	80	20	0	0	0	1	50	48	4	
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	60	20	20	0	0	13	25	65	4	
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	100	0	0	0	0	-9	100	13	2	
	GATWICK	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	6	50	27	2	
	NEWCASTLE	FUTURA AIRLINES	C	A	10	0	0	70	20	10	0	0	6	25	69	4	
	NEWCASTLE	FUTURA AIRLINES	C	D	9	0	1	78	11	11	0	0	7	25	72	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	0	13	13	63	13	0	43	56	88	9	
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	44	22	11	22	0	31	33	114	9	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	117	0	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	0	0	25	68	75	21	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	20	0	20	60	75	16	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	50	14	29	7	0	23	23	56	13	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)																		
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	50	7	43	0	0	0	25	31	55	13	
	GATWICK	MONARCH AIRLINES	C	A	23	0	1	52	22	17	9	0	0	25	32	23	22	
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	60	20	12	8	0	0	24	55	20	22	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	1	50	25	25	0	0	0	12	43	93	7	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	20	40	20	0	0	20	106	33	109	6	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	75	7	8	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	89	0	0	11	0	0	24	56	16	9	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	44	33	11	0	11	0	36	56	22	9	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	75	17	8	
	MANCHESTER	MONARCH AIRLINES	C	A	27	0	0	33	30	33	0	0	4	47	40	23	25	
	MANCHESTER	MONARCH AIRLINES	C	D	28	1	0	79	11	4	4	0	4	31	64	19	25	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	22	0	11	11	0	53	80	6	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	1	88	13	0	0	0	0	6	100	0	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	50	7	0	0	0	9	22	180	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	1	92	8	0	0	0	0	7	56	35	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	22	22	40	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	16	67	28	9	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	47	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	49	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	11	22	0	0	32	40	23	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	13	25	0	0	32	80	11	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	53	0	48	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	6	100	9	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	53	75	8	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	40	0	0	47	50	17	4	
	BIRMINGHAM	SPANAIR	C	A	5	0	0	100	0	0	0	0	0	1	75	17	4	
	BIRMINGHAM	SPANAIR	C	D	5	0	0	60	40	0	0	0	0	11	50	33	4	
	EDINBURGH	SPANAIR	C	A	5	0	0	80	0	20	0	0	0	7	0	0	0	
	EDINBURGH	SPANAIR	C	D	5	0	0	60	20	20	0	0	0	21	0	0	0	
	GLASGOW	SPANAIR	C	A	10	0	0	70	10	20	0	0	0	12	50	8	4	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)	GLASGOW	SPANAIR	C	D	9	0	1	44	33	22	0	0	0	21	67	12	3
	MANCHESTER	SPANAIR	C	A	5	0	4	80	0	0	20	0	0	35	75	11	8
	MANCHESTER	SPANAIR	C	D	5	0	3	80	0	0	20	0	0	37	38	23	8
	STANSTED	SPANAIR	C	A	5	0	0	60	40	0	0	0	10	0	0	0	
	STANSTED	SPANAIR	C	D	5	0	0	20	60	0	20	0	35	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	-1	89	0	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	3	89	7	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	-8	0	93	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	-4	75	38	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	89	11	0	0	0	1	92	-4	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	95	0	5	0	0	-5	92	-3	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	33	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	35	0	0	0	
	GATWICK	TRANSAER	C	A	5	0	0	60	20	0	0	20	39	0	54	4	
	GATWICK	TRANSAER	C	D	5	0	0	80	0	0	0	20	39	50	47	4	
	MANCHESTER	TRANSAER	C	A	6	0	0	67	17	17	0	0	1	50	48	6	
	MANCHESTER	TRANSAER	C	D	7	0	0	57	14	29	0	0	18	33	55	6	
	GATWICK	VIVA	C	A	2	0	0	50	0	0	50	0	46	0	0	0	
	GATWICK	VIVA	C	D	2	0	0	50	0	0	50	0	57	0	0	0	
	GLASGOW	VIVA	C	A	3	0	0	33	33	33	0	0	17	38	35	8	
	GLASGOW	VIVA	C	D	3	0	0	33	0	67	0	0	23	33	48	6	
	NEWCASTLE	VIVA	C	A	5	0	0	40	0	20	40	0	56	0	0	0	
	NEWCASTLE	VIVA	C	D	5	0	0	40	0	20	40	0	62	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>904</b>	<b>11</b>	<b>19</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>39</b>	<b>39</b>
THIRA (SANTORINI)	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	40	0	0	19	75	29	4	
