

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**August 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 AUGUST 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	10	0	0	60	0	10	30	0	0	32	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SALZBURG</b>															
	AIR 2000	C	10	0	0	70	10	0	20	0	0	16	60	11	10
	AIR JET	C	4	0	0	25	50	25	0	0	0	27	0	0	0
	MONARCH AIRLINES	C	9	0	0	67	22	11	0	0	0	13	75	10	8
<b>TOTAL SALZBURG</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>11</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>11</b>	<b>18</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
	BMI BRITISH MIDLAND	S	100	0	2	66	19	10	5	0	0	13	67	12	98
	BRITISH AIRWAYS PLC	S	140	0	0	74	19	5	1	0	0	11	57	16	100
	SABENA	S	156	0	4	61	26	11	2	0	0	15	0	0	0
<b>TOTAL BRUSSELS</b>			<b>396</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>14</b>	<b>198</b>
<b>TOTAL BELGIUM</b>			<b>396</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>14</b>	<b>198</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	20	40	30	10	0	0	29	60	20	10
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>20</b>	<b>10</b>
<b>VARNA</b>															
	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	50	20	10	20	0	0	26	90	-3	10
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>90</b>	<b>-3</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>30</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>8</b>	<b>20</b>
<b>CANADA</b>															
<b>TORONTO</b>															
	AIR TRANSAT	C	16	0	0	31	38	19	0	13	0	45	83	5	18
	BRITISH AIRWAYS PLC	S	60	2	2	58	17	18	7	0	0	14	79	0	62
	CANADA 3000 AIRLINES	C	8	0	0	38	0	13	38	13	0	67	100	-16	8
	ROYAL AIRLINES	C	8	0	0	25	25	13	13	25	0	90	13	88	8
<b>TOTAL TORONTO</b>			<b>92</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>76</b>	<b>7</b>	<b>96</b>
<b>TOTAL CANADA</b>			<b>92</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>76</b>	<b>7</b>	<b>96</b>
<b>CROATIA</b>															
<b>PULA</b>															
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PULA</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>75</b>	<b>34</b>	<b>8</b>
<b>TOTAL CROATIA</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>78</b>	<b>30</b>	<b>9</b>
<b>CYPRUS</b>															
<b>LARNACA</b>															
	AIR 2000	S	8	0	0	63	13	25	0	0	0	14	38	21	8
	BRITANNIA AIRWAYS	C	9	0	0	33	22	0	44	0	0	33	80	33	10
	CYPRUS AIRWAYS	S	16	0	4	25	13	44	19	0	0	40	33	48	18
	EUROCYPRIA AIRLINES LTD	C	8	0	0	13	13	25	50	0	0	62	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	0	0	0	0
<b>TOTAL LARNACA</b>			<b>49</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>14</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>47</b>	<b>38</b>	<b>36</b>
<b>PAPHOS</b>															
	AIR 2000	S	18	0	0	67	6	6	11	11	0	48	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	50	0	31	19	0	0	30	38	26	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	10	0	106	8
<b>TOTAL PAPHOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>21</b>	<b>52</b>	<b>24</b>
<b>TOTAL CYPRUS</b>			<b>91</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>9</b>	<b>20</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>37</b>	<b>43</b>	<b>60</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	92	0	0	90	5	2	2	0	0	6	94	2	84
<b>TOTAL COPENHAGEN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>84</b>
<b>TOTAL DENMARK</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>1</b>	<b>90</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	8	89	1	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	40	0	0	0	27	43	48	14
<b>TOTAL PUERTO PLATA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>30</b>	<b>23</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	10	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>30</b>	<b>23</b>
<b>FRANCE</b>															
LYON	DUO AIRWAYS LTD	S	62	0	0	77	13	6	3	0	0	11	94	6	62
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>6</b>	<b>62</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	278	0	0	73	14	5	8	0	0	16	85	6	278
	FLYBE.BRITISH EUROPEAN	S	250	0	0	72	14	8	4	1	0	15	86	5	289
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>528</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	<b>567</b>
<b>TOTAL FRANCE</b>			<b>590</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	<b>629</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	52	0	0	92	4	0	4	0	0	6	96	0	50
<b>TOTAL BERLIN (TEGEL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>0</b>	<b>50</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	215	0	0	84	11	4	1	0	0	6	87	4	214
	LUFTHANSA CITY LINE	S	143	0	4	73	17	6	3	0	0	11	88	4	146
<b>TOTAL DUSSELDORF</b>			<b>358</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>4</b>	<b>360</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	154	0	0	89	8	3	0	0	0	6	89	4	154
	LUFTHANSA	S	114	0	0	87	10	4	0	0	0	5	98	0	122
<b>TOTAL FRANKFURT MAIN</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>2</b>	<b>276</b>
HAMBURG	BRITISH AIRWAYS PLC	S	21	0	0	100	0	0	0	0	0	3	100	1	20
<b>TOTAL HAMBURG</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>20</b>
HANOVER	BRITISH AIRWAYS PLC	S	21	0	0	86	14	0	0	0	0	2	95	-2	20
<b>TOTAL HANOVER</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>-2</b>	<b>20</b>
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	94	3	3	0	0	0	1	84	6	62
	LUFTHANSA	S	8	0	0	88	0	13	0	0	0	9	0	0	0
	LUFTHANSA CITY LINE	S	115	0	0	66	27	7	0	0	0	12	80	9	122
<b>TOTAL MUNICH</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>184</b>
STUTTGART	DUO AIRWAYS LTD	S	68	0	0	82	16	1	0	0	0	2	90	-1	68

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			68	0	0	82	16	1	0	0	0	2	90	-1	68
TOTAL GERMANY			973	0	4	83	12	4	1	0	0	7	89	3	978
GREECE															
CORFU	AIR 2000	C	9	0	0	100	0	0	0	0	0	-21	70	34	10
	BRITANNIA AIRWAYS	C	22	0	0	41	18	14	18	9	0	50	90	8	20
	MONARCH AIRLINES	C	19	0	0	95	5	0	0	0	0	0	50	130	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	-4	89	-2	9
TOTAL CORFU			59	0	0	73	12	5	7	3	0	15	79	33	47
HERAKLION	AIR 2000	C	8	0	0	63	0	13	25	0	0	22	100	-9	8
	BRITANNIA AIRWAYS	C	10	0	0	30	10	30	30	0	0	48	13	50	8
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	6	13	100	8
TOTAL HERAKLION			26	0	0	54	8	19	19	0	0	27	42	47	24
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	38	13	0	25	25	0	80	0	0	0
TOTAL KAVALLA			8	0	0	38	13	0	25	25	0	80	63	16	8
KEFALLINIA	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	25	0	0	33	75	13	8
TOTAL KEFALLINIA			8	0	0	38	13	25	25	0	0	33	67	16	18
KOS	AIR 2000	C	8	0	0	88	13	0	0	0	0	-6	38	35	8
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-1	89	0	9
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	-2	38	114	8
TOTAL KOS			32	0	0	81	9	9	0	0	0	1	56	48	25
RHODES	AIR 2000	C	8	0	0	63	25	13	0	0	0	5	100	-6	8
	BRITANNIA AIRWAYS	C	16	0	0	25	31	19	13	13	0	70	100	-3	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	56	63	5	8
TOTAL RHODES			32	0	0	38	25	19	13	6	0	50	88	-1	24
SALONIKA	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	15	75	15	8
TOTAL SALONIKA			9	0	0	78	0	0	22	0	0	15	75	15	8
SKIATHOS	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL SKIATHOS			8	0	0	100	0	0	0	0	0	-6	0	0	0
ZAKINTHOS	AIR 2000	C	8	0	0	38	25	13	25	0	0	43	0	75	8
	BRITANNIA AIRWAYS	C	10	0	0	40	10	10	40	0	0	50	50	23	8
	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	21	78	10	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	15	100	-1	8
TOTAL ZAKINTHOS			34	0	0	50	21	9	21	0	0	33	58	26	33
TOTAL GREECE			216	0	0	62	13	10	12	3	0	25	66	28	187
IRISH REPUBLIC															
CONNAUGHT	AER LINGUS	S	9	0	0	100	0	0	0	0	0	0	88	2	8
TOTAL CONNAUGHT			9	0	0	100	0	0	0	0	0	0	88	2	8
CORK	AER LINGUS	S	83	0	0	94	4	0	2	0	0	4	72	21	83
	FLYBE.BRITISH EUROPEAN	S	18	0	0	83	11	6	0	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CORK</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>21</b>	<b>83</b>
DUBLIN	AER LINGUS	S	297	0	0	91	5	3	1	0	0	3	80	13	271
	RYANAIR	S	308	0	0	78	15	6	1	0	0	10	78	10	365
<b>TOTAL DUBLIN</b>			<b>605</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>636</b>
SHANNON	AB AIRLINES	S	62	0	0	81	3	6	10	0	0	16	0	0	0
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>3</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>777</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>727</b>
<b>ITALY</b>															
MILAN (LINATE)	DUO AIRWAYS LTD	S	102	0	0	83	10	6	1	0	0	5	69	11	68
<b>TOTAL MILAN (LINATE)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>11</b>	<b>68</b>
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	38	50	61	10
<b>TOTAL NAPLES</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>38</b>	<b>50</b>	<b>61</b>	<b>10</b>
TREVISO	BRITISH WORLD AIRLINES LTD	C	5	0	0	60	20	20	0	0	0	16	0	36	6
<b>TOTAL TREVISO</b>			<b>5</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>16</b>	<b>0</b>	<b>36</b>	<b>6</b>
VENICE	BRITISH WORLD AIRLINES LTD	C	5	0	0	40	60	0	0	0	0	17	25	132	4
<b>TOTAL VENICE</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>17</b>	<b>25</b>	<b>132</b>	<b>4</b>
VERONA	BRITANNIA AIRWAYS	C	18	0	0	50	17	17	6	11	0	51	0	0	0
<b>TOTAL VERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>61</b>	<b>22</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>27</b>	<b>110</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	18	0	0	89	0	11	0	0	0	-1	67	9	9
	AIR MALTA	S	18	0	0	50	39	11	0	0	0	15	44	32	18
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	20	90	4	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	13	0	13	64	75	9	8
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>66</b>	<b>15</b>	<b>53</b>
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>66</b>	<b>15</b>	<b>53</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	203	0	3	74	20	5	0	0	0	9	89	6	208
	KLM UK LTD	S	338	0	4	76	13	6	5	0	0	11	92	-1	234
<b>TOTAL AMSTERDAM</b>			<b>541</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>2</b>	<b>442</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	49	1	3	41	10	22	27	0	0	30	50	22	44
<b>TOTAL EINDHOVEN</b>			<b>49</b>	<b>1</b>	<b>3</b>	<b>41</b>	<b>10</b>	<b>22</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>22</b>	<b>44</b>
<b>TOTAL NETHERLANDS</b>			<b>590</b>	<b>1</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>4</b>	<b>486</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	28	0	0	54	18	11	7	11	0	45	54	32	28
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	88	1	8
	DUO AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	9	89	8	9
	MONARCH AIRLINES	C	46	0	0	33	24	26	17	0	0	34	50	23	46
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	-4	75	27	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	SATA	C	7	0	0	14	43	43	0	0	0	25	0	0	0
<b>TOTAL FARO</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>23</b>	<b>99</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>23</b>	<b>99</b>
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	7	75	44	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>44</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>44</b>	<b>8</b>
SPAIN															
ALICANTE	AIR 2000	C	10	0	0	90	10	0	0	0	0	8	60	64	10
	BRITANNIA AIRWAYS	C	10	0	0	60	10	20	10	0	0	23	100	-5	8
	BRITISH AIRWAYS PLC	C	10	0	0	50	30	10	10	0	0	22	90	-3	10
	MONARCH AIRLINES	C	28	0	0	64	14	14	7	0	0	19	71	11	28
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	50	0	0	0	0	11	38	76	8
	VIVA	C	10	0	0	10	10	40	40	0	0	57	50	16	10
<b>TOTAL ALICANTE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>22</b>	<b>74</b>
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	83	11	6	0	0	0	3	100	-6	18
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>-6</b>	<b>18</b>
BARCELONA	BRITISH AIRWAYS PLC	S	62	0	0	82	8	8	2	0	0	9	90	3	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>3</b>	<b>63</b>
GERONA	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	20	0	0	23	80	-4	10
<b>TOTAL GERONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>-4</b>	<b>10</b>
IBIZA	AIR 2000	C	10	0	0	40	20	0	20	0	20	104	55	44	11
	BMI BRITISH MIDLAND	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	45	0	1	64	4	0	13	13	4	66	71	15	28
	BRITISH AIRWAYS PLC	C	10	0	0	80	20	0	0	0	0	2	80	4	10
	MONARCH AIRLINES	C	20	0	0	30	35	25	10	0	0	30	61	18	28
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	0	0	11	0	11	78	100	1	10
<b>TOTAL IBIZA</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>12</b>	<b>4</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>54</b>	<b>70</b>	<b>17</b>	<b>87</b>
MAHON	AIR 2000	C	18	0	0	61	28	6	6	0	0	17	39	38	18
	BRITANNIA AIRWAYS	C	28	0	0	54	0	29	7	7	4	91	67	17	18
	MONARCH AIRLINES	C	26	0	0	31	35	31	4	0	0	31	39	22	28
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	0	10	0	20	145	60	22	10
<b>TOTAL MAHON</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>62</b>	<b>46</b>	<b>27</b>	<b>84</b>
MALAGA	AIR 2000	C	8	0	0	75	25	0	0	0	0	8	60	25	10
	AIR EUROPA	C	10	0	0	90	10	0	0	0	0	8	21	48	19
	BRITANNIA AIRWAYS	C	18	0	0	61	17	22	0	0	0	13	94	3	18
	BRITISH AIRWAYS PLC	C	30	0	0	50	23	23	0	0	3	31	87	1	30
	DUO AIRWAYS LTD	C	20	0	0	45	40	15	0	0	0	17	100	-3	10
	MONARCH AIRLINES	C	20	0	0	20	30	25	25	0	0	37	20	37	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	20	0	0	21	10	67	10
<b>TOTAL MALAGA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>58</b>	<b>23</b>	<b>117</b>
MURCIA SAN JAVIER	DUO AIRWAYS LTD	C	10	0	1	40	50	10	0	0	0	18	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MURCIA SAN JAVIER</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	46	0	0	61	17	9	13	0	0	23	65	17	46
	AIR EUROPA	C	10	0	0	70	20	0	10	0	0	15	55	22	20
	BRITANNIA AIRWAYS	C	81	0	0	54	12	9	11	7	6	68	79	12	82
	BRITISH AIRWAYS PLC	C	10	0	0	20	30	50	0	0	0	31	40	22	10
	DUO AIRWAYS LTD	C	20	0	0	40	35	15	10	0	0	29	70	3	10
	MONARCH AIRLINES	C	18	0	0	100	0	0	0	0	0	-3	69	13	16
	MY TRAVEL AIRWAYS UK	C	36	0	1	50	22	11	11	3	3	45	77	10	44
	SPANAIR	C	20	0	0	20	15	10	25	30	0	107	32	66	22
	VIVA	C	10	0	0	10	0	70	10	10	0	67	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>251</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>48</b>	<b>68</b>	<b>18</b>	<b>250</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	18	0	0	61	17	0	11	11	0	47	83	5	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	5	88	0	8
<b>TOTAL REUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>85</b>	<b>3</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>767</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>67</b>	<b>18</b>	<b>732</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	16	0	0	88	13	0	0	0	0	1	86	1	14
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	-2	100	-6	8
	IBERWORLD	C	8	0	0	63	25	13	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	16	0	0	69	25	6	0	0	0	9	63	18	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL ARRECIFE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>8</b>	<b>46</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	13	63	8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	35	75	5	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>6</b>	<b>16</b>
<b>LAS PALMAS</b>	AIR 2000	C	10	0	0	10	10	10	60	10	0	102	56	65	9
	BRITANNIA AIRWAYS	C	17	0	0	53	12	6	18	0	12	72	50	30	8
	MONARCH AIRLINES	C	10	0	0	20	10	30	40	0	0	49	42	37	19
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	22	11	6	6	0	33	78	14	18
<b>TOTAL LAS PALMAS</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>13</b>	<b>25</b>	<b>4</b>	<b>4</b>	<b>61</b>	<b>57</b>	<b>33</b>	<b>54</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	17	0	0	94	6	0	0	0	0	-2	79	-1	28
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	38	25	13	25	0	0	34	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	6	94	-3	17
	FUTURA AIRLINES	C	8	0	0	88	13	0	0	0	0	-1	0	0	0
	MONARCH AIRLINES	C	25	0	0	40	8	24	28	0	0	38	32	25	28
	MY TRAVEL AIRWAYS UK	C	17	0	0	76	6	6	0	0	12	78	63	41	8
	SPANAIR	C	8	0	0	88	0	13	0	0	0	1	90	-4	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>68</b>	<b>9</b>	<b>100</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>67</b>	<b>15</b>	<b>216</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	52	0	0	63	15	13	8	0	0	19	79	7	52
<b>TOTAL BASLE MULHOUSE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>7</b>	<b>52</b>
<b>ZURICH</b>	SWISS AIRLINES	S	104	0	0	54	30	12	5	0	0	19	58	14	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ZURICH			104	0	0	54	30	12	5	0	0	19	58	14	52
TOTAL SWITZERLAND			156	0	0	57	25	12	6	0	0	19	68	11	104
TUNISIA															
MONASTIR	AIR 2000	C	10	0	0	40	0	10	10	20	20	141	60	48	10
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	18	0	0	0
	NOUVELAIR TUNISIE	C	10	0	0	80	10	10	0	0	0	8	67	18	18
TOTAL MONASTIR			38	0	0	66	8	8	8	5	5	46	64	29	28
TOTAL TUNISIA			38	0	0	66	8	8	8	5	5	46	64	29	28
TURKEY															
ANTALYA	AIR 2000	C	10	0	0	70	0	10	20	0	0	23	89	-5	9
	BRITANNIA AIRWAYS	C	8	0	0	38	0	63	0	0	0	28	100	0	8
TOTAL ANTALYA			18	0	0	56	0	33	11	0	0	25	94	-3	17
BODRUM (MILAS)	AIR 2000	C	9	0	0	67	0	11	22	0	0	25	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	67	11	11	11	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	22	33	11	0	0	17	0	0	0
TOTAL BODRUM (MILAS)			27	0	0	56	11	19	15	0	0	20	0	0	0
DALAMAN	AIR 2000	C	16	1	1	75	25	0	0	0	0	-8	47	24	17
	BRITANNIA AIRWAYS	C	18	0	0	50	11	28	11	0	0	27	73	14	26
	MONARCH AIRLINES	C	9	0	0	33	22	0	44	0	0	44	44	45	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	0	13	13	92	86	54	7
TOTAL DALAMAN			51	1	1	57	16	12	12	2	2	29	62	28	76
IZMIR (ADNAM MENDERES)	AIR 2000	C	10	0	0	30	10	10	40	10	0	68	75	7	16
TOTAL IZMIR (ADNAM MENDERES)			10	0	0	30	10	10	40	10	0	68	71	8	24
TOTAL TURKEY			106	1	1	54	11	17	15	2	1	30	68	19	117
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	75	13	13	0	0	0	13	80	1	10
TOTAL ASHKHABAD			8	0	0	75	13	13	0	0	0	13	80	1	10
TOTAL TURKMENISTAN			8	0	0	75	13	13	0	0	0	13	80	1	10
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	2	85	11	3	0	0	1	12	0	0	0
TOTAL ABERDEEN			154	0	2	85	11	3	0	0	1	12	86	10	109
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	260	0	1	73	12	6	5	4	0	19	78	11	249
TOTAL BELFAST CITY			260	0	1	73	12	6	5	4	0	19	78	11	249
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	284	0	2	89	6	4	1	0	0	3	95	3	218
TOTAL BELFAST INTERNATIONAL			284	0	2	89	6	4	1	0	0	3	95	3	218
EDINBURGH	BRITISH AIRWAYS PLC	S	442	0	9	85	9	3	4	0	0	7	87	6	382
TOTAL EDINBURGH			442	0	9	85	9	3	4	0	0	7	87	6	382

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

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				Actual (7)	Plan (8)										
EXETER	FLYBE.BRITISH EUROPEAN	S	132	0	4	79	9	11	1	0	0	11	0	0	0
<b>TOTAL EXETER</b>			<b>132</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	FLYBE.BRITISH EUROPEAN	S	4	0	0	75	25	0	0	0	0	6	75	30	4
<b>TOTAL GATWICK</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>6</b>	<b>75</b>	<b>30</b>	<b>4</b>
GLASGOW	BRITISH AIRWAYS PLC	S	382	1	6	95	3	2	1	0	0	2	87	7	404
	FLYBE.BRITISH EUROPEAN	S	218	0	0	61	22	10	7	1	0	19	83	8	114
<b>TOTAL GLASGOW</b>			<b>600</b>	<b>1</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>518</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	61	0	0	59	16	21	3	0	0	20	59	43	88
<b>TOTAL GUERNSEY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>43</b>	<b>88</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	104	0	0	83	12	5	1	0	0	7	78	13	104
<b>TOTAL ISLE OF MAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>104</b>
JERSEY	BMI BRITISH MIDLAND	S	97	0	1	68	8	13	10	0	0	13	45	58	115
	BRITISH AIRWAYS PLC	C	9	1	1	56	0	0	44	0	0	55	30	52	10
	FLYBE.BRITISH EUROPEAN	S	124	0	0	45	25	16	12	2	0	31	53	40	104
<b>TOTAL JERSEY</b>			<b>230</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>49</b>	<b>239</b>
NEWCASTLE	DUO AIRWAYS LTD	S	80	0	0	96	1	3	0	0	0	1	92	2	106
<b>TOTAL NEWCASTLE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>106</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2351</b>	<b>2</b>	<b>26</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>14</b>	<b>2021</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	87	8	5	0	0	0	-1	85	13	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>85</b>	<b>13</b>	<b>62</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	87	6	6	0	0	0	3	54	26	61
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>26</b>	<b>61</b>
SANFORD	BRITANNIA AIRWAYS	C	17	1	1	53	12	18	6	0	12	176	72	55	18
	MONARCH AIRLINES	C	9	0	0	0	56	11	33	0	0	52	44	32	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	22	33	22	0	0	36	60	13	10
<b>TOTAL SANFORD</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>26</b>	<b>20</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>108</b>	<b>62</b>	<b>38</b>	<b>37</b>
<b>TOTAL USA</b>			<b>159</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>68</b>	<b>24</b>	<b>160</b>
<b>TOTAL BIRMINGHAM</b>			<b>8031</b>	<b>7</b>	<b>57</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>12</b>	<b>7187</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: EDINBURGH (Full Analysis)

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				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	10	0	0	50	30	20	0	0	0	17	0	0	0
TOTAL INNSBRUCK			10	0	0	50	30	20	0	0	0	17	30	53	10
TOTAL AUSTRIA			10	0	0	50	30	20	0	0	0	17	36	48	11
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	176	0	0	57	25	17	1	0	0	16	46	18	116
TOTAL BRUSSELS			176	0	0	57	25	17	1	0	0	16	46	18	116
TOTAL BELGIUM			176	0	0	57	25	17	1	0	0	16	46	18	116
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	10	0	0	0
TOTAL BURGAS			10	0	0	90	10	0	0	0	0	10	0	0	0
VARNA	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	70	20	10	0	0	0	6	90	6	10
TOTAL VARNA			10	0	0	70	20	10	0	0	0	6	90	6	10
TOTAL BULGARIA			20	0	0	80	15	5	0	0	0	8	90	6	10
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	25	0	13	63	0	0	75	40	38	10
TOTAL TORONTO			8	0	0	25	0	13	63	0	0	75	40	38	10
TOTAL CANADA			8	0	0	25	0	13	63	0	0	75	40	38	10
<b>CYPRUS</b>															
PAPHOS	MONARCH AIRLINES	C	4	0	0	0	0	0	50	0	50	242	0	0	0
TOTAL PAPHOS			4	0	0	0	0	0	50	0	50	242	0	0	0
TOTAL CYPRUS			4	0	0	0	0	0	50	0	50	242	0	0	0
<b>DENMARK</b>															
TOTAL BILLUND			2	0	0	100	0	0	0	0	0	-6	100	0	6
COPENHAGEN	BMI BRITISH MIDLAND	S	83	0	0	93	7	0	0	0	0	5	75	14	52
TOTAL COPENHAGEN			83	1	0	93	7	0	0	0	0	5	74	15	54
TOTAL DENMARK			85	1	0	93	7	0	0	0	0	5	77	13	60
<b>ESTONIA</b>															
TALLIN	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL TALLIN			2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL ESTONIA			2	0	0	50	50	0	0	0	0	18	0	0	0
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	61	0	1	23	44	15	16	0	2	42	74	8	62
	BRITISH AIRWAYS CITIEXPRESS L	S	35	0	2	74	20	6	0	0	0	10	56	23	50
	BRITISH AIRWAYS PLC	S	103	0	0	83	11	1	6	0	0	10	84	8	103
TOTAL PARIS (CHARLES DE GAULLE)			199	0	3	63	23	6	8	0	1	20	75	11	216

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				Actual (7)	Plan (8)										
TOTAL FRANCE			199	2	3	63	23	6	8	0	1	20	75	11	216
GERMANY															
HAMBURG	LUFTHANSA	C	2	0	0	50	50	0	0	0	0	12	50	11	2
TOTAL HAMBURG			2	0	0	50	50	0	0	0	0	12	50	11	2
TOTAL GERMANY			2	0	0	50	50	0	0	0	0	12	80	8	200
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	280	0	0	90	8	2	1	0	0	5	76	10	266
TOTAL DUBLIN			280	0	0	90	8	2	1	0	0	5	76	10	266
TOTAL IRISH REPUBLIC			280	0	0	90	8	2	1	0	0	5	76	10	266
ITALY															
BOLOGNA	EUROFLY SPA	C	6	2	0	67	0	0	33	0	0	29	0	0	0
TOTAL BOLOGNA			6	2	0	67	0	0	33	0	0	29	0	0	0
MILAN (MALPENSA)	EUROFLY SPA	C	20	1	2	50	10	10	15	5	10	63	67	7	18
	TRANSAVIA	C	8	0	0	13	50	0	13	25	0	95	0	0	0
TOTAL MILAN (MALPENSA)			28	1	2	39	21	7	14	11	7	72	50	25	24
ROME (CIAMPINO)	BMI BRITISH MIDLAND	C	10	0	0	50	30	10	10	0	0	16	50	18	10
TOTAL ROME (CIAMPINO)			10	0	0	50	30	10	10	0	0	16	31	43	16
ROME (FIUMICINO)	AIR ONE	C	10	0	0	20	30	30	20	0	0	38	50	30	2
TOTAL ROME (FIUMICINO)			11	0	0	18	27	27	27	0	0	41	50	30	2
TOTAL ITALY			55	3	2	40	22	11	18	5	4	51	34	42	56
MALTA															
MALTA	AIR MALTA	C	4	0	2	100	0	0	0	0	0	-1	100	-13	2
TOTAL MALTA			4	0	2	100	0	0	0	0	0	-1	100	-13	2
TOTAL MALTA			4	0	2	100	0	0	0	0	0	-1	100	-13	2
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	288	0	2	42	25	26	6	1	0	26	70	14	300
TOTAL AMSTERDAM			288	0	2	42	25	26	6	1	0	26	70	14	300
TOTAL NETHERLANDS			288	0	2	42	25	26	6	1	0	26	70	14	302
PORTUGAL(EXCLUDING MADEIRA)															
FARO	DUO AIRWAYS LTD	C	10	0	0	10	90	0	0	0	0	20	50	14	10
	MONARCH AIRLINES	C	8	0	0	25	50	25	0	0	0	27	63	19	8
TOTAL FARO			18	0	0	17	72	11	0	0	0	23	56	16	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			18	0	0	17	72	11	0	0	0	23	56	16	18
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	35	75	15	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-3	100	3	2
TOTAL ALICANTE			16	0	0	81	6	0	13	0	0	16	80	13	10