<b>TOTAL THIRA (SANTORINI)</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>29</b>	<b>29</b>	
TIREE	GLASGOW	LOGANAIR	S	A	23	4	0	52	26	17	4	0	15	74	31	27	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
TIREE	GLASGOW	LOGANAIR	S	D	22	5	0	86	9	5	0	0	0	-30	85	4	27
<b>TOTAL TIREE</b>					<b>45</b>	<b>9</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>80</b>	<b>17</b>	<b>17</b>
TOBAGO	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	25	0	0	24	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	25	0	0	27	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	1	0	100	0	0	0	0	0	-2	38	60	8
<b>TOTAL TOBAGO</b>					<b>15</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>58</b>	<b>58</b>
TOKYO (NARITA)	HEATHROW	AEROFLOT	S	A	13	0	0	23	23	15	38	0	0	56	62	15	13
	HEATHROW	AEROFLOT	S	D	13	0	0	54	38	0	8	0	0	23	38	17	13
	HEATHROW	ALL NIPPON AIRWAYS	S	A	35	0	0	77	20	3	0	0	0	74	6	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	35	0	0	97	0	3	0	0	0	5	90	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	95	2	4	0	0	0	-9	82	-2	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	75	16	4	5	0	0	11	58	22	57
	HEATHROW	JAPAN AIRLINES	S	A	44	0	0	68	16	14	2	0	0	11	78	0	50
	HEATHROW	JAPAN AIRLINES	S	D	44	0	0	55	16	25	5	0	0	21	67	14	46
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	1	1	92	4	4	0	0	0	-16	88	-6	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	62	23	15	0	0	0	16	58	24	26
<b>TOTAL TOKYO (NARITA)</b>					<b>348</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>9</b>	<b>9</b>
TOLLERTON NOTTINGHAM																	
TORONTO	GLASGOW	AIR CANADA	S	A	31	0	0	61	16	16	6	0	0	18	42	33	31
	GLASGOW	AIR CANADA	S	D	31	0	0	87	10	0	3	0	0	9	87	8	31
	HEATHROW	AIR CANADA	S	A	124	0	0	76	9	9	5	2	0	9	56	36	117
	HEATHROW	AIR CANADA	S	D	128	0	0	70	20	9	2	1	0	12	62	27	116
	MANCHESTER	AIR CANADA	S	A	31	0	0	68	23	6	3	0	0	9	55	25	31
	MANCHESTER	AIR CANADA	S	D	31	0	0	68	19	6	6	0	0	14	55	25	31
	BIRMINGHAM	AIR TRANSAT	C	A	9	0	0	67	0	0	22	0	11	78	89	-2	9
	BIRMINGHAM	AIR TRANSAT	C	D	9	0	0	33	22	0	33	0	11	105	89	8	9

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
TORONTO																			
	EDINBURGH	AIR TRANSAT	C	A	5	0	0	40	20	20	20	0	0	34	50	16	4		
	EDINBURGH	AIR TRANSAT	C	D	5	0	0	40	0	40	20	0	0	57	25	21	4		
	GATWICK	AIR TRANSAT	C	A	26	0	0	58	8	12	23	0	0	28	51	21	35		
	GATWICK	AIR TRANSAT	C	D	26	0	0	35	42	15	8	0	0	27	39	29	31		
	GLASGOW	AIR TRANSAT	C	A	20	0	0	60	25	5	0	0	10	63	73	28	15		
	GLASGOW	AIR TRANSAT	C	D	20	0	0	55	20	15	0	0	10	72	80	27	15		
	MANCHESTER	AIR TRANSAT	C	A	17	0	0	41	24	24	6	0	6	38	43	38	14		
	MANCHESTER	AIR TRANSAT	C	D	17	0	0	41	12	24	18	0	6	53	29	51	14		
	NEWCASTLE	AIR TRANSAT	C	A	8	1	1	63	0	13	13	0	13	118	100	-26	5		
	NEWCASTLE	AIR TRANSAT	C	D	9	0	0	56	11	0	11	0	22	168	80	10	5		
	STANSTED	AIR TRANSAT	C	A	10	0	0	50	10	40	0	0	0	17	80	-7	5		
	STANSTED	AIR TRANSAT	C	D	10	0	0	30	30	30	10	0	0	30	60	13	5		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	28	2	3	71	11	11	7	0	0	-9	72	28	29		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	29	1	0	41	28	10	21	0	0	35	28	38	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	1	0	74	16	5	2	0	2	26	79	51	34		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	63	21	9	5	2	0	22	47	23	36		
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	5	0	0	60	20	20	0	0	0	9	100	-24	5		
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	80	10	5		
	GATWICK	CANADA 3000 AIRLINES	C	A	34	0	0	85	12	0	0	3	0	-5	81	-5	31		
	GATWICK	CANADA 3000 AIRLINES	C	D	34	0	0	53	29	15	0	3	0	22	55	28	31		
	GLASGOW	CANADA 3000 AIRLINES	C	A	14	0	0	79	14	0	7	0	0	1	100	-17	13		
	GLASGOW	CANADA 3000 AIRLINES	C	D	13	1	1	62	23	8	8	0	0	25	100	0	13		
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	9	100	0	0	0	0	0	-23	100	-22	13		
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	9	75	0	25	0	0	0	14	92	6	13		
	NEWCASTLE	CANADA 3000 AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-14	0	0	0		
	NEWCASTLE	CANADA 3000 AIRLINES	C	D	5	0	0	40	60	0	0	0	0	12	0	0	0		
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	80	0	0	75	16	6	1	1	0	6	82	10	62		
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	81	0	0	75	17	6	1	0	0	7	87	8	62		
	BIRMINGHAM	ROYAL AIRLINES	C	A	5	0	0	0	20	60	20	0	0	51	40	36	5		
	BIRMINGHAM	ROYAL AIRLINES	C	D	5	0	0	0	0	40	60	0	0	69	0	69	4		



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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JULY 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		ROYAL AIRLINES	C	A	13	0	0	69	8	15	8	0	0	14	6	99	18			