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				Actual (7)	Plan (8)										
BARCELONA	AVIACO	C	10	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL BARCELONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	AIR EUROPA	C	10	0	0	20	20	20	40	0	0	48	38	24	8
<b>TOTAL IBIZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>24</b>	<b>8</b>
MADRID	AVIACO	C	10	0	0	70	30	0	0	0	0	10	20	30	10
	BMI BRITISH MIDLAND	C	10	0	0	60	20	20	0	0	0	8	0	0	0
<b>TOTAL MADRID</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>22</b>	<b>35</b>	<b>18</b>
MAHON	FUTURA AIRLINES	C	8	0	0	63	13	25	0	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	25	22	44	9
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>22</b>	<b>44</b>	<b>9</b>
MALAGA	AIR EUROPA	C	10	0	0	20	0	0	60	20	0	108	0	0	0
<b>TOTAL MALAGA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR EUROPA	C	20	0	0	30	25	5	30	10	0	60	50	21	26
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	FUTURA AIRLINES	C	10	0	0	30	30	20	0	0	20	109	20	41	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	0	20	0	0	33	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>6</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>56</b>	<b>37</b>	<b>43</b>	<b>46</b>
<b>TOTAL SPAIN</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>7</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>37</b>	<b>37</b>	<b>91</b>
<b>SPAIN(CANARY ISLANDS)</b>															
LAS PALMAS	AIR EUROPA	C	10	0	0	0	10	0	70	20	0	112	0	0	0
	SPANAIR	C	10	0	0	50	10	20	20	0	0	33	90	1	10
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>10</b>	<b>10</b>	<b>45</b>	<b>10</b>	<b>0</b>	<b>72</b>	<b>90</b>	<b>1</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	88	0	13	0	0	0	5	56	8	16
	FUTURA AIRLINES	C	6	0	2	33	0	0	33	33	0	115	30	107	10
	SPANAIR	C	8	0	0	63	0	0	0	13	25	202	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>107</b>	<b>46</b>	<b>46</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>5</b>	<b>7</b>	<b>26</b>	<b>12</b>	<b>5</b>	<b>90</b>	<b>58</b>	<b>34</b>	<b>36</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	10	0	0	70	20	10	0	0	0	8	90	1	10
<b>TOTAL STOCKHOLM (ARLANDA)</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>8</b>	<b>90</b>	<b>1</b>	<b>10</b>
<b>TOTAL SWEDEN</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>8</b>	<b>90</b>	<b>1</b>	<b>10</b>
<b>SWITZERLAND</b>															
ZURICH	BRITISH REGIONAL AIRLINES LTD	S	40	0	1	90	8	0	3	0	0	6	0	0	0
	SWISS AIRLINES	S	66	0	0	23	44	29	2	0	3	40	56	15	62
<b>TOTAL ZURICH</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>30</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>56</b>	<b>15</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>30</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>56</b>	<b>15</b>	<b>62</b>
<b>TURKEY</b>															
DALAMAN	PEGASUS AIRLINES	C	8	0	0	38	13	25	25	0	0	47	70	-1	10
<b>TOTAL DALAMAN</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>47</b>	<b>70</b>	<b>-1</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TURKEY			8	0	0	38	13	25	25	0	0	47	55	8	20
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	94	0	1	67	27	5	0	1	0	14	0	0	0
TOTAL ABERDEEN			94	0	43	67	27	5	0	1	0	14	68	12	65
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	156	0	0	80	17	2	1	0	0	9	76	13	156
TOTAL BELFAST CITY			156	0	0	80	17	2	1	0	0	9	76	13	156
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	87	4	8	2	0	0	10	0	0	0
TOTAL BELFAST INTERNATIONAL			52	0	0	87	4	8	2	0	0	10	0	0	0
BIRMINGHAM	BRITISH AIRWAYS PLC	S	339	1	9	81	12	4	2	0	0	9	88	6	108
TOTAL BIRMINGHAM			339	1	9	81	12	4	2	0	0	9	88	6	108
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	20	0	8	85	5	10	0	0	0	8	0	0	0
	GILL AIRWAYS	S	22	8	0	82	14	5	0	0	0	5	0	0	0
TOTAL BOURNEMOUTH			42	8	8	83	10	7	0	0	0	7	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	243	1	6	75	12	8	5	0	0	11	63	21	224
TOTAL BRISTOL			243	1	6	75	12	8	5	0	0	11	63	21	224
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	120	0	2	81	10	8	2	0	0	8	66	23	96
TOTAL CARDIFF WALES			120	0	2	81	10	8	2	0	0	8	66	23	96
DUNDEE	BMI BRITISH MIDLAND	S	42	0	3	76	12	10	2	0	0	9	0	0	0
TOTAL DUNDEE			42	0	24	76	12	10	2	0	0	9	70	10	76
EAST MIDLANDS	BMI BRITISH MIDLAND	S	194	0	0	76	17	6	1	0	0	10	83	10	191
TOTAL EAST MIDLANDS			194	0	0	76	17	6	1	0	0	10	83	10	191
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	330	1	0	72	20	6	2	0	0	13	70	14	329
TOTAL GATWICK			330	1	0	72	20	6	2	0	0	13	70	14	329
GLASGOW	BMI BRITISH MIDLAND	S	83	0	0	96	4	0	0	0	0	0	81	9	52
TOTAL GLASGOW			83	0	0	96	4	0	0	0	0	0	81	9	52
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	14	0	0	86	14	0	0	0	0	8	71	11	14
TOTAL GUERNSEY			14	0	0	86	14	0	0	0	0	8	71	11	14
HEATHROW	BMI BRITISH MIDLAND	S	476	0	0	65	24	9	2	0	0	14	74	12	476
	BRITISH AIRWAYS PLC	S	642	2	6	78	16	4	2	0	0	10	56	18	645
TOTAL HEATHROW			1118	2	6	73	19	6	2	0	0	12	63	16	1122
INVERNESS	GILL AIRWAYS	C	2	0	0	0	0	100	0	0	0	46	0	0	0
TOTAL INVERNESS			2	0	0	0	0	100	0	0	0	46	0	0	0
JERSEY	BA CITIEXPRESS (IOM) LTD	C	10	0	0	60	20	0	10	10	0	42	0	0	0
	BMI BRITISH MIDLAND	S	16	0	0	31	19	19	31	0	0	43	6	55	16
	BRITISH AIRWAYS CITIEXPRESS L	S	6	0	0	50	17	17	17	0	0	28	15	41	13
	BRITISH REGIONAL AIRLINES LTD	S	10	0	0	80	20	0	0	0	0	4	90	-3	10
TOTAL JERSEY			42	0	2	52	19	10	17	2	0	32	37	41	52
KIRKWALL	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	60	23	12	6	0	0	17	37	35	52
TOTAL KIRKWALL			52	0	0	60	23	12	6	0	0	17	37	35	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LEEDS BRADFORD	GILL AIRWAYS	S	78	0	2	95	3	1	1	0	0	6	98	1	80
<b>TOTAL LEEDS BRADFORD</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>1</b>	<b>80</b>
LONDON CITY	KLM UK LTD	S	191	0	3	87	12	1	0	1	0	5	90	3	144
<b>TOTAL LONDON CITY</b>			<b>191</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>3</b>	<b>144</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	260	0	0	50	22	19	9	0	0	24	0	0	0
<b>TOTAL LUTON</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>16</b>	<b>260</b>
MANCHESTER	BMI BRITISH MIDLAND	S	142	1	2	70	18	11	1	1	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	224	2	8	80	14	3	3	0	0	10	83	10	147
	GILL AIRWAYS	C	2	0	0	0	0	100	0	0	0	46	0	0	0
<b>TOTAL MANCHESTER</b>			<b>368</b>	<b>3</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>285</b>
NORWICH	SCOT AIRWAYS	S	90	0	4	86	10	3	1	0	0	9	68	14	74
<b>TOTAL NORWICH</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>74</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	89	2	4	88	8	1	3	0	0	8	93	1	134
<b>TOTAL SOUTHAMPTON</b>			<b>90</b>	<b>3</b>	<b>5</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>1</b>	<b>134</b>
STANSTED	KLM UK LTD	S	303	1	9	67	13	13	7	1	0	18	73	12	305
<b>TOTAL STANSTED</b>			<b>303</b>	<b>1</b>	<b>9</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>12</b>	<b>305</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	48	31	15	6	0	0	21	46	31	52
<b>TOTAL SUMBURGH</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>31</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>31</b>	<b>52</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4355</b>	<b>20</b>	<b>133</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>3872</b>
<b>TOTAL EDINBURGH</b>			<b>5804</b>	<b>28</b>	<b>145</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>15</b>	<b>5372</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	16	0	0	81	13	6	0	0	0	-6	90	-6	10
	EXCEL AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	21	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>-6</b>	<b>10</b>
<b>TOTAL ALGERIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>-6</b>	<b>10</b>
<b>ANTIGUA AND BARBUDA</b>															
<b>ANTIGUA</b>															
	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	17	50	23	8
	BRITISH AIRWAYS PLC	S	26	0	0	62	23	8	4	4	0	23	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	0	33	44	0	22	0	0	29	14	45	7
<b>TOTAL ANTIGUA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>28</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>32</b>	<b>46</b>	<b>19</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>28</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>32</b>	<b>46</b>	<b>19</b>
<b>ARMENIA</b>															
YEREVAN	ARMENIAN AIRLINES	S	10	0	0	30	20	20	30	0	0	32	0	0	0
<b>TOTAL YEREVAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
<b>INNSBRUCK</b>															
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	0	13	0	0	8	44	20	16
	LEISURE INTERNATIONAL	C	10	0	0	40	30	0	20	10	0	48	70	8	10
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>54</b>	<b>15</b>	<b>26</b>
<b>SALZBURG</b>															
	AIR 2000	C	18	0	0	56	28	11	6	0	0	13	50	25	26
	CALEDONIAN AIRWAYS	C	18	0	0	61	6	11	11	6	6	46	83	4	18
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	-1	25	86	8
	LAUDA-AIR	S	98	0	1	51	34	10	5	0	0	20	55	16	110
<b>TOTAL SALZBURG</b>			<b>142</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>28</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>56</b>	<b>19</b>	<b>163</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	69	20	10	2	0	0	11	70	17	123
	LAUDA-AIR	S	34	0	0	50	24	26	0	0	0	19	37	22	38
<b>TOTAL VIENNA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>18</b>	<b>161</b>
<b>TOTAL AUSTRIA</b>			<b>318</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>24</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>18</b>	<b>350</b>
<b>AZERBAIJAN</b>															
<b>BAKU</b>															
	AZERBAIJAN AIRLINES ( AZAL )	S	16	0	0	19	63	19	0	0	0	21	6	60	18
	BRITISH AIRWAYS PLC	S	36	0	0	83	8	6	3	0	0	-1	58	8	26
<b>TOTAL BAKU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>29</b>	<b>44</b>
<b>TOTAL AZERBAIJAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>29</b>	<b>44</b>
<b>BAHAMAS</b>															
<b>NASSAU</b>															
	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	21	75	10	4
	BRITISH AIRWAYS PLC	S	13	0	0	38	31	31	0	0	0	20	40	46	5
<b>TOTAL NASSAU</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>30</b>	<b>9</b>
<b>TOTAL BAHAMAS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>30</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	0	11	0	28	20	37	10
	BRITISH AIRWAYS PLC	S	4	0	0	25	25	50	0	0	0	29	59	25	27
	CALEDONIAN AIRWAYS	C	10	0	0	70	30	0	0	0	0	11	24	105	17
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	30	40	0	10	0	59	67	17	9
<b>TOTAL BRIDGETOWN</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>47</b>	<b>63</b>
<b>TOTAL BARBADOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>47</b>	<b>63</b>
<b>BELARUS</b>															
<b>MINSK</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	15	50	35	0	0	0	25	32	25	28
<b>TOTAL MINSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>32</b>	<b>25</b>	<b>28</b>
<b>TOTAL BELARUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>32</b>	<b>25</b>	<b>28</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>	BRITISH AIRWAYS (EURO OPS) LG	S	190	0	0	85	10	4	2	0	0	4	71	13	190
	SABENA	S	226	0	2	81	12	4	2	0	0	10	68	14	124
<b>TOTAL BRUSSELS</b>			<b>416</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>13</b>	<b>314</b>
<b>TOTAL BELGIUM</b>			<b>417</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>488</b>
<b>BERMUDA</b>															
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	35	0	0	80	11	3	6	0	0	5	59	48	27
<b>TOTAL BERMUDA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>48</b>	<b>27</b>
<b>TOTAL BERMUDA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>48</b>	<b>27</b>
<b>BRAZIL</b>															
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	37	0	0	68	16	5	11	0	0	17	89	1	9
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>1</b>	<b>9</b>
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	9	0	0	44	56	0	0	0	0	11	100	1	9
	TRANSBRASIL	S	16	0	0	69	19	13	0	0	0	13	53	35	19
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>24</b>	<b>28</b>
<b>TOTAL BRAZIL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>18</b>	<b>37</b>
<b>BULGARIA</b>															
<b>BURGAS</b>	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	50	20	30	0	0	0	20	60	62	10
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>62</b>	<b>10</b>
<b>SOFIA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	50	39	9	2	0	0	17	52	25	44
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>25</b>	<b>44</b>
<b>VARNA</b>	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	30	60	0	10	0	0	24	0	0	0
	BALKAN BULGARIAN AIRLINES	C	10	0	0	60	10	10	20	0	0	20	20	35	10
<b>TOTAL VARNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>35</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>20</b>	<b>35</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>35</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>32</b>	<b>64</b>
<b>CAMEROON</b>															
<b>DOUALA</b>	CAMEROON AIRLINES	S	10	0	1	0	20	20	30	0	30	357	0	101	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL DOUALA			10	0	1	0	20	20	30	0	30	357	0	101	9
TOTAL CAMEROON			10	0	1	0	20	20	30	0	30	357	0	101	9
CANADA															
TORONTO	AIR TRANSAT	C	54	1	0	46	26	17	9	2	0	26	29	40	66
	CANADA 3000 AIRLINES	C	70	0	0	63	20	4	11	1	0	16	69	12	61
TOTAL TORONTO			124	2	0	56	23	10	10	2	0	21	40	54	153
VANCOUVER	AIR TRANSAT	C	28	0	0	50	21	25	4	0	0	20	19	130	26
	CANADA 3000 AIRLINES	C	26	0	0	88	12	0	0	0	0	-2	75	40	16
TOTAL VANCOUVER			54	0	0	69	17	13	2	0	0	10	34	126	50
TOTAL CANADA			178	2	0	60	21	11	8	1	0	17	39	70	209
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	9	4	0	78	11	0	11	0	0	6	46	28	13
TOTAL GRAND CAYMAN			9	4	0	78	11	0	11	0	0	6	46	28	13
TOTAL CAYMAN ISLANDS			9	4	0	78	11	0	11	0	0	6	46	28	13
CHILE															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	43	1	1	81	14	2	2	0	0	4	72	9	25
TOTAL SANTIAGO DE CHILE			43	1	1	81	14	2	2	0	0	4	72	9	25
TOTAL CHILE			43	1	1	81	14	2	2	0	0	4	72	9	25
COLOMBIA															
BOGOTA	BRITISH AIRWAYS PLC	S	27	0	0	59	15	22	4	0	0	18	26	26	19
TOTAL BOGOTA			27	0	0	59	15	22	4	0	0	18	26	26	19
TOTAL COLOMBIA			27	0	0	59	15	22	4	0	0	18	26	26	19
CROATIA															
DUBROVNIK	CALEDONIAN AIRWAYS	C	7	0	1	86	14	0	0	0	0	-1	29	112	7
	CROATIA AIRLINES	S	8	0	0	88	13	0	0	0	0	-2	0	0	0
TOTAL DUBROVNIK			15	0	1	87	13	0	0	0	0	-1	29	112	7
PULA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-1	63	31	8
TOTAL PULA			8	0	0	100	0	0	0	0	0	-1	63	31	8
SPLIT	CROATIA AIRLINES	S	8	1	0	25	50	13	13	0	0	29	75	8	8
TOTAL SPLIT			8	1	0	25	50	13	13	0	0	29	75	8	8
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	60	24	10	6	0	0	16	68	27	62
TOTAL ZAGREB			62	1	0	60	24	10	6	0	0	16	68	27	62
TOTAL CROATIA			93	2	1	65	23	8	5	0	0	13	65	32	85
CUBA															
HAVANA	CUBANA	S	26	0	1	31	8	42	8	12	0	52	50	11	26
TOTAL HAVANA			26	0	1	31	8	42	8	12	0	52	50	11	26
HOLGUIN (FRANK PAIS)	LEISURE INTERNATIONAL	C	4	0	0	25	25	0	50	0	0	69	0	243	2



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				Actual (7)	Plan (8)										
TOTAL HOLGUIN (FRANK PAIS)			4	0	0	25	25	0	50	0	0	69	0	243	2
VARADERO	LEISURE INTERNATIONAL	C	4	0	0	50	25	0	0	25	0	56	25	102	4
TOTAL VARADERO			4	0	0	50	25	0	0	25	0	56	25	102	4
TOTAL CUBA			34	0	1	32	12	32	12	12	0	54	44	37	34
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	43	0	0	65	16	14	0	5	0	21	23	66	44
	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	30	0	0	0
	CALEDONIAN AIRWAYS	C	54	0	0	41	6	17	30	7	0	59	23	171	35
	CYPRUS AIRWAYS	S	26	0	0	19	4	38	38	0	0	59	32	32	28
	EUROCYPRIA AIRLINES LTD	C	8	0	0	38	13	13	38	0	0	34	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	63	0	0	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	40	0	20	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	9	0	0	0
TOTAL LARNACA			165	0	0	44	15	17	20	4	0	40	25	92	107
PAPHOS	AIR 2000	C	8	0	0	50	13	13	25	0	0	29	0	0	0
	AIR 2000	S	36	0	0	14	8	44	33	0	0	57	6	88	35
	AIRWORLD AVIATION LTD	C	8	0	0	50	25	25	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	0	13	25	63	0	0	64	0	0	0
	CALEDONIAN AIRWAYS	C	28	0	0	32	14	7	39	4	4	80	0	167	18
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	-2	39	23	18
TOTAL PAPHOS			98	0	0	31	12	24	31	1	1	53	13	92	71
TOTAL CYPRUS			263	0	0	39	14	20	24	3	0	45	20	92	178
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	176	0	0	60	30	8	2	0	0	15	68	12	166
TOTAL BILLUND			176	0	0	60	30	8	2	0	0	15	68	12	166
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	79	13	7	1	0	0	10	73	15	124
	MAERSK AIR	S	88	0	0	91	7	1	1	0	0	5	62	18	52
TOTAL COPENHAGEN			212	0	0	84	10	5	1	0	0	8	69	16	176
TOTAL DENMARK			388	0	0	73	19	6	1	0	0	11	69	14	342
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	14	0	0	71	14	14	0	0	0	16	60	28	25
	LEISURE INTERNATIONAL	C	7	3	2	86	14	0	0	0	0	-3	64	21	11
	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	-1	0	0	0
TOTAL PUERTO PLATA			30	3	2	80	13	7	0	0	0	6	49	52	57
PUNTA CANA	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	14	83	1	6
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	25	25	0	82	0	0	0
TOTAL PUNTA CANA			6	0	0	50	17	0	17	17	0	59	86	-7	7
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	50	20	20	10	0	0	22	44	38	16
	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	0	-7	50	33	4
	MY TRAVEL AIRWAYS UK	C	6	0	0	17	0	0	33	33	17	190	75	9	8
TOTAL SANTO DOMINGO			20	0	0	50	10	10	15	10	5	67	54	29	28

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				Actual (7)	Plan (8)										
TOTAL DOMINICAN REPUBLIC			56	3	2	66	13	7	7	5	2	34	53	41	92
EGYPT															
HURGHADA	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL HURGHADA			8	0	0	75	13	13	0	0	0	9	100	2	10
LUXOR	BRITANNIA AIRWAYS	C	10	0	0	40	20	40	0	0	0	25	56	23	18
TOTAL LUXOR			10	0	0	40	20	40	0	0	0	25	52	42	69
SHARM EL SHEIKH (OPHIRA)	AIR 2000	C	8	0	0	63	13	0	13	13	0	50	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	63	13	0	13	13	0	50	35	38	17
TOTAL EGYPT			26	0	0	58	15	19	4	4	0	28	53	38	108
ESTONIA															
TALLIN	ESTONIAN AIR	S	52	0	0	90	4	0	6	0	0	10	96	1	52
TOTAL TALLIN			52	0	0	90	4	0	6	0	0	10	96	1	52
TOTAL ESTONIA			52	0	0	90	4	0	6	0	0	10	96	1	52
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	67	19	14	0	0	0	12	56	21	52
TOTAL BELGRADE			36	0	0	67	19	14	0	0	0	12	56	21	52
TOTAL FED REP YUGO SERBIA M'ENEGRO			36	0	0	67	19	14	0	0	0	12	56	21	52
FINLAND															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	53	26	17	3	0	1	26	63	19	60
TOTAL HELSINKI			124	0	0	53	26	17	3	0	1	26	66	16	74
TOTAL FINLAND			124	0	0	53	26	17	3	0	1	26	67	16	120
FRANCE															
AJACCIO	CALEDONIAN AIRWAYS	C	10	0	0	20	10	10	60	0	0	73	0	0	0
TOTAL AJACCIO			10	0	0	20	10	10	60	0	0	73	30	53	10
BASTIA	EUROPEAN AIR CHARTER	C	10	0	0	0	20	40	40	0	0	52	30	47	10
	MONARCH AIRLINES	C	10	0	0	20	0	40	40	0	0	51	50	24	10
TOTAL BASTIA			20	0	0	10	10	40	40	0	0	52	41	33	22
BORDEAUX	AIR LIB	S	186	0	0	59	23	13	3	2	1	27	0	0	0
TOTAL BORDEAUX			186	0	0	59	23	13	3	2	1	27	70	19	186
CALVI	AIR 2000	C	10	0	0	30	10	30	30	0	0	35	0	0	0
TOTAL CALVI			10	0	0	30	10	30	30	0	0	35	30	30	10
FIGARI	MONARCH AIRLINES	C	10	0	0	10	20	60	10	0	0	40	20	87	10
TOTAL FIGARI			10	0	0	10	20	60	10	0	0	40	20	87	10
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	75	14	9	3	0	0	8	57	20	184
TOTAL MARSEILLE			186	0	0	75	14	9	3	0	0	8	57	20	184
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	72	0	0	65	13	13	10	0	0	16	53	18	72
TOTAL MONTPELLIER			72	0	0	65	13	13	10	0	0	16	53	18	72