	GLASGOW		ROYAL AIRLINES	C	D	13	0	0	38	15	38	8	0	0	27	17	105	18			
	MANCHESTER		ROYAL AIRLINES	C	A	15	0	0	33	20	20	27	0	0	35	11	116	9			
	MANCHESTER		ROYAL AIRLINES	C	D	15	0	0	20	20	20	40	0	0	50	0	102	9			
	STANSTED		ROYAL AIRLINES	C	A	24	1	0	29	13	25	29	0	4	63	0	0	0			
	STANSTED		ROYAL AIRLINES	C	D	23	1	1	26	13	30	26	0	4	64	0	0	0			
<b>TOTAL TORONTO</b>						<b>1109</b>	<b>9</b>	<b>24</b>	<b>63</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>59</b>	<b>32</b>	<b>32</b>			
TOULOUSE (BLAGNAC)																					
	GATWICK		AIR LIB	S	A	93	0	0	56	33	4	5	1	0	20	0	0	0			
	GATWICK		AIR LIB	S	D	93	0	0	76	15	4	2	2	0	16	0	0	0			
	HEATHROW		FLYBE.BRITISH EUROPEAN	S	A	92	0	0	63	17	14	4	1	0	18	68	11	93			
	HEATHROW		FLYBE.BRITISH EUROPEAN	S	D	92	0	0	65	11	17	5	1	0	16	83	6	93			
<b>TOTAL TOULOUSE (BLAGNAC)</b>						<b>370</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>13</b>	<b>13</b>			
TOURS																					
<b>TOTAL TOURS</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>			
TREVISO																					
	BIRMINGHAM		BRITISH WORLD AIRLINES LTD	C	A	4	0	0	0	25	25	50	0	0	48	0	145	1			
	BIRMINGHAM		BRITISH WORLD AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	52	75	40	4			
	STANSTED		RYANAIR	S	A	62	3	0	34	34	13	19	0	0	30	0	0	0			
	STANSTED		RYANAIR	S	D	62	0	0	44	32	6	18	0	0	28	0	0	0			
<b>TOTAL TREVISO</b>						<b>132</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>32</b>	<b>11</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>36</b>	<b>36</b>			
TRIESTE (RONCHI DEI LEGIO)																					
	GATWICK		BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	90	3	6	0	0	0	-4	0	0	0			
	GATWICK		BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	61	23	13	3	0	0	15	0	0	0			
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>			
TROMSOE																					
	HEATHROW		SAS	S	A	9	0	0	78	22	0	0	0	0	8	50	19	8			

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
TROMSOE	HEATHROW	SAS	S	D	9	0	0	78	22	0	0	0	0	-1	100	-9	9
<b>TOTAL TROMSOE</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>4</b>	<b>76</b>	<b>4</b>	<b>4</b>
TRONDHEIM (VAERNES)																	
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	33	33	28	6	0	0	25	28	27	18
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	33	28	28	11	0	0	30	44	20	18
	HEATHROW	TUNISAIR	S	A	17	0	0	47	12	29	12	0	0	30	53	18	17
	HEATHROW	TUNISAIR	S	D	17	0	0	41	6	35	18	0	0	35	29	32	17
<b>TOTAL TUNIS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>20</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>39</b>	<b>24</b>	<b>24</b>
TURIN	GATWICK	ALITALIA	S	A	49	0	0	16	47	29	6	2	0	33	0	0	0
	GATWICK	ALITALIA	S	D	48	0	1	60	21	10	6	2	0	22	0	0	0
	LONDON CITY	ALITALIA	S	A	27	0	0	81	19	0	0	0	0	7	0	0	0
	LONDON CITY	ALITALIA	S	D	27	0	0	7	33	48	11	0	0	40	0	0	0
<b>TOTAL TURIN</b>					<b>151</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>31</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>17</b>	<b>17</b>
TURKU																	

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
URALSK	STANSTED	EUROFLY SPA	C	A	2	0	0	100	0	0	0	0	0	10	50	24	2	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	0	100	0	0	0	45	0	32	2	
<b>TOTAL URALSK</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>28</b>	<b>28</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
VAGAR																		
	GLASGOW	ATLANTIC AIRWAYS	S	A	9	0	0	56	22	22	0	0	0	18	0	0	0	
	GLASGOW	ATLANTIC AIRWAYS	S	D	9	0	0	56	22	11	11	0	0	22	0	0	0	
<b>TOTAL VAGAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>41</b>	<b>41</b>	
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	27	0	0	33	22	19	22	4	0	38	52	22	27	
	GATWICK	GB AIRWAYS LTD	S	D	27	0	0	63	19	15	4	0	0	20	70	17	27	
	HEATHROW	IBERIA	S	A	31	0	0	52	29	13	6	0	0	20	39	33	31	
	HEATHROW	IBERIA	S	D	31	0	0	97	3	0	0	0	0	1	68	16	31	
<b>TOTAL VALENCIA</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>22</b>	<b>22</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	57	0	0	75	12	12	0	0	0	5	66	53	44	
	HEATHROW	AIR CANADA	S	D	53	0	0	42	32	21	6	0	0	22	44	43	43	
	GATWICK	AIR TRANSAT	C	A	13	0	0	15	8	31	38	8	0	70	11	48	9	
	GATWICK	AIR TRANSAT	C	D	13	0	0	23	46	23	8	0	0	28	11	42	9	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	50	25	0	25	0	0	36	75	6	4	
	GLASGOW	AIR TRANSAT	C	D	5	0	0	20	0	40	40	0	0	75	25	26	4	
	MANCHESTER	AIR TRANSAT	C	A	10	0	0	60	10	20	10	0	0	24	56	87	9	
	MANCHESTER	AIR TRANSAT	C	D	10	0	0	30	10	40	20	0	0	47	44	102	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	0	0	3	10	96	-11	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	23	13	3	0	0	15	44	19	27	
	GATWICK	CANADA 3000 AIRLINES	C	A	13	0	0	69	8	0	23	0	0	15	78	19	9	
	GATWICK	CANADA 3000 AIRLINES	C	D	13	0	0	54	15	8	23	0	0	36	67	17	9	
	GLASGOW	CANADA 3000 AIRLINES	C	A	9	0	0	78	11	0	11	0	0	12	100	-21	4	
	GLASGOW	CANADA 3000 AIRLINES	C	D	9	0	0	67	33	0	0	0	0	9	100	-2	4	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	1	4	100	0	0	0	0	0	-23	100	-33	4	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	5	0	4	100	0	0	0	0	0	-4	100	-2	4	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	71	6	16	6	0	0	13	80	8	30	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	84	6	6	0	0	3	37	93	2	29	
	GLASGOW	ROYAL AIRLINES	C	A	4	0	0	0	50	25	25	0	0	65	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
VANCOUVER																		
	GLASGOW	ROYAL AIRLINES	C	D	4	0	0	0	0	50	50	0	0	76	0	0	0	
	MANCHESTER	ROYAL AIRLINES	C	A	4	0	0	25	0	25	50	0	0	50	0	0	0	
	MANCHESTER	ROYAL AIRLINES	C	D	4	0	0	25	0	50	25	0	0	42	0	0	0	
	STANSTED	ROYAL AIRLINES	C	A	6	0	0	83	0	0	17	0	0	9	0	0	0	
	STANSTED	ROYAL AIRLINES	C	D	10	0	0	20	30	20	20	0	10	73	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>374</b>	<b>1</b>	<b>8</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>63</b>	<b>35</b>	<b>35</b>	
VARADERO																		
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	20	40	0	0	0	24	0	33	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	0	0	100	0	273	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	0	50	50	0	150	0	0	0	
<b>TOTAL VARADERO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>33</b>	<b>33</b>	
VARNA																		
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	11	100	-11	4	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	25	75	33	4	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-3	25	23	4	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	100	11	4	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	26	0	0	0	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	0	75	25	0	0	0	26	0	0	0	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	-13	75	10	4	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	4	50	14	4	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	BALKAN BULGARIAN AIRLINES	C	A	2	2	0	100	0	0	0	0	0	-9	0	67	4	
	GATWICK	BALKAN BULGARIAN AIRLINES	C	D	2	2	0	100	0	0	0	0	0	-3	0	75	4	
	MANCHESTER	BALKAN BULGARIAN AIRLINES	C	A	4	0	0	50	0	0	25	0	25	163	0	0	0	
	MANCHESTER	BALKAN BULGARIAN AIRLINES	C	D	4	0	0	50	0	0	0	25	25	177	0	0	0	
<b>TOTAL VARNA</b>					<b>60</b>	<b>4</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>27</b>	<b>53</b>	<b>28</b>	<b>28</b>	
VENICE																		
	GATWICK	AIR 2000	C	A	5	0	0	60	0	40	0	0	0	27	0	92	5	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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	AIR 2000	C	D	5	0	0	40	20	40	0	0	0	19	0	78	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	9	0	0	78	11	11	0	0	0	12	60	30	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	78	11	11	0	0	0	6	60	36	5
	GATWICK	ALITALIA	S	A	62	0	0	63	23	13	2	0	0	15	81	8	62
	GATWICK	ALITALIA	S	D	62	0	0	47	31	18	5	0	0	20	81	8	62
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	25	75	0	0	0	0	13	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	100	0	0	68	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	5	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	52	25	55	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	30	50	24	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	80	20	0	0	43	25	60	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	20	0	0	23	50	50	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	66	0	0	71	20	6	3	0	0	13	85	3	39
	HEATHROW	BRITISH AIRWAYS PLC	S	D	66	0	0	45	32	17	6	0	0	21	67	12	39
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	0	57	5
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	41	5
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	0	25	75	0	0	0	40	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	0	50	50	0	0	0	31	75	21	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	31	40	95	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	19	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	0	35	0	71	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	19	25	42	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	47	100	1	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	40	100	-5	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