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NANTES	BRIT AIR	S	176	0	0	41	41	14	3	0	0	22	72	14	166
<b>TOTAL NANTES</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>14</b>	<b>166</b>
NICE	AB AIRLINES	S	62	0	0	50	23	15	10	3	0	36	0	0	0
	EUROPEAN AIR CHARTER	C	10	0	0	10	20	40	30	0	0	60	0	0	0
<b>TOTAL NICE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR GABON	S	10	0	0	10	40	40	10	0	0	37	29	35	7
	BRITISH AIRWAYS (EURO OPS) LG	S	290	0	0	67	21	10	2	0	0	15	63	15	289
	CAMEROON AIRLINES	S	10	0	0	0	10	20	40	0	30	360	17	78	6
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>310</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>60</b>	<b>19</b>	<b>312</b>
PERPIGNAN	BRITISH AIRWAYS (EURO OPS) LG	S	10	0	0	20	40	20	20	0	0	38	70	12	10
<b>TOTAL PERPIGNAN</b>			<b>10</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>38</b>	<b>70</b>	<b>12</b>	<b>10</b>
RENNES	BRIT AIR	S	104	0	0	73	19	8	0	0	0	11	60	19	62
<b>TOTAL RENNES</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>19</b>	<b>62</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	14	0	0	64	14	7	14	0	0	22	19	54	16
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>19</b>	<b>54</b>	<b>16</b>
TOULOUSE (BLAGNAC)	AIR LIB	S	185	0	1	68	19	9	3	1	0	18	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>16</b>	<b>184</b>
<b>TOTAL FRANCE</b>			<b>1365</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>18</b>	<b>1360</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	10	0	0	50	10	20	20	0	0	30	22	44	9
<b>TOTAL LIBREVILLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>44</b>	<b>9</b>
<b>TOTAL GABON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>44</b>	<b>9</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	0	25	13	63	0	0	70	20	46	10
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>46</b>	<b>10</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>46</b>	<b>10</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	AB AIRLINES	S	103	1	1	52	24	10	8	6	0	33	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>103</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>24</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	CITY FLYER EXPRESS	S	186	0	0	74	18	6	2	0	0	11	76	8	176
<b>TOTAL BREMEN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>8</b>	<b>176</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	217	0	1	67	22	10	1	0	0	13	71	14	156
<b>TOTAL COLOGNE (BONN)</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>156</b>
DUSSELDORF	CITY FLYER EXPRESS	S	206	0	2	75	17	7	1	0	0	9	61	17	134
<b>TOTAL DUSSELDORF</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>17</b>	<b>134</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	64	23	11	2	0	0	13	83	8	174
<b>TOTAL FRANKFURT MAIN</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>174</b>
HAMBURG	DEUTSCHE BA	S	114	0	0	81	17	3	0	0	0	6	89	4	143

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 HAMBURG</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>143</b>
MUNICH	DEUTSCHE BA	S	114	0	0	51	34	13	2	0	0	18	57	17	156
TOTAL MUNICH			<b>114</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>34</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>17</b>	<b>156</b>
TOTAL GERMANY			<b>1117</b>	<b>2</b>	<b>4</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>1224</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	30	0	0	60	13	7	17	0	3	39	73	9	26
TOTAL ACCRA			<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>39</b>	<b>73</b>	<b>9</b>	<b>26</b>
TOTAL GHANA			<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>39</b>	<b>73</b>	<b>9</b>	<b>26</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	98	0	0	72	13	5	5	4	0	23	70	39	54
TOTAL GIBRALTAR			<b>98</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>39</b>	<b>54</b>
TOTAL GIBRALTAR			<b>98</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>39</b>	<b>54</b>
<b>GREECE</b>															
ATHENS	AIR 2000	C	35	0	0	60	11	20	9	0	0	16	21	94	34
	AIRWORLD AVIATION LTD	C	8	0	0	50	13	13	25	0	0	36	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	34	16	29	21	0	0	32	10	50	62
	CALEDONIAN AIRWAYS	C	19	0	0	42	16	16	26	0	0	44	0	95	18
	MONARCH AIRLINES	C	42	0	0	60	5	10	26	0	0	24	53	28	45
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	63	24	13	0	0	0	7	67	10	49
TOTAL ATHENS			<b>220</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>37</b>	<b>45</b>	<b>224</b>
<b>CHANIA</b>															
CHANIA	AIR 2000	C	8	0	0	63	13	0	25	0	0	38	38	26	8
	CALEDONIAN AIRWAYS	C	16	0	0	56	19	6	19	0	0	18	19	49	16
	MONARCH AIRLINES	C	8	0	0	25	0	75	0	0	0	34	13	42	8
TOTAL CHANIA			<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>22</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>22</b>	<b>41</b>	<b>32</b>
<b>CORFU</b>															
CORFU	AIR 2000	C	37	0	0	57	24	19	0	0	0	15	25	63	44
	AIRWORLD AVIATION LTD	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	69	15	4	12	0	0	17	78	7	27
	CALEDONIAN AIRWAYS	C	48	0	0	56	13	10	15	2	4	51	58	120	26
	EXCEL AIRWAYS LTD	C	39	0	0	54	13	5	18	10	0	57	25	61	8
	LEISURE INTERNATIONAL	C	38	0	0	32	18	26	18	0	5	59	33	52	24
	MONARCH AIRLINES	C	28	0	0	54	14	29	4	0	0	19	41	27	34
	MY TRAVEL AIRWAYS UK	C	20	0	0	25	30	35	10	0	0	31	39	31	18
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	60	14	10
TOTAL CORFU			<b>255</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>44</b>	<b>49</b>	<b>191</b>
<b>HERAKLION</b>															
HERAKLION	AIR 2000	C	25	0	0	40	20	32	8	0	0	25	23	62	26
	AIRWORLD AVIATION LTD	C	16	0	0	69	19	0	13	0	0	24	25	107	8
	BRITANNIA AIRWAYS	C	17	0	0	29	12	29	29	0	0	40	13	73	16
	CALEDONIAN AIRWAYS	C	42	0	0	67	12	12	7	2	0	18	11	118	28
	EXCEL AIRWAYS LTD	C	8	0	0	38	0	13	0	25	25	265	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	0	13	38	0	50	0	148	25	29	8
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	6	13	30	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	22	44	11	22	0	84	0	53	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-4	88	2	8

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL HERAKLION</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>46</b>	<b>21</b>	<b>71</b>	<b>112</b>
<b>KALAMATA</b>	AIR 2000	C	10	0	0	0	20	60	20	0	0	44	0	86	10
	CALEDONIAN AIRWAYS	C	10	0	0	40	0	0	50	10	0	102	33	98	9
	MONARCH AIRLINES	C	10	0	0	60	20	0	20	0	0	30	30	65	10
<b>TOTAL KALAMATA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>13</b>	<b>20</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>83</b>	<b>29</b>
<b>KAVALLA</b>	AIRWORLD AVIATION LTD	C	8	0	0	25	25	13	38	0	0	45	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	10	88	-2	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	19	0	0	0
<b>TOTAL KAVALLA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>20</b>	<b>16</b>
<b>KEFALLINIA</b>	AIR 2000	C	10	0	0	40	30	30	0	0	0	18	20	60	10
	AIRWORLD AVIATION LTD	C	10	0	0	70	30	0	0	0	0	3	30	44	10
	BRITANNIA AIRWAYS	C	8	0	0	13	25	38	25	0	0	55	50	19	8
	CALEDONIAN AIRWAYS	C	10	0	0	60	10	30	0	0	0	17	20	61	10
	EXCEL AIRWAYS LTD	C	9	1	1	89	11	0	0	0	0	-13	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	0	30	10	60	0	0	94	40	35	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	15	63	19	8
<b>TOTAL KEFALLINIA</b>			<b>65</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>22</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>36</b>	<b>41</b>	<b>56</b>
<b>KOS</b>	AIR 2000	C	18	0	0	44	28	17	11	0	0	23	15	79	26
	AIRWORLD AVIATION LTD	C	8	0	0	50	13	0	38	0	0	38	38	92	8
	BRITANNIA AIRWAYS	C	18	0	0	33	33	22	11	0	0	36	58	23	19
	CALEDONIAN AIRWAYS	C	34	0	0	44	24	24	9	0	0	30	17	226	18
	EXCEL AIRWAYS LTD	C	8	0	0	25	38	25	13	0	0	27	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	25	50	0	0	51	0	132	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL KOS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>27</b>	<b>105</b>	<b>77</b>
<b>LEMNOS</b>	AIRWORLD AVIATION LTD	C	4	0	0	25	75	0	0	0	0	18	75	10	4
	CALEDONIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	7	0	0	0
<b>TOTAL LEMNOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>12</b>
<b>MIKONOS</b>	CALEDONIAN AIRWAYS	C	16	0	0	88	13	0	0	0	0	-1	20	57	5
<b>TOTAL MIKONOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>57</b>	<b>5</b>
<b>MITILINI</b>	AIR 2000	C	8	0	0	38	13	25	25	0	0	35	19	81	16
	AIRWORLD AVIATION LTD	C	8	0	0	50	13	38	0	0	0	16	0	0	0
<b>TOTAL MITILINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>19</b>	<b>81</b>	<b>16</b>
<b>PREVEZA</b>	AIR 2000	C	8	0	0	63	13	25	0	0	0	18	61	24	18
	AIRWORLD AVIATION LTD	C	5	5	5	100	0	0	0	0	0	1	38	28	8
	CALEDONIAN AIRWAYS	C	10	0	0	50	40	10	0	0	0	12	0	217	9
	EXCEL AIRWAYS LTD	C	20	0	0	40	30	15	5	10	0	46	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	9	30	56	10
<b>TOTAL PREVEZA</b>			<b>53</b>	<b>5</b>	<b>5</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>70</b>	<b>45</b>
<b>RHODES</b>	AIR 2000	C	26	0	0	42	23	19	15	0	0	39	23	56	26
	BRITANNIA AIRWAYS	C	22	0	0	18	18	23	32	9	0	63	17	52	18
	CALEDONIAN AIRWAYS	C	44	0	0	43	23	14	11	9	0	43	19	105	36
	EXCEL AIRWAYS LTD	C	8	0	0	25	13	25	25	13	0	82	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	0	0	40	60	0	0	89	0	88	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	MONARCH AIRLINES	C	24	0	0	50	29	13	8	0	0	19	25	52	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	0	25	0	80	38	34	8
<b>TOTAL RHODES</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>21</b>	<b>19</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>70</b>	122
SALONIKA	AIR 2000	C	8	0	0	50	25	0	13	13	0	48	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	6	75	6	8	8
	CALEDONIAN AIRWAYS	C	9	0	0	22	11	0	56	0	11	146	0	0	0
	MONARCH AIRLINES	C	17	0	0	76	0	0	24	0	0	21	43	35	28
	MY TRAVEL AIRWAYS UK	C	5	3	3	80	20	0	0	0	0	-5	75	15	8
<b>TOTAL SALONIKA</b>			<b>49</b>	<b>3</b>	<b>3</b>	<b>65</b>	<b>8</b>	<b>2</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>55</b>	<b>26</b>	44
SAMOS	BRITANNIA AIRWAYS	C	10	0	0	0	50	30	20	0	0	52	20	49	10
<b>TOTAL SAMOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>49</b>	10
SKIATHOS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-7	70	11	10
	AIRWORLD AVIATION LTD	C	36	0	0	78	3	11	8	0	0	11	33	37	30
	CALEDONIAN AIRWAYS	C	14	0	0	50	21	29	0	0	0	15	25	119	8
	LEISURE INTERNATIONAL	C	8	0	0	100	0	0	0	0	0	7	50	21	8
<b>TOTAL SKIATHOS</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>42</b>	56
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	3	80	33	5
<b>TOTAL THIRA (SANTORINI)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>33</b>	5
VOLOS	EXCEL AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	24	0	0	0
<b>TOTAL VOLOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>40</b>	<b>34</b>	10
ZAKINTHOS	AIR 2000	C	28	0	0	61	4	21	14	0	0	23	39	46	18
	AIRWORLD AVIATION LTD	C	8	0	0	25	13	25	38	0	0	46	13	95	8
	BRITANNIA AIRWAYS	C	18	0	0	17	22	56	6	0	0	32	72	20	18
	CALEDONIAN AIRWAYS	C	18	0	0	61	6	22	11	0	0	15	67	39	18
	EXCEL AIRWAYS LTD	C	18	0	0	33	17	17	11	11	11	99	63	13	8
	MONARCH AIRLINES	C	26	0	0	65	15	15	4	0	0	14	18	43	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	38	25	0	0	54	100	-2	8
<b>TOTAL ZAKINTHOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>52</b>	<b>37</b>	95
<b>TOTAL GREECE</b>			<b>1371</b>	<b>9</b>	<b>9</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>36</b>	<b>55</b>	1157
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	9	0	0	67	22	11	0	0	0	11	68	17	19
	CALEDONIAN AIRWAYS	C	4	0	0	50	25	0	25	0	0	34	0	67	4
<b>TOTAL GRENADA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>26</b>	23
<b>TOTAL GRENADA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>26</b>	23
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	54	0	0	89	6	4	2	0	0	6	0	0	0
<b>TOTAL BUDAPEST</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL HUNGARY</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	28	0	0	36	21	25	14	4	0	36	30	34	20
<b>TOTAL BALI INTERNATIONAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>30</b>	<b>34</b>	20

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 INDONESIA			28	0	0	36	21	25	14	4	0	36	33	29	24
IRISH REPUBLIC															
CORK	CITY FLYER EXPRESS	S	196	0	0	56	26	14	4	1	0	18	36	29	146
TOTAL CORK			196	0	0	56	26	14	4	1	0	18	36	29	146
DUBLIN	CITY FLYER EXPRESS	S	382	2	0	65	22	9	4	0	0	15	56	28	248
	RYANAIR	S	248	9	0	75	17	5	4	0	0	11	63	21	249
TOTAL DUBLIN			630	11	0	69	20	7	4	0	0	13	60	24	497
SHANNON	AB AIRLINES	S	175	2	1	55	17	12	10	4	1	38	63	24	174
TOTAL SHANNON			175	2	1	55	17	12	10	4	1	38	63	24	174
TOTAL IRISH REPUBLIC			1001	13	1	64	20	9	5	1	0	19	56	25	817
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	10	0	0	40	20	20	20	0	0	33	0	0	0
TOTAL OVDA			10	0	0	40	20	20	20	0	0	33	0	0	0
TEL AVIV	AIR 2000	C	18	0	0	22	44	33	0	0	0	26	15	103	27
	ARKIA	C	7	1	0	57	14	14	14	0	0	19	0	63	7
	BRITANNIA AIRWAYS	C	8	0	0	25	13	13	50	0	0	56	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	40	34	21	5	0	0	23	65	9	62
	CALEDONIAN AIRWAYS	C	26	0	0	58	4	15	23	0	0	30	40	46	25
	EL AL	C	14	0	0	50	7	14	14	14	0	65	86	2	14
	EXCEL AIRWAYS LTD	C	4	0	0	0	25	50	25	0	0	42	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	13	63	25	0	0	0	24	0	40	8
	MONARCH AIRLINES	C	54	0	0	26	31	22	15	6	0	48	29	56	51
TOTAL TEL AVIV			201	1	0	36	28	21	12	2	0	35	42	42	194
TOTAL ISRAEL			211	1	0	36	27	21	13	2	0	35	42	42	194
ITALY															
BOLOGNA	ALITALIA	S	62	0	0	79	16	5	0	0	0	9	64	14	61
	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	11	33	32	18
TOTAL BOLOGNA			64	0	0	80	16	5	0	0	0	9	57	18	79
BRINDISI	AIR 2000	C	10	0	0	0	10	60	30	0	0	50	0	70	10
TOTAL BRINDISI			10	0	0	0	10	60	30	0	0	50	0	70	10
CAGLIARI (ELMAS)	MONARCH AIRLINES	C	10	0	0	10	20	60	10	0	0	38	10	100	10
TOTAL CAGLIARI (ELMAS)			10	0	0	10	20	60	10	0	0	38	31	44	67
CATANIA (FONTANAROSSA)	AIR 2000	C	8	0	0	38	0	25	38	0	0	49	20	99	5
	AIRWORLD AVIATION LTD	C	10	0	0	60	20	10	10	0	0	19	0	0	0
	MONARCH AIRLINES	C	10	0	0	20	30	10	40	0	0	45	0	77	10
TOTAL CATANIA (FONTANAROSSA)			28	0	0	39	18	14	29	0	0	37	5	98	20
FLORENCE	MERIDIANA AIR	S	121	1	3	55	20	17	7	2	0	26	42	28	57
TOTAL FLORENCE			121	1	3	55	20	17	7	2	0	26	42	28	57
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	67	13	16	3	0	1	14	55	28	124
TOTAL GENOA			124	0	0	67	13	16	3	0	1	14	55	28	124