<b>TOTAL VENICE</b>					<b>368</b>	<b>5</b>	<b>20</b>	<b>53</b>	<b>24</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>18</b>	<b>18</b>
VERONA	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	58	0	66	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	MANCHESTER	AIR 2000	C	D	4	0	0	0	25	25	50	0	0	73	75	18	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	20	80	0	0	0	0	23	0	152	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	40	0	60	0	0	0	25	0	143	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	11	89	0	0	0	0	17	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	84	0	0	74	21	2	1	1	0	12	85	3	66
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	0	55	20	20	5	0	0	19	65	14	66
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	25	50	0	25	0	0	32	50	17	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	9	100	0	4
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	0	25	38	38	0	0	55	0	60	4
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	8	0	0	38	38	13	13	0	0	27	50	35	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	20	40	40	0	0	0	25	80	33	5
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	40	20	40	0	0	0	22	60	54	5
	GATWICK	LEISURE INTERNATIONAL	C	A	8	1	1	50	13	0	38	0	0	49	44	54	9
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	67	22	0	11	0	0	19	78	49	9
	GLASGOW	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	25	0	0	0	9	75	78	4
	GLASGOW	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	25	0	0	0	23	50	83	4
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	0	20	0	0	40	40	19	5
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	5	0	0	0	60	0	40	0	0	54	60	19	5
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	36	36	7	21	0	0	30	44	17	9
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	64	0	14	21	0	0	29	89	5	9
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	22	11	22	0	0	27	56	35	9
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	78	0	11	11	0	0	13	67	29	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	15	75	12	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4
<b>TOTAL VERONA</b>					<b>327</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>24</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>36</b>	<b>36</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	117	0	2	50	32	15	2	0	0	16	60	13	101

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)										
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	D	116	0	3	72	16	9	4	0	0	13	68	12	101
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	82	13	3	2	0	0	7	97	-6	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	35	40	19	5	0	0	24	39	21	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	57	23	17	3	0	0	18	80	10	82
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	62	20	13	4	0	0	19	73	15	82
	GATWICK	LAUDA-AIR	S	A	18	0	0	33	22	44	0	0	0	24	41	22	17
	GATWICK	LAUDA-AIR	S	D	18	0	0	33	28	39	0	0	0	24	35	25	17
	MANCHESTER	LAUDA-AIR	S	A	50	0	0	66	18	16	0	0	0	15	80	11	50
	MANCHESTER	LAUDA-AIR	S	D	50	0	0	32	40	28	0	0	0	23	50	21	50
	STANSTED	VIVA	C	A	8	1	1	50	0	0	50	0	0	42	0	0	0
	STANSTED	VIVA	C	D	8	1	1	13	38	0	50	0	0	52	0	0	0
<b>TOTAL VIENNA</b>					<b>696</b>	<b>5</b>	<b>7</b>	<b>56</b>	<b>24</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>15</b>	<b>15</b>
VILNIUS	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	78	22	0	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	61	22	17	0	0	0	12	0	0	0
	HEATHROW	LITHUANIA AIRLINES	S	A	26	0	1	81	4	4	12	0	0	9	86	-1	22
	HEATHROW	LITHUANIA AIRLINES	S	D	26	0	1	77	8	4	8	4	0	24	73	9	22
<b>TOTAL VILNIUS</b>					<b>88</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>4</b>	<b>4</b>
VOLOS	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	22	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL VOLOS</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>13</b>	<b>190</b>	<b>190</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
WARSAW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	64	32	5	0	0	0	4	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	22	0	0	82	18	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	10	3	3	0	0	7	75	12	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	10	3	0	2	0	9	70	16	56	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	6	62	64	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	8	38	34	13	
	HEATHROW	LOT-POLISH AIRLINES	S	A	73	0	1	60	22	15	3	0	0	14	68	9	71	