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				Actual (7)	Plan (8)										
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	123	0	1	61	22	13	4	0	0	16	57	17	120
<b>TOTAL MILAN (LINATE)</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>24</b>	<b>138</b>
MILAN (MALPENSA)	AIRWORLD AVIATION LTD	C	10	0	0	80	20	0	0	0	7	0	192	20	
	BRITISH WORLD AIRLINES LTD	C	10	0	0	20	20	30	30	0	55	25	65	8	
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	13	13	0	13	36	94	11	
	EUROPEAN AIR CHARTER	C	2	0	0	0	0	0	100	0	70	22	61	18	
	EXCEL AIRWAYS LTD	C	10	0	0	20	20	10	20	10	176	52	29	23	
	LEISURE INTERNATIONAL	C	8	0	0	100	0	0	0	0	6	78	28	9	
<b>TOTAL MILAN (MALPENSA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>10</b>	<b>17</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>33</b>	<b>83</b>	<b>89</b>
NAPLES	AIR 2000	C	8	0	0	50	13	25	13	0	26	10	71	20	
	BMI BRITISH MIDLAND	C	8	0	0	13	0	88	0	0	40	40	19	10	
	BRITANNIA AIRWAYS	C	18	0	0	50	28	11	11	0	32	94	3	18	
	BRITISH AIRWAYS (EURO OPS) LG	S	134	0	0	71	18	10	1	0	4	73	11	123	
	CALEDONIAN AIRWAYS	C	12	0	0	58	25	8	8	0	8	0	0	0	
	EXCEL AIRWAYS LTD	C	7	1	0	71	14	14	0	0	-3	0	0	0	
	MONARCH AIRLINES	C	8	0	0	13	0	50	38	0	47	30	34	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	26	0	114	10	
<b>TOTAL NAPLES</b>			<b>203</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>24</b>	<b>191</b>	
OLBIA	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	1	0	0	0	
	MERIDIANA AIR	S	25	0	1	56	16	24	4	0	20	25	49	28	
	MONARCH AIRLINES	C	10	0	0	60	40	0	0	0	10	0	48	10	
<b>TOTAL OLBIA</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>24</b>	<b>44</b>	<b>46</b>	
PALERMO	CALEDONIAN AIRWAYS	C	10	0	0	20	0	40	30	10	75	0	0	0	
	MERIDIANA AIR	S	54	0	0	41	30	20	9	0	24	37	29	54	
<b>TOTAL PALERMO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>30</b>	<b>44</b>	<b>79</b>
PISA	ALITALIA	S	62	0	0	42	19	29	10	0	29	62	15	61	
	BRITISH AIRWAYS (EURO OPS) LG	S	152	0	0	67	14	14	4	0	11	68	16	122	
	CALEDONIAN AIRWAYS	C	28	0	0	61	7	14	11	7	40	55	11	20	
	EUROPEAN AIR CHARTER	C	10	0	6	40	20	40	0	0	22	44	48	18	
	MONARCH AIRLINES	C	28	0	0	32	43	18	7	0	23	22	47	18	
<b>TOTAL PISA</b>			<b>280</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>18</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>57</b>	<b>24</b>	<b>267</b>	
RIMINI	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	-4	63	22	8	
<b>TOTAL RIMINI</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>-4</b>	<b>63</b>	<b>22</b>	<b>8</b>	
ROME (CIAMPINO)	AIR 2000	C	20	0	0	45	35	10	10	0	22	50	22	18	
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	2	44	131	18	
	MONARCH AIRLINES	C	18	0	0	50	17	22	11	0	22	11	69	18	
<b>TOTAL ROME (CIAMPINO)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>78</b>	<b>72</b>	
ROME (FIUMICINO)	ALITALIA	S	62	0	0	61	26	5	8	0	17	44	20	62	
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	65	22	10	2	0	13	52	20	62	
<b>TOTAL ROME (FIUMICINO)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>20</b>	<b>124</b>	
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	85	6	3	3	2	5	0	0	0	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TURIN	ALITALIA	S	96	0	0	59	19	15	7	0	19	0	0	0	



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				Actual (7)	Plan (8)										
<b>TOTAL TURIN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
<b>VENICE</b>	AIR 2000	C	8	0	0	50	25	0	0	25	0	88	13	78	8
	ALITALIA	S	124	0	0	47	30	21	2	0	0	20	79	9	124
	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	13	25	0	95	20	22	10
	BRITISH WORLD AIRLINES LTD	C	12	0	0	33	42	0	25	0	0	30	25	16	8
	CALEDONIAN AIRWAYS	C	6	0	0	17	17	17	17	0	33	266	30	66	10
	MONARCH AIRLINES	C	10	0	0	0	10	40	50	0	0	67	10	101	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	8	0	0	0
<b>TOTAL VENICE</b>			<b>178</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>28</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>63</b>	<b>22</b>	177
<b>VERONA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	168	0	0	67	18	11	4	0	0	12	73	13	133
	BRITISH WORLD AIRLINES LTD	C	28	0	0	25	36	29	11	0	0	30	0	99	10
	LEISURE INTERNATIONAL	C	18	0	0	39	22	6	22	11	0	70	72	17	18
	MONARCH AIRLINES	C	18	0	0	39	28	17	6	11	0	46	61	53	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	-2	60	21	10
<b>TOTAL VERONA</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>27</b>	214
<b>TOTAL ITALY</b>			<b>1936</b>	<b>2</b>	<b>25</b>	<b>58</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>33</b>	1780
<b>IVORY COAST</b>															
<b>ABIDJAN</b>	BRITISH AIRWAYS PLC	S	5	0	0	80	0	0	20	0	0	21	0	0	0
<b>TOTAL ABIDJAN</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>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL IVORY COAST</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>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	BRITANNIA AIRWAYS	C	5	0	0	80	0	20	0	0	0	13	0	0	0
	BRITISH AIRWAYS PLC	S	35	0	0	60	11	20	9	0	0	18	41	68	27
	MONARCH AIRLINES	C	4	1	1	25	50	0	25	0	0	24	50	18	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	22	33	0	11	11	100	0	87	8
<b>TOTAL MONTEGO BAY</b>			<b>53</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>15</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>37</b>	<b>56</b>	51
<b>TOTAL JAMAICA</b>			<b>53</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>15</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>37</b>	<b>56</b>	51
<b>KENYA</b>															
<b>MOMBASA</b>	AFRICAN SAFARI AIRWAYS-ASA	C	2	0	0	50	50	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	6	11	85	9
	MONARCH AIRLINES	C	9	0	1	22	33	0	44	0	0	66	22	211	9
<b>TOTAL MOMBASA</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>19</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>11</b>	<b>157</b>	27
<b>NAIROBI</b>	BRITISH AIRWAYS PLC	S	18	0	0	72	17	11	0	0	0	11	50	27	10
<b>TOTAL NAIROBI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>27</b>	10
<b>TOTAL KENYA</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>122</b>	37
<b>LATVIA</b>															
<b>RIGA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	61	24	13	2	0	0	12	62	31	34
	RIGA AIRLINES EXPRESS	S	36	0	0	42	31	11	17	0	0	29	70	22	44
<b>TOTAL RIGA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>26</b>	78
<b>TOTAL LATVIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>26</b>	78

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>LITHUANIA</b>															
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	35	0	0	74	17	3	6	0	0	13	0	0	0
TOTAL VILNIUS			35	0	0	74	17	3	6	0	0	13	0	0	0
TOTAL LITHUANIA			35	0	0	74	17	3	6	0	0	13	0	0	0
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	171	0	1	65	22	10	3	0	0	15	64	13	146
TOTAL LUXEMBOURG			171	0	1	65	22	10	3	0	0	15	64	13	146
TOTAL LUXEMBOURG			171	0	1	65	22	10	3	0	0	15	64	13	146
<b>MALAWI</b>															
LILONGWE	AIR MALAWI	S	8	0	0	25	38	25	13	0	0	31	0	0	0
	BRITISH AIRWAYS PLC	S	19	0	0	68	16	11	0	5	0	23	71	81	14
TOTAL LILONGWE			27	0	0	56	22	15	4	4	0	25	71	81	14
TOTAL MALAWI			27	0	0	56	22	15	4	4	0	25	71	81	14
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	CALEDONIAN AIRWAYS	C	9	0	0	67	33	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	10	0	0	40	20	20	20	0	0	26	78	60	9
TOTAL MALE INTERNATIONAL			19	0	0	53	26	11	11	0	0	17	88	23	17
TOTAL MALDIVE ISLANDS			19	0	0	53	26	11	11	0	0	17	88	23	17
<b>MALTA</b>															
MALTA	AIR 2000	C	18	0	0	39	28	28	6	0	0	25	6	121	18
	AIR MALTA	C	35	0	1	66	14	9	11	0	0	16	43	27	21
	AIR MALTA	S	108	0	0	60	22	12	6	0	0	12	63	16	115
	BRITANNIA AIRWAYS	C	17	0	0	59	18	12	12	0	0	20	56	17	18
	CALEDONIAN AIRWAYS	C	10	0	0	30	10	0	60	0	0	74	56	78	18
	GB AIRWAYS LTD	S	62	0	0	53	23	5	16	3	0	35	69	17	62
	MONARCH AIRLINES	C	10	0	0	10	0	40	50	0	0	67	10	67	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-1	50	36	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-10	100	-1	9
TOTAL MALTA			276	0	1	57	19	11	12	1	0	22	57	29	288
TOTAL MALTA			276	0	1	57	19	11	12	1	0	22	57	29	288
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	81	12	8	0	0	0	3	78	6	18
TOTAL MAURITIUS			26	0	0	81	12	8	0	0	0	3	78	6	18
TOTAL MAURITIUS			26	0	0	81	12	8	0	0	0	3	78	6	18
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	10	79	0	14
	BRITISH AIRWAYS PLC	S	9	0	0	89	11	0	0	0	0	4	0	0	0
	LEISURE INTERNATIONAL	C	9	0	0	11	33	22	22	11	0	57	50	54	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	12	0	124	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			35	0	0	60	20	11	6	3	0	21	50	47	30
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	4	0	0	25	50	25	0	0	0	18	90	-10	10
	LEISURE INTERNATIONAL	C	8	1	0	100	0	0	0	0	0	6	38	12	8
TOTAL PUERTO VALLARTA			12	1	0	75	17	8	0	0	0	10	58	8	26
TOTAL MEXICO			47	1	0	64	19	11	4	2	0	18	59	23	83
MOROCCO															
AGADIR	AIRWORLD AVIATION LTD	C	8	0	0	75	0	25	0	0	0	16	0	0	0
TOTAL AGADIR			8	0	0	75	0	25	0	0	0	16	100	-4	5
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	62	0	0	63	18	13	6	0	0	20	0	0	0
TOTAL CASABLANCA MOHAMED V			62	0	0	63	18	13	6	0	0	20	0	0	0
TOTAL MOROCCO			70	0	0	64	16	14	6	0	0	20	61	15	18
NEPAL															
KATHMANDU	ROYAL NEPAL AIRLINES	S	18	0	0	28	39	11	22	0	0	32	45	23	20
TOTAL KATHMANDU			18	0	0	28	39	11	22	0	0	32	45	23	20
TOTAL NEPAL			18	0	0	28	39	11	22	0	0	32	45	23	20
NETHERLANDS															
AMSTERDAM	CITY FLYER EXPRESS	S	226	0	6	47	36	12	5	0	0	20	49	25	232
	TRANSVIA	S	216	0	2	40	33	20	6	1	0	25	50	23	218
TOTAL AMSTERDAM			442	0	8	44	34	16	5	0	0	23	50	23	468
EINDHOVEN	B A S E BUSINESS AIRLINES	S	24	0	4	83	13	4	0	0	0	8	0	0	0
TOTAL EINDHOVEN			24	0	4	83	13	4	0	0	0	8	0	0	0
ROTTERDAM	CITY FLYER EXPRESS	S	163	0	2	93	3	4	0	0	0	3	76	13	164
TOTAL ROTTERDAM			163	0	2	93	3	4	0	0	0	3	76	13	164
TOTAL NETHERLANDS			629	0	14	58	25	13	4	0	0	17	56	21	632
NIGERIA															
LAGOS	BRITISH AIRWAYS PLC	S	49	0	0	59	20	14	2	4	0	20	0	0	0
TOTAL LAGOS			49	0	0	59	20	14	2	4	0	20	0	0	0
TOTAL NIGERIA			49	0	0	59	20	14	2	4	0	20	0	0	0
NORWAY															
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	52	0	0	77	21	2	0	0	0	8	62	16	52
TOTAL KRISTIANSAND (KJEVIK)			52	0	0	77	21	2	0	0	0	8	62	16	52
OSLO (FORNEBU)	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	75	22	2	2	0	0	8	72	14	114
TOTAL OSLO (FORNEBU)			114	0	0	75	22	2	2	0	0	8	74	13	193
TOTAL OSLO (GARDERMOEN)			3	0	0	100	0	0	0	0	0	8	0	0	0
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	17	0	0	76	24	0	0	0	0	10	67	12	52
TOTAL STAVANGER			17	0	0	76	24	0	0	0	0	10	67	12	52
TOTAL NORWAY			186	0	0	76	22	2	1	0	0	8	68	14	358

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>PAKISTAN</b>																
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	65	23	0	4	0	8	90	62	14	26	
TOTAL ISLAMABAD			26	0	0	65	23	0	4	0	8	90	62	14	26	
TOTAL PAKISTAN			26	0	0	65	23	0	4	0	8	90	62	14	26	
<b>POLAND</b>																
GDANSK	LOT-POLISH AIRLINES	S	17	0	1	65	35	0	0	0	0	8	0	0	0	
TOTAL GDANSK			17	0	1	65	35	0	0	0	0	8	0	0	0	
KRAKOW	BRITISH AIRWAYS (EURO OPS) LG	S	34	0	0	50	35	9	6	0	0	18	56	42	18	
	LOT-POLISH AIRLINES	S	36	0	0	72	19	3	6	0	0	12	69	12	42	
TOTAL KRAKOW			70	0	0	61	27	6	6	0	0	15	66	20	64	
TOTAL POLAND			87	0	1	62	29	5	5	0	0	14	66	20	64	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>																
FARO	AIR 2000	C	83	0	0	46	31	10	11	2	0	29	33	58	72	
	AIRWORLD AVIATION LTD	C	18	0	0	72	11	6	0	11	0	39	40	65	10	
	BRITANNIA AIRWAYS	C	18	0	0	22	33	22	22	0	0	47	83	13	18	
	CALEDONIAN AIRWAYS	C	80	0	0	46	14	13	19	6	3	54	48	58	84	
	DEUTSCHE BA	C	2	0	0	0	0	0	100	0	0	85	0	0	0	
	EXCEL AIRWAYS LTD	C	16	0	0	44	0	0	25	31	0	84	26	35	19	
	GB AIRWAYS LTD	S	80	0	0	66	15	9	10	0	0	20	81	9	108	
	LEISURE INTERNATIONAL	C	36	0	0	58	25	17	0	0	0	16	31	28	36	
	MONARCH AIRLINES	C	64	0	0	31	19	30	17	0	3	59	7	78	44	
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	30	40	30	0	0	44	75	25	8	
	TRANSAER	C	8	0	0	25	50	0	0	25	0	66	29	99	7	
TOTAL FARO			415	0	0	47	20	14	13	4	1	40	50	41	415	
LISBON	AB AIRLINES	S	62	0	0	45	24	13	15	3	0	38	72	19	104	
	EUROPEAN AIR CHARTER	C	9	1	1	89	11	0	0	0	0	-15	0	0	0	
	GB AIRWAYS LTD	S	62	0	0	74	16	0	8	2	0	20	0	0	0	
TOTAL LISBON			133	1	1	62	20	6	11	2	0	26	68	20	185	
OPORTO	GB AIRWAYS LTD	S	114	0	0	75	11	9	5	0	0	15	82	10	104	
TOTAL OPORTO			114	0	0	75	11	9	5	0	0	15	81	11	111	
TOTAL PORTUGAL(EXCLUDING MADEIRA)			662	1	1	55	19	12	11	3	1	33	59	31	711	
<b>PORTUGAL(MADEIRA)</b>																
FUNCHAL	AIR 2000	C	10	0	0	100	0	0	0	0	0	6	0	0	0	
	AIRWORLD AVIATION LTD	C	8	0	0	100	0	0	0	0	0	-17	6	119	16	
	CALEDONIAN AIRWAYS	C	28	0	0	75	4	7	11	4	0	21	81	6	16	
	GB AIRWAYS LTD	S	26	0	0	69	19	8	4	0	0	16	46	25	28	
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	9	25	43	8	
TOTAL FUNCHAL			82	0	0	79	9	6	5	1	0	12	43	45	68	
TOTAL PORTUGAL(MADEIRA)			82	0	0	79	9	6	5	1	0	12	43	45	68	
<b>PUERTO RICO</b>																
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	20	0	0	80	15	5	0	0	0	5	44	47	9	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL SAN JUAN (PUERTO RICO)			20	0	0	80	15	5	0	0	0	5	44	47	9
TOTAL PUERTO RICO			20	0	0	80	15	5	0	0	0	5	44	47	9
REPUBLIC OF MOLDOVA															
KISHINEV	AIR MOLDOVA INTERNATIONAL	S	10	0	2	60	30	10	0	0	0	16	0	0	0
TOTAL KISHINEV			10	0	2	60	30	10	0	0	0	16	0	0	0
TOTAL REPUBLIC OF MOLDOVA			10	0	2	60	30	10	0	0	0	16	0	0	0
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	33	11	39	17	0	0	31	44	26	18
TOTAL SANAA			18	0	0	33	11	39	17	0	0	31	44	26	18
TOTAL REPUBLIC OF YEMEN			18	0	0	33	11	39	17	0	0	31	44	26	18
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	88	0	0	66	26	7	1	0	0	11	60	24	86
TOTAL BUCHAREST (OTOPENI)			88	0	0	66	26	7	1	0	0	11	60	24	86
TOTAL RUMANIA			88	0	0	66	26	7	1	0	0	11	60	24	86
RUSSIA															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	71	19	8	2	0	0	8	71	6	62
TOTAL MOSCOW (SHEREMETYEVO)			62	0	0	71	19	8	2	0	0	8	71	6	62
ST PETERSBURG	AEROFLOT	S	24	0	0	63	21	8	8	0	0	19	82	7	28
	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	80	15	4	0	0	0	4	54	34	46
TOTAL ST PETERSBURG			70	0	0	74	17	6	3	0	0	9	65	24	74
TOTAL RUSSIA			132	0	0	73	18	7	2	0	0	9	68	16	136
SAINT KITTS AND NEVIS															
ST KITTS	CALEDONIAN AIRWAYS	C	5	0	0	100	0	0	0	0	0	-31	20	82	5
TOTAL ST KITTS			5	0	0	100	0	0	0	0	0	-31	20	82	5
TOTAL SAINT KITTS AND NEVIS			5	0	0	100	0	0	0	0	0	-31	20	82	5
SAUDI ARABIA															
DHAHRAN	BRITISH AIRWAYS PLC	S	52	0	2	69	17	10	2	2	0	7	0	0	0
TOTAL DHAHRAN			52	0	2	69	17	10	2	2	0	7	0	0	0
TOTAL SAUDI ARABIA			52	0	2	69	17	10	2	2	0	7	0	0	0
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	17	22	33	17	6	6	67	61	31	18
	BRITISH AIRWAYS PLC	S	18	0	0	89	6	6	0	0	0	3	0	0	0
TOTAL SEYCHELLES			36	0	0	53	14	19	8	3	3	35	61	31	18
TOTAL SEYCHELLES			36	0	0	53	14	19	8	3	3	35	61	31	18
SLOVENIA															
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	77	8	15	0	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL LJUBLJANA			26	0	0	77	8	15	0	0	0	12	0	0	0
TOTAL SLOVENIA			26	0	0	77	8	15	0	0	0	12	0	0	0
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	36	0	0	56	22	8	8	0	6	41	8	108	36
	AIRWORLD AVIATION LTD	C	7	3	3	86	14	0	0	0	0	-8	0	0	0
	AVIACO	C	10	0	0	50	30	20	0	0	0	18	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	50	11	17	22	0	0	32	56	31	18
	CALEDONIAN AIRWAYS	C	92	0	5	57	16	9	12	4	2	42	29	67	66
	CITY FLYER EXPRESS	C	7	0	2	43	29	29	0	0	0	20	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	38	0	38	0	25	0	66	42	73	55
	LEISURE INTERNATIONAL	C	36	0	0	39	22	6	22	6	6	70	32	74	34
	MONARCH AIRLINES	C	72	0	0	50	21	21	8	0	0	26	25	50	65
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	41	50	158	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	30	0	0	0	18	70	10	10
	TRANSAER	C	8	0	0	88	13	0	0	0	0	1	42	71	12
	VIRGIN EXPRESS	C	9	0	0	56	33	0	11	0	0	21	0	0	0
	VIVA	C	8	0	0	50	0	13	13	25	0	67	0	0	0
TOTAL ALICANTE			329	3	10	53	18	13	10	4	2	37	32	68	314
ALMERIA	AIRWORLD AVIATION LTD	C	16	0	0	94	6	0	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	11	17	17	11	0	46	78	16	18
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	32	25	39	8
TOTAL ALMERIA			42	0	0	67	10	7	12	5	0	26	62	50	34
ASTURIAS	IBERIA	S	26	0	0	81	4	12	4	0	0	8	0	0	0
TOTAL ASTURIAS			26	0	0	81	4	12	4	0	0	8	0	0	0
BARCELONA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	82	14	4	0	0	0	7	73	16	122
TOTAL BARCELONA			124	0	0	82	14	4	0	0	0	7	75	15	182
GERONA	AIR 2000	C	16	0	0	69	6	13	13	0	0	19	32	70	19
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	11	0	0	24	67	31	18
	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	13	25	0	0	35	63	60	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	3	95	0	20
TOTAL GERONA			68	0	0	71	13	7	9	0	0	16	56	35	85
IBIZA	AIR 2000	C	34	0	0	68	15	6	6	6	0	30	41	43	34
	AIRWORLD AVIATION LTD	C	35	0	1	66	17	9	6	3	0	20	63	6	16
	BRITANNIA AIRWAYS	C	72	0	0	50	17	18	13	3	0	30	64	29	64
	CALEDONIAN AIRWAYS	C	40	0	0	35	8	5	38	13	3	91	34	111	47
	LEISURE INTERNATIONAL	C	46	0	0	52	7	17	22	2	0	42	15	45	27
	MONARCH AIRLINES	C	46	0	0	46	15	15	24	0	0	41	53	28	36
	MY TRAVEL AIRWAYS UK	C	28	0	0	61	11	0	29	0	0	39	48	56	27
TOTAL IBIZA			301	0	1	52	13	12	19	4	0	41	49	46	269
JEREZ	GB AIRWAYS LTD	S	18	0	0	72	17	11	0	0	0	11	91	4	22
TOTAL JEREZ			18	0	0	72	17	11	0	0	0	11	94	-1	48
MADRID	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	82	9	6	3	1	0	9	66	16	185
	SPANAIR	S	18	0	0	56	22	11	11	0	0	22	83	11	18

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MADRID</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>15</b>	307
<b>MAHON</b>	AIR 2000	C	35	0	1	69	14	17	0	0	0	13	0	70	26
	AIRWORLD AVIATION LTD	C	16	0	0	100	0	0	0	0	0	0	53	50	17
	BRITANNIA AIRWAYS	C	36	0	0	17	36	14	33	0	0	49	42	48	36
	CALEDONIAN AIRWAYS	C	35	0	0	57	23	9	6	6	0	28	34	41	29
	EUROPEAN AIR CHARTER	C	18	0	0	17	44	33	6	0	0	29	0	0	0
	EXCEL AIRWAYS LTD	C	17	1	1	65	0	12	12	12	0	52	31	77	16
	LEISURE INTERNATIONAL	C	8	0	0	63	13	25	0	0	0	19	30	27	10
	MONARCH AIRLINES	C	33	0	0	42	18	30	9	0	0	30	10	52	40
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	6	11	33	11	0	65	39	43	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	11	17	0	0	0	9	88	27	16
	TRANSAER	C	18	0	0	50	28	22	0	0	0	17	11	122	18
<b>TOTAL MAHON</b>			<b>254</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>19</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>30</b>	<b>56</b>	227
<b>MALAGA</b>	AIR 2000	C	47	0	0	38	30	17	11	4	0	37	15	101	60
	AIR EUROPA	C	8	0	0	0	0	50	50	0	0	71	24	88	25
	AIRWORLD AVIATION LTD	C	19	0	0	79	21	0	0	0	0	5	0	0	0
	BMI BRITISH MIDLAND	C	3	0	0	67	33	0	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	42	31	12	8	8	0	35	14	57	21
	CALEDONIAN AIRWAYS	C	82	3	4	46	17	10	12	12	2	58	28	51	74
	DEUTSCHE BA	C	5	0	0	60	40	0	0	0	0	11	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	1	100	0	0	0	0	0	-2	0	247	9
	FUTURA AIRLINES	C	9	0	1	100	0	0	0	0	0	6	0	0	0
	GB AIRWAYS LTD	S	106	0	2	66	15	5	7	5	3	40	82	3	148
	LEISURE INTERNATIONAL	C	34	0	0	74	12	9	6	0	0	13	61	16	38
	MONARCH AIRLINES	C	107	0	0	41	23	16	17	2	1	41	32	37	110
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	11	6	11	0	0	18	68	44	19
	PANAIR	C	10	0	0	20	30	40	10	0	0	34	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	7	0	0	0
	TRANSAER	C	48	0	0	75	15	6	4	0	0	9	38	85	32
<b>TOTAL MALAGA</b>			<b>534</b>	<b>3</b>	<b>8</b>	<b>56</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>46</b>	<b>44</b>	554
<b>MURCIA SAN JAVIER</b>	CALEDONIAN AIRWAYS	C	10	0	0	20	10	30	20	20	0	82	50	74	10
	GB AIRWAYS LTD	S	36	0	0	53	25	17	6	0	0	20	83	6	36
<b>TOTAL MURCIA SAN JAVIER</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>76</b>	<b>21</b>	46
<b>PALMA DE MALLORCA</b>	AIR 2000	C	80	0	0	44	24	15	18	0	0	29	24	67	71
	AIR EUROPA	C	29	0	1	7	34	31	14	7	7	81	19	52	42
	AIRWORLD AVIATION LTD	C	44	0	0	75	7	7	11	0	0	17	21	79	24
	AVIACO	C	10	0	0	40	10	10	40	0	0	55	0	0	0
	BRITANNIA AIRWAYS	C	106	4	4	46	18	13	17	4	2	52	64	22	108
	CALEDONIAN AIRWAYS	C	18	0	0	17	17	39	6	22	0	83	33	188	18
	CITY FLYER EXPRESS	C	10	0	0	90	10	0	0	0	0	0	0	0	0
	EUROPEAN AIR CHARTER	C	9	0	1	22	0	56	22	0	0	44	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	3	0	0	0
	FUTURA AIRLINES	S	36	0	0	53	14	28	6	0	0	25	61	36	18
	FUTURA AIRLINES	C	10	0	0	40	40	10	10	0	0	24	40	45	10
	GB AIRWAYS LTD	S	44	0	0	59	20	7	9	5	0	30	0	0	0
	LEISURE INTERNATIONAL	C	18	0	0	33	17	17	22	0	11	102	10	49	10
	MONARCH AIRLINES	C	62	1	1	47	24	15	13	2	0	28	47	47	70
	MY TRAVEL AIRWAYS UK	C	65	0	0	58	15	9	6	8	3	51	37	71	67

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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)										
PALMA DE MALLORCA	SPANAIR	C	10	0	0	20	0	0	40	40	0	128	33	75	30
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-2	63	12	8
	VIRGIN EXPRESS	C	10	0	0	20	20	40	20	0	0	39	80	11	10
	VIVA	C	10	0	0	0	0	40	40	20	0	98	60	28	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>587</b>	<b>5</b>	<b>7</b>	<b>47</b>	<b>18</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>43</b>	<b>41</b>	<b>55</b>	504
REUS	AIR 2000	C	8	0	0	75	25	0	0	0	0	8	25	90	8
	BRITANNIA AIRWAYS	C	18	0	0	61	11	0	22	6	0	43	89	6	18
	MONARCH AIRLINES	C	6	2	0	83	0	17	0	0	0	1	100	-9	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	0	7	79	17	14
<b>TOTAL REUS</b>			<b>42</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>20</b>	48
VALENCIA	GB AIRWAYS LTD	S	52	0	0	46	23	10	13	6	2	52	73	27	52
<b>TOTAL VALENCIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>52</b>	<b>73</b>	<b>27</b>	52
ZARAGOZA	IBERIA	S	26	0	0	62	27	8	4	0	0	14	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>2654</b>	<b>14</b>	<b>28</b>	<b>57</b>	<b>17</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>50</b>	<b>42</b>	2706
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	18	0	0	61	11	11	17	0	0	26	47	69	17
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	19	50	62	8
	CALEDONIAN AIRWAYS	C	26	0	0	58	19	8	8	8	0	27	38	30	24
	LEISURE INTERNATIONAL	C	8	0	0	63	25	13	0	0	0	8	50	32	8
	MONARCH AIRLINES	C	16	0	0	31	50	6	0	13	0	41	40	29	25
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	6	6	0	0	0	6	33	124	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	-1	0	0	0
	TRANSAER	C	8	0	0	38	13	13	38	0	0	49	50	52	8
<b>TOTAL ARRECIFE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>58</b>	117
FUERTEVENTURA	AIR 2000	C	8	0	0	100	0	0	0	0	0	-1	25	36	8
	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	17	50	17	8
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	27	89	-6	9
	MONARCH AIRLINES	C	16	0	0	69	25	6	0	0	0	11	88	7	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	22	22	6	39	0	11	100	40	62	20
<b>TOTAL FUERTEVENTURA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>54</b>	<b>30</b>	61
LAS PALMAS	AIR 2000	C	20	0	0	35	20	20	25	0	0	35	0	62	9
	AIR EUROPA	C	29	2	1	24	24	28	14	3	7	72	37	38	19
	AIRWORLD AVIATION LTD	C	10	0	0	90	10	0	0	0	0	0	20	79	10
	BRITANNIA AIRWAYS	C	18	0	0	17	28	33	22	0	0	43	24	65	17
	EXCEL AIRWAYS LTD	C	20	0	0	80	0	0	10	10	0	48	100	1	8
	LEISURE INTERNATIONAL	C	10	0	0	80	20	0	0	0	0	5	0	83	8
	MONARCH AIRLINES	C	20	0	0	45	5	30	20	0	0	26	41	40	17
	MY TRAVEL AIRWAYS UK	C	36	0	0	64	17	11	8	0	0	15	52	46	27
	THOMAS COOK AIRLINES LTD	C	30	0	0	97	3	0	0	0	0	-2	65	55	17
	TRANSAER	C	10	0	0	100	0	0	0	0	0	-5	13	363	8
<b>TOTAL LAS PALMAS</b>			<b>203</b>	<b>2</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>37</b>	<b>68</b>	150
TENERIFE (SURREINA SOFIA)	AIR 2000	C	41	0	0	59	10	12	20	0	0	30	19	78	48
	BRITANNIA AIRWAYS	C	27	0	0	44	22	15	11	7	0	40	33	34	27
	CALEDONIAN AIRWAYS	C	32	0	0	66	16	13	6	0	0	9	54	18	46



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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	8	0	0	38	13	25	0	0	25	175	50	122	18
	FUTURA AIRLINES	C	8	0	0	0	0	25	75	0	0	100	67	12	9
	IBERWORLD	C	2	0	0	0	0	0	100	0	0	107	0	0	0
	LEISURE INTERNATIONAL	C	17	0	0	88	6	6	0	0	0	6	39	37	18
	MONARCH AIRLINES	C	51	0	0	57	16	12	10	6	0	32	36	49	55
	MY TRAVEL AIRWAYS UK	C	25	1	0	72	12	12	0	0	4	31	61	30	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	3	83	2	18
	TRANSAER	C	8	0	0	88	13	0	0	0	0	5	20	161	10
	VIVA	C	8	0	0	100	0	0	0	0	0	2	75	7	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>243</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>43</b>	<b>48</b>	<b>301</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>612</b>	<b>3</b>	<b>1</b>	<b>60</b>	<b>14</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>42</b>	<b>53</b>	<b>629</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	11	89	1	9
	BRITISH AIRWAYS PLC	S	23	0	0	65	13	4	17	0	0	22	36	54	25
	CALEDONIAN AIRWAYS	C	9	0	0	78	22	0	0	0	0	9	22	42	9
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>40</b>	<b>43</b>
<b>TOTAL ST LUCIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>40</b>	<b>43</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	62	1	0	92	3	0	3	2	0	4	80	15	60
<b>TOTAL GOTEBORG</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>15</b>	<b>60</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	82	7	6	4	0	0	10	73	16	62
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>26</b>	<b>123</b>
<b>TOTAL SWEDEN</b>			<b>248</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>22</b>	<b>183</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	82	11	3	2	1	0	9	69	15	176
<b>TOTAL GENEVA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>176</b>
ZURICH	CITY FLYER EXPRESS	S	186	0	0	63	25	10	2	0	0	15	0	0	0
<b>TOTAL ZURICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>13</b>	<b>121</b>
<b>TOTAL SWITZERLAND</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>297</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	85	12	0	4	0	0	5	77	57	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>57</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>57</b>	<b>26</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	3	1	1	33	0	0	33	33	0	121	0	0	0
<b>TOTAL PHUKET</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	10	0	0	40	10	20	30	0	0	40	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOBAGO	CALEDONIAN AIRWAYS	C	9	0	0	89	11	0	0	0	0	-3	38	88	8
<b>TOTAL TOBAGO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>88</b>	<b>8</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>88</b>	<b>8</b>
<b>TUNISIA</b>															
JERBA	NOUVELAIR TUNISIE	C	8	0	0	63	38	0	0	0	0	6	0	0	0
<b>TOTAL JERBA</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONASTIR	AIRWORLD AVIATION LTD	C	10	0	0	80	10	10	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	11	0	0	18	18	27	27	9	0	59	20	58	10
	MY TRAVEL AIRWAYS UK	C	28	0	0	57	14	14	7	7	0	41	61	16	28
	NOUVELAIR TUNISIE	C	19	0	0	26	32	21	21	0	0	39	65	26	46
<b>TOTAL MONASTIR</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>58</b>	<b>26</b>	<b>84</b>
SFAX	CALEDONIAN AIRWAYS	C	7	0	1	0	0	14	57	0	29	158	0	0	0
<b>TOTAL SFAX</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>0</b>	<b>29</b>	<b>158</b>	<b>25</b>	<b>83</b>	<b>8</b>
TUNIS	GB AIRWAYS LTD	S	36	0	0	25	33	33	8	0	0	35	47	40	34
	NOUVELAIR TUNISIE	C	3	0	0	67	0	33	0	0	0	18	0	0	0
<b>TOTAL TUNIS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>47</b>	<b>40</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>23</b>	<b>21</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>41</b>	<b>53</b>	<b>34</b>	<b>126</b>
<b>TURKEY</b>															
ANTALYA	AIRWORLD AVIATION LTD	C	18	0	0	72	6	22	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	12	88	2	8
	MONARCH AIRLINES	C	10	0	0	20	0	30	50	0	0	54	24	55	17
<b>TOTAL ANTALYA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>22</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>36</b>	<b>40</b>	<b>50</b>
BODRUM (MILAS)	AIR 2000	C	29	0	0	72	0	17	10	0	0	17	0	0	0
	AIRWORLD AVIATION LTD	C	10	0	0	70	30	0	0	0	0	6	0	0	0
	CALEDONIAN AIRWAYS	C	19	0	0	58	16	11	16	0	0	23	0	0	0
	EXCEL AIRWAYS LTD	C	19	0	0	53	11	16	11	11	0	53	46	60	28
	ISTANBUL HAVA YOLLARI	C	10	0	0	10	20	70	0	0	0	39	0	0	0
	MONARCH AIRLINES	C	9	0	0	67	22	11	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	24	6	0	0	0	4	0	0	0
	PEGASUS AIRLINES	C	10	0	0	20	60	20	0	0	0	19	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>46</b>	<b>60</b>	<b>28</b>
<b>DALAMAN</b>															
	AIR 2000	C	29	0	0	72	21	0	7	0	0	12	15	59	33
	AIRWORLD AVIATION LTD	C	18	0	0	100	0	0	0	0	0	-5	5	168	19
	BRITANNIA AIRWAYS	C	18	0	0	17	22	11	44	6	0	74	23	55	26
	CALEDONIAN AIRWAYS	C	56	0	0	36	18	16	27	4	0	47	17	150	83
	EXCEL AIRWAYS LTD	C	20	0	0	50	10	15	15	10	0	62	13	33	8
	ISTANBUL HAVA YOLLARI	C	10	0	0	0	10	50	40	0	0	57	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	70	0	20	10	0	0	16	0	0	0
	MONARCH AIRLINES	C	29	0	0	55	17	21	7	0	0	18	6	37	16
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	12	12	18	0	0	31	46	69	26
	ONUR AIR	C	8	0	0	75	13	13	0	0	0	-8	40	34	10
	PEGASUS AIRLINES	C	24	0	2	54	21	8	17	0	0	19	83	-1	6
	THOMAS COOK AIRLINES LTD	C	19	0	0	84	16	0	0	0	0	0	78	28	18