	HEATHROW	LOT-POLISH AIRLINES	S	D	73	0	1	84	8	8	0	0	0	6	77	9	71	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	11	0	1	82	0	0	18	0	0	15	85	0	13	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	11	0	1	36	27	9	27	0	0	39	23	24	13	
<b>TOTAL WARSAW</b>					<b>362</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	<b>15</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	6	2	6	2	0	7	82	-1	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	60	19	15	5	2	0	22	52	22	56	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	75	8	8	10	0	0	9	72	15	93	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	41	41	13	5	0	0	23	62	15	93	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	3	3	10	0	0	2	55	19	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	16	19	0	0	0	15	42	33	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>16</b>	<b>16</b>	
WATERFORD																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	2	100	-7	8	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	25	50	25	0	0	0	23	88	1	8	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	84	10	3	3	0	0	4	97	-6	31	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	68	23	6	3	0	0	15	90	6	31	
	LUTON	SCOT AIRWAYS	S	A	5	1	0	20	60	20	0	0	0	28	17	31	12	
	LUTON	SCOT AIRWAYS	S	D	5	1	0	100	0	0	0	0	0	5	92	9	12	
<b>TOTAL WATERFORD</b>					<b>80</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>4</b>	<b>4</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	23	0	0	91	4	0	0	4	0	10	83	6	23	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)												
WICK	NEWCASTLE	GILL AIRWAYS	S	D	23	0	0	96	0	4	0	0	0	0	87	3	23	
<b>TOTAL WICK</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>5</b>	<b>5</b>	
WINDHOEK	HEATHROW	AIR NAMIBIA	S	A	9	0	0	78	11	11	0	0	0	6	92	1	13	
	HEATHROW	AIR NAMIBIA	S	D	9	0	0	44	22	11	22	0	0	29	31	18	13	
<b>TOTAL WINDHOEK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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)											
YEREVAN	GATWICK	ARMENIAN AIRLINES	S	A	4	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	ARMENIAN AIRLINES	S	D	4	0	0	0	25	50	25	0	0	54	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	11	0	0	82	9	0	9	0	0	-3	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	4	2	2	25	25	25	25	0	0	59	0	0	0
<b>TOTAL YEREVAN</b>					<b>23</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)											
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	81	13	6	0	0	0	7	77	10	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	55	26	19	0	0	0	16	23	24	31	
	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	48	45	3	3	0	0	18	77	15	31	
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	23	45	29	3	0	0	26	58	29	31	
<b>TOTAL ZAGREB</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>32</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>20</b>	<b>20</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-5	40	36	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	16	20	56	5	
	GATWICK	AIR 2000	C	A	12	0	0	58	17	8	17	0	0	26	22	17	9	
	GATWICK	AIR 2000	C	D	12	0	0	42	8	25	25	0	0	40	22	30	9	
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	0	50	0	0	37	75	-8	4	
	GLASGOW	AIR 2000	C	D	4	0	0	0	50	50	0	0	0	27	25	28	4	
	MANCHESTER	AIR 2000	C	A	8	0	0	38	25	25	13	0	0	35	56	27	9	
	MANCHESTER	AIR 2000	C	D	8	0	0	38	25	13	25	0	0	37	56	36	9	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	20	0	20	0	0	30	80	41	5	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	60	0	40	0	0	0	19	40	56	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	14	0	0	43	36	7	14	0	0	31	63	59	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	14	0	0	57	21	0	21	0	0	24	44	50	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	59	25	31	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	72	0	40	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	56	0	0	0	27	25	26	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	44	0	0	0	19	38	33	8	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	75	8	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	100	-1	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	0	11	0	41	25	40	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	44	0	0	11	0	47	100	9	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	25	25	0	93	100	8	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	0	25	0	79	100	8	2	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ZAKINTHOS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	89	0	0	0	0	11	59	50	28	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	