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL DALAMAN</b>			<b>258</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>15</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>28</b>	<b>87</b>	264
ISTANBUL	ISTANBUL HAVA YOLLARI	C	20	2	3	10	10	40	40	0	0	56	4	50	28
<b>TOTAL ISTANBUL</b>			<b>20</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>48</b>	48
IZMIR (ADNAM MENDERES)	AIRWORLD AVIATION LTD	C	16	0	1	81	19	0	0	0	0	4	50	36	8
	CALEDONIAN AIRWAYS	C	9	0	0	44	0	11	44	0	0	42	50	26	10
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	2	80	9	25
	PEGASUS AIRLINES	C	2	0	0	50	50	0	0	0	0	16	69	16	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>17</b>	119
<b>TOTAL TURKEY</b>			<b>474</b>	<b>2</b>	<b>6</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>37</b>	<b>61</b>	509
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	57	25	14	5	0	0	16	50	33	44
	UKRAINE INTERNATIONAL AIRLINE	S	45	0	0	56	24	11	9	0	0	24	73	12	44
<b>TOTAL KIEV (BORISPOL)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>22</b>	88
<b>TOTAL UKRAINE</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>22</b>	88
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	26	27	32	10	5	0	42	43	25	54
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>27</b>	<b>32</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>43</b>	<b>25</b>	54
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>27</b>	<b>32</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>45</b>	<b>24</b>	62
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	228	0	0	87	7	4	1	1	0	7	76	14	223
<b>TOTAL ABERDEEN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>14</b>	223
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	348	0	3	75	16	6	3	1	0	13	70	15	348
<b>TOTAL BELFAST CITY</b>			<b>348</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>15</b>	348
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	40	0	0	58	23	15	5	0	0	20	63	19	40
<b>TOTAL BRISTOL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>19</b>	40
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	330	0	4	78	14	5	3	0	0	10	70	14	329
<b>TOTAL EDINBURGH</b>			<b>330</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>14</b>	329
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	333	0	8	86	8	3	2	0	0	10	80	10	274
<b>TOTAL GLASGOW</b>			<b>333</b>	<b>1</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	274
GUERNSEY	CITY FLYER EXPRESS	S	224	0	0	81	9	6	4	0	0	10	59	26	186
	FLYBE.BRITISH EUROPEAN	S	244	0	3	80	9	6	5	0	0	12	80	19	236
<b>TOTAL GUERNSEY</b>			<b>468</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>22</b>	432
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	186	0	0	68	13	11	7	1	0	19	0	0	0
<b>TOTAL INVERNESS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
JERSEY	CITY FLYER EXPRESS	S	297	0	0	67	16	10	6	1	0	19	49	23	347
	FLYBE.BRITISH EUROPEAN	S	286	0	2	68	15	9	8	0	0	16	64	30	272
<b>TOTAL JERSEY</b>			<b>583</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>26</b>	619
MANCHESTER	AIRWORLD AVIATION LTD	C	7	1	1	100	0	0	0	0	0	-30	0	79	1
	BRITANNIA AIRWAYS	C	9	0	3	56	33	0	11	0	0	20	67	17	3

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				Actual (7)	Plan (8)										
MANCHESTER	BRITISH AIRWAYS (EURO OPS) LG	S	332	0	0	88	8	2	1	0	0	7	71	13	316
	MONARCH AIRLINES	C	11	1	0	36	0	27	36	0	0	52	33	60	9
<b>TOTAL MANCHESTER</b>			<b>360</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>16</b>	<b>341</b>
NEWCASTLE	CITY FLYER EXPRESS	S	320	0	2	80	12	5	2	0	0	7	64	15	312
<b>TOTAL NEWCASTLE</b>			<b>320</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>15</b>	<b>312</b>
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	92	0	1	71	12	12	5	0	0	17	76	14	91
<b>TOTAL NEWQUAY</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>91</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	1	67	17	10	6	0	0	16	80	11	153
<b>TOTAL PLYMOUTH</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	<b>153</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3443</b>	<b>4</b>	<b>32</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>17</b>	<b>3359</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	73	19	8	0	0	0	8	87	-3	62
	DELTA AIRLINES	S	124	0	0	75	16	4	4	1	0	10	84	1	123
<b>TOTAL ATLANTA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>0</b>	<b>185</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	60	1	2	75	8	10	5	0	2	26	71	26	59
<b>TOTAL BALTIMORE</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>71</b>	<b>26</b>	<b>59</b>
BOSTON	AMERICAN AIRLINES	S	60	0	2	73	10	13	3	0	0	10	0	0	0
	AMERICAN TRANS AIR	C	8	2	1	13	13	0	25	50	0	153	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	71	16	8	5	0	0	8	73	5	62
<b>TOTAL BOSTON</b>			<b>130</b>	<b>2</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>5</b>	<b>62</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	71	19	8	2	0	0	8	79	12	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>62</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	74	18	8	0	0	0	7	65	23	62
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>23</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	124	0	0	75	14	6	5	1	0	8	86	-5	122
	BRITISH AIRWAYS PLC	S	62	0	0	66	15	11	8	0	0	16	65	15	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>2</b>	<b>184</b>
DETROIT	AMERICAN TRANS AIR	C	9	0	0	11	22	0	67	0	0	76	50	31	10
	NORTHWEST AIRLINES	S	109	0	3	57	12	12	18	1	0	27	65	19	124
<b>TOTAL DETROIT</b>			<b>118</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>13</b>	<b>11</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>20</b>	<b>134</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	53	16	16	11	0	3	37	56	17	62
	CONTINENTAL AIRLINES	S	122	0	2	69	18	7	6	0	1	20	75	12	114
<b>TOTAL HOUSTON</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>69</b>	<b>14</b>	<b>176</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	61	1	0	89	0	5	7	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	61	24	13	2	0	0	13	74	8	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>123</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>45</b>	<b>122</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	56	0	0	70	16	7	4	4	0	16	84	8	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	<b>62</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	81	10	6	3	0	0	7	72	3	61

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>3</b>	61
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	121	0	2	69	17	7	6	0	2	22	67	24	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	52	37	6	2	3	0	22	50	51	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>183</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>61</b>	<b>33</b>	186
ORLANDO	AMERICAN TRANS AIR	C	34	1	2	41	15	12	24	9	0	45	66	28	41
	BRITISH AIRWAYS PLC	S	53	0	0	60	13	11	11	4	0	28	57	89	37
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	70	16	6	8	0	0	13	74	7	62
<b>TOTAL ORLANDO</b>			<b>211</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>42</b>	171
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	84	5	5	6	0	0	7	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	81	8	5	5	2	0	19	70	46	61
<b>TOTAL PITTSBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>46</b>	61
RALEIGH	AMERICAN AIRLINES	S	62	0	0	79	6	6	3	5	0	13	90	-14	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>-14</b>	62
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	77	13	5	5	0	0	5	70	21	63
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>21</b>	63
SANFORD	BRITANNIA AIRWAYS	C	35	0	0	80	14	3	3	0	0	5	89	-1	27
	CALEDONIAN AIRWAYS	C	37	0	0	41	32	19	8	0	0	25	44	248	27
	LEISURE INTERNATIONAL	C	21	0	2	62	5	5	19	5	5	87	29	89	28
	MONARCH AIRLINES	C	18	1	2	44	28	6	17	6	0	40	35	96	17
	MY TRAVEL AIRWAYS UK	C	44	0	0	23	18	14	25	14	7	108	21	46	28
<b>TOTAL SANFORD</b>			<b>155</b>	<b>1</b>	<b>4</b>	<b>48</b>	<b>20</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>54</b>	<b>44</b>	<b>95</b>	127
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	121	2	3	83	7	6	4	0	0	9	79	9	123
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>121</b>	<b>2</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	123
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	79	12	5	5	0	0	3	44	78	27
<b>TOTAL TAMPA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>78</b>	27
<b>TOTAL USA</b>			<b>2190</b>	<b>8</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>69</b>	<b>25</b>	2022
VENEZUELA															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	-2	50	29	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>-2</b>	<b>50</b>	<b>29</b>	4
<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>-2</b>	<b>50</b>	<b>29</b>	4
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	85	8	0	4	4	0	17	67	22	12
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>22</b>	12
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>22</b>	12
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	36	0	0	64	17	11	8	0	0	12	60	14	42
<b>TOTAL HARARE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>15</b>	52
<b>TOTAL ZIMBABWE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>15</b>	52

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL GATWICK		23075	76	163	63	17	11	7	1	0	21	58	29	22264

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>AUSTRIA</b>																
SALZBURG	CALEDONIAN AIRWAYS	C	10	0	0	70	0	0	30	0	0	45	100	-6	10	
TOTAL SALZBURG			10	0	0	70	0	0	30	0	0	45	94	-1	18	
TOTAL AUSTRIA			10	0	0	70	0	0	30	0	0	45	77	16	26	
<b>BELGIUM</b>																
BRUSSELS	SABENA	S	176	0	0	65	24	10	1	1	0	15	46	16	114	
TOTAL BRUSSELS			176	0	0	65	24	10	1	1	0	15	46	16	114	
TOTAL BELGIUM			176	0	0	65	24	10	1	1	0	15	46	16	114	
<b>BULGARIA</b>																
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	60	30	10	0	0	0	11	50	18	10	
TOTAL BURGAS			10	0	0	60	30	10	0	0	0	11	50	18	10	
TOTAL BULGARIA			10	0	0	60	30	10	0	0	0	11	50	18	10	
<b>CANADA</b>																
TORONTO	AIR CANADA	S	62	0	0	77	11	10	2	0	0	9	73	16	62	
	AIR TRANSAT	C	36	0	2	36	14	11	33	0	6	89	55	25	38	
	CANADA 3000 AIRLINES	C	26	0	0	58	31	12	0	0	0	11	93	-7	28	
	ROYAL AIRLINES	C	26	0	0	46	23	0	23	0	8	69	26	95	34	
TOTAL TORONTO			150	0	2	59	17	9	13	0	3	39	62	31	162	
VANCOUVER	AIR TRANSAT	C	10	0	0	50	20	20	10	0	0	21	30	75	10	
	CANADA 3000 AIRLINES	C	14	0	0	79	7	7	7	0	0	-1	70	15	10	
	ROYAL AIRLINES	C	10	0	0	0	30	30	30	10	0	76	0	0	0	
TOTAL VANCOUVER			34	0	0	47	18	18	15	3	0	28	50	45	20	
TOTAL CANADA			184	0	2	57	17	10	13	1	2	37	61	33	182	
<b>CROATIA</b>																
ZAGREB	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	74	0	0	0	
	CROATIA AIRLINES	C	2	0	0	50	0	0	50	0	0	33	0	0	0	
	TRANSAER	C	2	0	0	50	50	0	0	0	0	14	0	0	0	
TOTAL ZAGREB			6	0	0	50	17	0	33	0	0	40	0	0	0	
TOTAL CROATIA			6	0	0	50	17	0	33	0	0	40	70	34	10	
<b>CYPRUS</b>																
LARNACA	BRITANNIA AIRWAYS	C	10	0	0	30	30	30	10	0	0	27	67	17	6	
	CALEDONIAN AIRWAYS	C	10	0	0	40	20	20	20	0	0	44	0	0	0	
	EUROCYPRIA AIRLINES LTD	C	8	0	0	13	38	38	13	0	0	38	50	23	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	30	10	0	0	26	50	49	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-8	100	-1	8	
TOTAL LARNACA			46	0	0	43	22	24	11	0	0	26	60	21	40	
PAPHOS	AIR 2000	C	8	0	0	50	25	13	13	0	0	28	75	30	8	
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	15	0	0	0	
TOTAL PAPHOS			16	0	0	50	31	13	6	0	0	21	58	29	12	

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				Actual (7)	Plan (8)										
TOTAL CYPRUS			62	0	0	45	24	21	10	0	0	25	60	23	52
DENMARK															
COPENHAGEN	BMI BRITISH MIDLAND	S	104	0	0	96	4	0	0	0	0	-2	84	7	104
TOTAL COPENHAGEN			104	0	0	96	4	0	0	0	0	-2	84	7	104
TOTAL DENMARK			104	0	0	96	4	0	0	0	0	-2	84	7	105
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	13	50	30	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	38	38	16	8
TOTAL PUERTO PLATA			12	0	0	67	8	8	17	0	0	30	41	41	17
TOTAL DOMINICAN REPUBLIC			13	0	0	62	8	8	23	0	0	34	41	41	17
FAROE ISLANDS															
VAGAR	ATLANTIC AIRWAYS	S	8	0	4	63	38	0	0	0	0	10	0	0	0
TOTAL VAGAR			8	0	4	63	38	0	0	0	0	10	0	0	0
TOTAL FAROE ISLANDS			8	0	4	63	38	0	0	0	0	10	0	0	0
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	AVIOGENEX	C	2	0	0	0	50	50	0	0	0	31	0	0	0
TOTAL BELGRADE			2	0	0	0	50	50	0	0	0	31	0	0	0
TOTAL FED REP YUGO SERBIA M'ENEGRO			2	0	0	0	50	50	0	0	0	31	0	0	0
FRANCE															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	25	1	0	76	8	16	0	0	0	10	90	6	21
	FLYBE.BRITISH EUROPEAN	S	114	0	0	61	17	12	10	1	0	22	82	8	114
TOTAL PARIS (CHARLES DE GAULLE)			139	1	0	63	15	13	8	1	0	20	84	8	135
TOTAL FRANCE			139	1	0	63	15	13	8	1	0	20	83	8	137
GERMANY															
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	5	0	0	80	20	0	0	0	0	2	0	0	0
TOTAL FRANKFURT MAIN			5	0	0	80	20	0	0	0	0	2	75	30	20
HAMBURG	BRITISH AIRWAYS PLC	S	21	0	0	100	0	0	0	0	0	2	100	-1	21
TOTAL HAMBURG			21	0	0	100	0	0	0	0	0	2	100	-1	21
HANOVER	BRITISH AIRWAYS PLC	S	21	0	0	86	10	5	0	0	0	7	0	0	0
TOTAL HANOVER			22	0	0	86	9	5	0	0	0	8	0	0	0
TOTAL GERMANY			48	0	0	92	6	2	0	0	0	4	68	47	59
GREECE															
CORFU	AIR 2000	C	9	0	0	44	22	0	33	0	0	40	56	8	18
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	0	25	0	88	75	9	4
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	-7	100	-15	8
TOTAL CORFU			26	0	0	65	15	0	12	8	0	39	70	2	30
HERAKLION	AIR 2000	C	8	0	0	63	13	0	25	0	0	33	38	19	8
	BRITANNIA AIRWAYS	C	9	0	0	22	0	67	11	0	0	36	75	11	4