16	63	28	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	63	0	25	13	0	0	26	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	5	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	55	75	6	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	0	0	25	147	75	13	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	33	22	11	11	22	0	70	100	5	1	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	0	11	0	26	50	21	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	11	75	21	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	3	60	13	5	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	57	0	21	21	0	0	22	22	56	9	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	57	21	7	14	0	0	23	30	52	10	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	0	30	10	0	0	17	78	2	9	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	80	20	0	0	0	0	3	70	1	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	14	80	1	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	30	20	19	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	100	0	0	0	39	60	15	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	100	0	0	0	0	24	60	10	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	0	20	0	57	60	2	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	0	0	20	0	56	40	24	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	26	80	12	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	80	0	0	0	0	20	80	22	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-11	50	94	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-10	50	109	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	-19	63	41	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-16	75	42	8	
<b>TOTAL ZAKINTHOS</b>					<b>340</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>53</b>	<b>29</b>	<b>29</b>	
ZARAGOZA																		
	GATWICK	IBERIA	S	A	13	0	0	31	0	69	0	0	0	35	0	0	0	
	GATWICK	IBERIA	S	D	13	0	0	85	15	0	0	0	0	4	0	0	0	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
ZARAGOZA																		
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZURICH																		
	MANCHESTER	AIR TRANSAT	C	A	4	0	1	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	AIR TRANSAT	C	D	5	0	0	60	0	20	20	0	0	27	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	64	22	11	2	0	0	14	75	12	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	0	66	26	7	1	0	0	12	71	16	111	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	0	87	13	0	0	0	0	4	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	23	0	0	78	13	4	4	0	0	12	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	93	0	0	39	32	23	6	0	0	25	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	61	23	9	8	0	0	20	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	31	0	0	65	10	13	13	0	0	21	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	31	0	0	90	6	0	0	0	3	24	0	0	0	
	LUTON	EDELWEISS AIR	C	A	20	0	2	50	35	5	10	0	0	24	52	28	23	
	LUTON	EDELWEISS AIR	C	D	20	0	2	75	5	5	15	0	0	22	74	19	23	
	STANSTED	FLIGHTLINE LTD	C	A	31	0	0	16	13	42	23	6	0	62	50	23	36	
	STANSTED	FLIGHTLINE LTD	C	D	30	0	1	20	30	23	27	0	0	45	50	40	36	
	BIRMINGHAM	SWISS AIRLINES	S	A	54	0	0	19	30	43	9	0	0	34	63	22	27	
	BIRMINGHAM	SWISS AIRLINES	S	D	54	0	0	65	22	9	4	0	0	15	31	21	26	
	EDINBURGH	SWISS AIRLINES	S	A	31	0	0	10	29	55	6	0	0	34	68	10	31	
	EDINBURGH	SWISS AIRLINES	S	D	31	0	0	3	13	65	19	0	0	46	39	24	31	
	LONDON CITY	SWISS AIRLINES	S	A	81	0	0	31	44	22	2	0	0	23	52	17	82	
	LONDON CITY	SWISS AIRLINES	S	D	80	0	1	19	35	44	3	0	0	30	21	27	81	
	MANCHESTER	SWISS AIRLINES	S	A	27	0	0	81	19	0	0	0	0	9	30	27	27	
	MANCHESTER	SWISS AIRLINES	S	D	27	0	0	33	19	41	7	0	0	33	100	4	27	
	HEATHROW	SWISSAIR	S	A	186	0	0	48	38	11	3	0	0	19	75	11	188	
	HEATHROW	SWISSAIR	S	D	186	0	0	64	23	11	3	0	0	14	74	10	188	
	MANCHESTER	SWISSAIR	S	A	62	0	0	52	31	16	2	0	0	17	71	9	31	
	MANCHESTER	SWISSAIR	S	D	62	0	0	77	15	3	3	0	2	18	74	14	31	
<b>TOTAL ZURICH</b>					<b>1572</b>	<b>1</b>	<b>7</b>	<b>52</b>	<b>26</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>16</b>	<b>16</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	549	0	15	67	16	11	5	1	0	15	91	2	450	
DUBLIN	621	0	0	84	12	3	1	0	0	6	88	5	617	
PALMA DE MALLORCA	222	1	2	61	13	12	9	5	0	26	67	21	231	
PARIS (CHARLES DE GAULLE)	572	0	2	76	16	6	2	0	0	10	79	11	579	
CHARTERED FLIGHTS(ALL ROUTES)	1617	14	20	61	16	12	8	2	0	21	66	24	1525	
SCHEDULED FLIGHTS(ALL ROUTES)	6745	8	68	78	13	6	2	0	0	9	83	8	5969	
AIRPORT TOTAL	8362	22	88	75	14	7	3	1	0	11	80	11	7494	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	290	0	4	37	28	28	6	1	0	27	76	13	302	
DUBLIN	286	0	0	89	8	1	1	0	0	5	80	8	262	
PALMA DE MALLORCA	42	0	0	33	12	17	26	10	2	76	24	42	42	
PARIS (CHARLES DE GAULLE)	210	0	1	62	15	16	8	0	0	18	72	12	240	
CHARTERED FLIGHTS(ALL ROUTES)	331	10	4	50	16	18	12	2	1	34	47	34	296	
SCHEDULED FLIGHTS(ALL ROUTES)	5723	4	223	71	16	9	4	0	0	13	73	11	5241	
AIRPORT TOTAL	6054	14	227	70	16	9	5	0	0	15	71	13	5537	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	491	0	3	41	32	20	8	0	0	24	57	20	477	
ATHENS	227	0	3	56	17	15	11	1	0	22	34	49	220	
DUBLIN	593	4	6	70	18	8	3	1	1	15	62	20	496	
NEW YORK (JF KENNEDY)	62	0	0	81	8	11	0	0	0	5	78	3	51	
PALMA DE MALLORCA	501	3	9	53	15	15	11	5	1	40	46	41	426	
PARIS (CHARLES DE GAULLE)	310	0	2	64	20	11	4	0	1	24	52	26	315	
CHARTERED FLIGHTS(ALL ROUTES)	5884	43	143	50	18	17	12	3	1	33	40	52	5835	
SCHEDULED FLIGHTS(ALL ROUTES)	16550	14	96	68	18	9	4	0	0	14	66	17	15756	
AIRPORT TOTAL	22434	57	239	63	18	11	6	1	0	19	59	26	21591	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	193	0	1	41	18	26	13	1	0	33	68	16	240	
DUBLIN	251	0	2	96	1	1	2	0	0	-1	87	3	196	
NEW YORK (JF KENNEDY)	43	0	0	60	19	14	7	0	0	11	0	0	0	
PALMA DE MALLORCA	239	14	7	49	15	16	18	3	0	34	52	25	243	
PARIS (CHARLES DE GAULLE)	143	0	0	75	16	7	2	0	0	10	86	7	138	
CHARTERED FLIGHTS(ALL ROUTES)	1612	30	43	56	16	15	10	2	1	29	55	33	1616	
SCHEDULED FLIGHTS(ALL ROUTES)	6434	37	65	76	13	7	4	0	0	11	78	11	5959	
AIRPORT TOTAL	8046	67	108	72	14	9	5	1	0	14	73	15	7575	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	1438	1	9	64	17	13	6	0	0	16	79	6	1299	
ATHENS	412	1	4	49	20	19	10	1	0	24	43	26	375	
DUBLIN	1346	3	9	71	17	9	2	0	0	12	70	13	1392	
NEW YORK (JF KENNEDY)	1182	4	9	75	13	7	4	1	0	9	74	10	1108	
PALMA DE MALLORCA	70	0	0	47	27	16	10	0	0	25	67	10	76	
PARIS (CHARLES DE GAULLE)	1624	0	16	65	22	11	2	0	0	13	72	13	1372	
CHARTERED FLIGHTS(ALL ROUTES)	127	11	17	25	19	32	23	0	1	46	30	34	96	
SCHEDULED FLIGHTS(ALL ROUTES)	38227	28	171	70	17	9	3	0	0	12	73	12	35197	
AIRPORT TOTAL	38354	39	188	70	17	9	3	0	0	12	73	12	35293	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	219	0	35	42	21	29	9	0	0	26	53	18	200	
DUBLIN	401	2	5	76	14	5	4	0	0	11	75	11	377	
PARIS (CHARLES DE GAULLE)	115	0	9	63	27	5	5	0	0	14	84	9	170	
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	100	0	0	0	0	0	-4	83	0	6	
SCHEDULED FLIGHTS(ALL ROUTES)	3112	2	100	60	23	13	4	0	0	15	71	11	2811	
AIRPORT TOTAL	3114	2	100	60	23	13	4	0	0	15	71	11	2817	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	170	0	0	45	19	16	17	2	1	38	76	15	163	
ATHENS	71	2	2	75	14	8	3	0	0	3	0	0	0	
DUBLIN	294	0	0	72	17	10	1	0	0	10	87	3	230	
PALMA DE MALLORCA	208	1	2	60	11	16	13	0	0	23	69	17	97	
PARIS (CHARLES DE GAULLE)	165	3	29	55	25	18	2	0	0	17	50	19	129	
CHARTERED FLIGHTS(ALL ROUTES)	912	24	28	52	17	16	13	3	0	32	64	25	765	
SCHEDULED FLIGHTS(ALL ROUTES)	2952	41	106	54	18	13	12	2	0	28	69	15	2397	
AIRPORT TOTAL	3864	65	134	54	18	14	12	2	0	29	68	17	3162	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	619	0	7	67	12	14	6	1	0	16	85	5	558	
ATHENS	28	0	0	46	11	11	25	7	0	48	63	95	16	
DUBLIN	660	0	0	92	7	2	0	0	0	1	89	5	598	
NEW YORK (JF KENNEDY)	121	3	3	83	8	5	2	1	0	-1	71	18	126	
PALMA DE MALLORCA	564	3	5	53	14	13	16	4	1	37	53	45	506	
PARIS (CHARLES DE GAULLE)	526	0	2	65	21	10	3	0	0	13	71	14	528	
CHARTERED FLIGHTS(ALL ROUTES)	5485	48	75	56	15	13	12	3	1	33	54	39	4872	
SCHEDULED FLIGHTS(ALL ROUTES)	10487	15	106	77	13	6	3	0	0	9	79	9	9123	
AIRPORT TOTAL	15972	63	181	70	14	9	6	1	0	17	70	19	13995	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	240	0	0	47	17	19	17	0	0	28	81	6	238	
DUBLIN	178	0	0	95	3	2	0	0	0	0	94	0	178	
PALMA DE MALLORCA	139	0	0	59	14	12	14	1	0	23	72	39	130	
PARIS (CHARLES DE GAULLE)	232	0	0	63	20	14	3	0	0	15	49	34	124	
CHARTERED FLIGHTS(ALL ROUTES)	1073	7	26	63	13	12	10	2	1	25	61	34	883	
SCHEDULED FLIGHTS(ALL ROUTES)	2847	2	5	80	10	6	4	0	0	9	83	7	2898	
AIRPORT TOTAL	3920	9	31	75	10	8	5	1	0	13	77	13	3781	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 1998

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	457	0	12	51	20	12	15	2	0	30	75	14	408	
DUBLIN	1153	2	3	62	17	13	8	0	0	17	72	12	888	
NEW YORK (JF KENNEDY)	7	0	1	71	14	0	14	0	0	10	0	0	0	
PALMA DE MALLORCA	116	0	0	45	20	16	15	3	2	45	53	43	116	
PARIS (CHARLES DE GAULLE)	249	6	9	43	33	17	8	0	0	23	74	16	294	
CHARTERED FLIGHTS(ALL ROUTES)	1086	51	44	35	23	21	18	2	2	47	56	32	967	
SCHEDULED FLIGHTS(ALL ROUTES)	7881	11	180	55	19	15	9	1	0	22	74	12	5928	
AIRPORT TOTAL	8967	62	224	53	20	16	10	1	0	25	72	15	6895	