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				Actual (7)	Plan (8)										
HERAKLION	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	26	100	-1	8
	TRANSAER	C	8	0	0	0	25	0	25	50	0	138	0	0	0
<b>TOTAL HERAKLION</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>12</b>	<b>24</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>58</b>	<b>70</b>	<b>9</b>	<b>20</b>
RHODES	AIR 2000	C	8	0	0	38	38	25	0	0	0	15	63	17	8
	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	46	50	37	4
<b>TOTAL RHODES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>24</b>	<b>12</b>
ZAKINTHOS	AIR 2000	C	10	0	0	60	10	20	10	0	0	18	80	0	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-10	50	49	10
<b>TOTAL ZAKINTHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>24</b>	<b>20</b>
<b>TOTAL GREECE</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>67</b>	<b>12</b>	<b>82</b>
ICELAND															
KEFLAVIK	ICELANDAIR	S	62	0	0	77	5	6	8	2	2	34	52	31	52
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>52</b>	<b>31</b>	<b>52</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>52</b>	<b>31</b>	<b>52</b>
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	248	0	0	98	1	0	0	0	0	-3	81	10	196
<b>TOTAL DUBLIN</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>81</b>	<b>10</b>	<b>196</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>79</b>	<b>13</b>	<b>246</b>
ITALY															
BOLOGNA	MALMO AVIATION	C	10	0	0	10	40	20	10	20	0	79	0	0	0
<b>TOTAL BOLOGNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	33	22	17	17	11	0	55	50	22	10
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>55</b>	<b>50</b>	<b>22</b>	<b>10</b>
PISA	BMI BRITISH MIDLAND	C	10	0	0	20	20	30	30	0	0	45	70	14	10
	MALMO AVIATION	C	10	0	0	0	0	50	50	0	0	62	0	0	0
<b>TOTAL PISA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>50</b>	<b>36</b>	<b>20</b>
RIMINI	MALMO AVIATION	C	10	0	0	10	30	20	40	0	0	54	0	0	0
<b>TOTAL RIMINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	BMI BRITISH MIDLAND	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	LEISURE INTERNATIONAL	C	10	0	0	50	20	20	10	0	0	26	70	1	10
<b>TOTAL VERONA</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>26</b>	<b>56</b>	<b>11</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>80</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>20</b>	<b>21</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>55</b>	<b>23</b>	<b>53</b>
MALTA															
MALTA	AIR MALTA	S	18	0	0	39	28	33	0	0	0	20	39	34	18
	AIR MALTA	C	21	0	1	57	19	14	10	0	0	16	50	11	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	6	63	71	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	-26	78	42	9
<b>TOTAL MALTA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>31</b>	<b>59</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MALTA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>31</b>	<b>59</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	195	0	1	57	24	14	4	1	0	18	68	20	238
<b>TOTAL AMSTERDAM</b>			<b>195</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>238</b>
<b>TOTAL NETHERLANDS</b>			<b>195</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>238</b>
<b>NORWAY</b>															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	44	0	0	57	34	9	0	0	0	13	0	0	0
<b>TOTAL STAVANGER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	19	0	0	47	21	26	5	0	0	22	63	24	19
	BMI BRITISH MIDLAND	C	10	0	0	0	0	70	30	0	0	53	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	0	50	25	25	0	0	41	100	2	10
	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	4	30	39	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	40	20	20	10	0	70	40	21	10
<b>TOTAL FARO</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>21</b>	<b>29</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>55</b>	<b>29</b>	<b>58</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>21</b>	<b>29</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>55</b>	<b>29</b>	<b>58</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	SATA	C	10	0	0	90	10	0	0	0	0	-4	0	0	0
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	10	0	0	50	30	20	0	0	0	18	50	15	10
	BRITANNIA AIRWAYS	C	15	0	1	47	13	13	13	0	13	93	92	9	13
	CALEDONIAN AIRWAYS	C	6	0	0	33	17	50	0	0	0	25	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	20	20	10	40	0	105	40	53	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	20	72	10
<b>TOTAL ALICANTE</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>15</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>52</b>	<b>57</b>	<b>27</b>	<b>69</b>
<b>GERONA</b>															
	AIR 2000	C	8	0	0	38	25	13	25	0	0	31	11	67	9
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	35	88	30	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	25	0	25	207	75	51	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-5	70	9	10
<b>TOTAL GERONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>60</b>	<b>38</b>	<b>35</b>
<b>IBIZA</b>															
	AIR 2000	C	10	0	0	60	0	20	20	0	0	24	60	17	20
	BMI BRITISH MIDLAND	C	10	0	0	50	20	10	20	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	65	12	0	24	0	0	23	61	50	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	10	0	60	0	0	64	11	40	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-12	100	-9	8
<b>TOTAL IBIZA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>5</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>28</b>	<b>56</b>
<b>MAHON</b>	BRITANNIA AIRWAYS	C	10	0	0	0	40	10	50	0	0	52	50	15	10

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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)
MAHON	FUTURA AIRLINES	C	14	0	0	64	21	0	0	14	0	54	57	18	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	40	40	36	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-4	60	64	10
<b>TOTAL MAHON</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>8</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>49</b>	<b>32</b>	<b>55</b>
MALAGA	AIR 2000	C	20	0	0	60	10	10	15	5	0	41	53	24	30
	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	19	80	10	10
	CALEDONIAN AIRWAYS	C	10	0	0	0	30	30	20	10	10	122	0	0	0
	FUTURA AIRLINES	C	8	0	0	75	25	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	10	10	50	0	0	56	70	12	10
THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-3	0	0	0	
<b>TOTAL MALAGA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>10</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>45</b>	<b>53</b>	<b>30</b>	<b>64</b>
PALMA DE MALLORCA	AIR 2000	C	4	0	1	25	0	25	50	0	0	64	70	13	27
	AIR EUROPA	C	11	2	2	9	18	55	18	0	0	55	50	26	6
	BMI BRITISH MIDLAND	C	8	0	1	63	13	13	13	0	0	15	0	0	0
	BRITANNIA AIRWAYS	C	52	0	0	58	17	8	17	0	0	23	62	17	45
	CALEDONIAN AIRWAYS	C	10	0	0	0	10	20	50	20	0	136	0	0	0
	FUTURA AIRLINES	C	18	0	0	61	17	6	17	0	0	20	100	4	3
	MONARCH AIRLINES	C	13	0	0	15	38	23	23	0	0	41	17	29	12
	MY TRAVEL AIRWAYS UK	C	56	0	0	32	5	21	30	2	9	90	42	29	60
	SPANAIR	C	23	0	1	4	13	13	52	0	17	162	50	45	2
	THOMAS COOK AIRLINES LTD	C	26	0	0	73	15	12	0	0	0	7	42	39	26
	<b>TOTAL PALMA DE MALLORCA</b>			<b>221</b>	<b>2</b>	<b>5</b>	<b>40</b>	<b>14</b>	<b>16</b>	<b>24</b>	<b>1</b>	<b>4</b>	<b>60</b>	<b>50</b>	<b>26</b>
REUS	AIR 2000	C	8	0	0	50	0	0	25	0	25	135	38	45	8
	BMI BRITISH MIDLAND	C	10	0	0	90	10	0	0	0	0	-5	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	20	0	40	0	0	37	90	33	10
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	0	0	14	0	34	75	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	-5	100	-17	8
<b>TOTAL REUS</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>37</b>	<b>77</b>	<b>15</b>	<b>44</b>
<b>TOTAL SPAIN</b>			<b>522</b>	<b>2</b>	<b>7</b>	<b>50</b>	<b>14</b>	<b>11</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>55</b>	<b>28</b>	<b>516</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	13	25	38	25	0	0	39	13	106	8
	BRITANNIA AIRWAYS	C	8	0	0	63	0	0	13	0	25	154	50	101	4
	FUTURA AIRLINES	C	8	0	0	38	0	13	50	0	0	45	0	241	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	13	0	0	23	75	65	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-4	89	-6	9
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>47</b>	<b>87</b>	<b>45</b>
LAS PALMAS	AIR 2000	C	10	0	0	80	20	0	0	0	0	78	1	9	
	AIR EUROPA	C	6	0	1	33	0	0	50	17	0	86	50	33	2
	BRITANNIA AIRWAYS	C	9	0	0	33	11	11	44	0	0	62	100	5	8
	MONARCH AIRLINES	C	10	0	0	30	30	20	20	0	0	34	0	147	10
	MY TRAVEL AIRWAYS UK	C	19	0	0	37	21	21	11	11	0	51	56	22	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	2	40	54	10
<b>TOTAL LAS PALMAS</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>19</b>	<b>11</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>52</b>	<b>39</b>	<b>67</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	63	13	0	25	0	0	22	90	3	20
	AIR EUROPA	C	9	0	1	78	0	0	0	22	0	75	0	0	0

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	60	40	0	0	0	0	11	67	8	9
	CALEDONIAN AIRWAYS	C	9	0	0	0	0	33	67	0	0	80	0	0	0
	MONARCH AIRLINES	C	8	1	0	75	13	13	0	0	0	12	36	41	11
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	11	11	33	22	0	103	67	24	18
	SPANAIR	C	8	0	0	63	0	13	25	0	0	53	100	-18	1
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	12	0	0	0	0	-3	30	84	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>79</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>11</b>	<b>8</b>	<b>16</b>	<b>5</b>	<b>39</b>	<b>61</b>	<b>45</b>	<b>79</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>183</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>13</b>	<b>9</b>	<b>17</b>	<b>4</b>	<b>41</b>	<b>54</b>	<b>53</b>	<b>191</b>	
<b>SWEDEN</b>															
GOTEBORG	MALMO AVIATION	S	9	0	0	44	22	11	0	22	0	56	0	0	0
<b>TOTAL GOTEBORG</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>56</b>	<b>71</b>	<b>9</b>	<b>7</b>
<b>TOTAL SWEDEN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>56</b>	<b>71</b>	<b>9</b>	<b>7</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	10	0	0	70	10	20	0	0	0	11	70	45	10
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>45</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>45</b>	<b>10</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	9	0	0	78	0	0	11	11	0	42	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	40	20	0	0	0	22	0	0	0
	ONUR AIR	C	8	0	0	38	38	25	0	0	0	24	0	0	0
	PEGASUS AIRLINES	C	10	0	0	80	10	0	10	0	0	9	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>															
DALAMAN	AIR 2000	C	10	0	0	90	10	0	0	0	0	4	38	66	8
	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	10	50	17	8
	CALEDONIAN AIRWAYS	C	10	0	0	20	40	20	20	0	0	36	0	0	0
	MONARCH AIRLINES	C	9	0	0	78	0	11	11	0	0	8	80	22	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-10	75	-4	8
	ONUR AIR	C	8	0	0	38	38	0	25	0	0	42	70	11	10
	PEGASUS AIRLINES	C	2	0	0	100	0	0	0	0	0	-11	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-3	88	1	8
<b>TOTAL DALAMAN</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>27</b>	<b>60</b>	
IZMIR (ADNAM MENDERES)	ONUR AIR	C	8	0	0	50	13	38	0	0	0	18	0	36	8
<b>TOTAL IZMIR (ADNAM MENDERES)</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>45</b>	<b>27</b>	<b>31</b>
<b>TOTAL TURKEY</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>26</b>	<b>105</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH REGIONAL AIRLINES LTD	S	82	0	0	89	9	1	1	0	0	2	72	16	123
<b>TOTAL ABERDEEN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>123</b>
BARRA	LOGANAIR	S	57	7	3	84	9	5	2	0	0	5	84	25	62
<b>TOTAL BARRA</b>			<b>57</b>	<b>7</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>25</b>	<b>62</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	176	0	2	79	9	7	5	1	0	12	67	18	176
<b>TOTAL BELFAST CITY</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>18</b>	<b>176</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

## Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITISH REGIONAL AIRLINES LTD	S	181	0	2	83	8	6	2	1	0	10	58	21	180
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>181</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>21</b>	<b>180</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	79	13	4	4	0	0	9	73	17	62
<b>TOTAL BENBECULA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>17</b>	<b>62</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	308	1	8	94	5	2	0	0	0	4	85	7	362
<b>TOTAL BIRMINGHAM</b>			<b>308</b>	<b>1</b>	<b>8</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>362</b>
BOURNEMOUTH	EUROPEAN AIR CHARTER	S	40	0	0	90	10	0	0	0	0	4	0	0	0
	GILL AIRWAYS	S	29	1	1	83	10	7	0	0	0	10	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>69</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	272	4	17	77	10	7	6	0	0	11	77	14	252
<b>TOTAL BRISTOL</b>			<b>272</b>	<b>4</b>	<b>17</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>252</b>
CAMPBELTOWN	LOGANAIR	S	80	1	4	84	8	6	3	0	0	7	95	4	77
<b>TOTAL CAMPBELTOWN</b>			<b>80</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>4</b>	<b>77</b>
CARDIFF WALES	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	102	0	5	86	6	2	6	0	0	8	86	5	94
<b>TOTAL CARDIFF WALES</b>			<b>104</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	<b>94</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	183	8	1	68	11	16	5	0	0	16	91	4	180
<b>TOTAL EAST MIDLANDS</b>			<b>183</b>	<b>8</b>	<b>1</b>	<b>68</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>4</b>	<b>180</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	333	0	3	80	12	5	2	0	0	10	78	12	274
<b>TOTAL GATWICK</b>			<b>335</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>274</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	34	0	3	85	9	3	3	0	0	5	88	4	33
	FLYBE.BRITISH EUROPEAN	S	57	0	0	74	11	9	5	2	0	15	0	0	0
<b>TOTAL GUERNSEY</b>			<b>91</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>33</b>
HEATHROW	BMI BRITISH MIDLAND	S	482	1	1	71	23	4	2	0	0	12	80	10	482
	BRITISH AIRWAYS PLC	S	639	0	16	86	9	3	2	0	0	7	77	11	640
<b>TOTAL HEATHROW</b>			<b>1121</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>1122</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	48	0	1	71	13	13	4	0	0	11	66	13	41
<b>TOTAL INVERNESS</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>13</b>	<b>41</b>
ISLAY	LOGANAIR	S	80	5	13	61	20	8	10	1	0	23	0	0	0
<b>TOTAL ISLAY</b>			<b>80</b>	<b>5</b>	<b>13</b>	<b>61</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>27</b>	<b>94</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	61	0	1	82	8	7	2	2	0	12	54	27	61
<b>TOTAL ISLE OF MAN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>27</b>	<b>61</b>
JERSEY	BA CITIEXPRESS (IOM) LTD	C	9	0	1	44	22	22	11	0	0	25	0	0	0
	BMI BRITISH MIDLAND	S	48	0	0	33	23	33	10	0	0	31	45	52	58
	FLYBE.BRITISH EUROPEAN	S	47	0	0	74	17	9	0	0	0	8	0	0	0
<b>TOTAL JERSEY</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>42</b>	<b>78</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	128	2	2	98	2	0	0	0	0	1	91	4	126
<b>TOTAL LEEDS BRADFORD</b>			<b>128</b>	<b>2</b>	<b>2</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>126</b>
LONDONDERRY	LOGANAIR	S	83	1	1	43	20	18	13	5	0	39	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LONDONDERRY			83	1	1	43	20	18	13	5	0	39	85	8	62
LUTON	EASYJET AIRLINE COMPANY LTD	S	216	0	2	51	19	14	13	3	0	32	0	0	0
TOTAL LUTON			216	0	2	51	19	14	13	3	0	32	71	15	218
MANCHESTER	BMI BRITISH MIDLAND	S	129	0	3	72	22	4	2	1	0	13	0	0	0
	BRITISH AIRWAYS PLC	S	226	0	0	79	15	4	2	0	0	8	76	13	225
TOTAL MANCHESTER			356	0	3	76	17	4	2	0	0	10	73	14	377
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	18	1	0	72	17	6	6	0	0	14	77	10	44
TOTAL PLYMOUTH			18	1	0	72	17	6	6	0	0	14	77	10	44
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	167	1	7	70	14	5	11	0	0	16	94	-1	134
TOTAL SOUTHAMPTON			167	1	7	70	14	5	11	0	0	16	94	-1	134
STANSTED	KLM UK LTD	S	243	0	5	60	18	17	5	0	0	18	87	4	264
TOTAL STANSTED			243	0	5	60	18	17	5	0	0	18	87	4	264
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	122	0	1	76	11	4	8	0	0	15	80	13	113
TOTAL STORNOWAY			122	0	1	76	11	4	8	0	0	15	80	13	113
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	101	0	3	71	7	12	8	2	0	19	69	14	62
TOTAL SUMBURGH			101	0	3	71	7	12	8	2	0	19	69	14	62
TEESSIDE	MY TRAVEL AIRWAYS UK	C	17	0	0	47	18	12	24	0	0	17	74	1	19
TOTAL TEESSIDE			17	0	0	47	18	12	24	0	0	17	74	1	19
TREEE	LOGANAIR	S	52	0	0	62	23	6	6	4	0	19	90	4	51
TOTAL TREEE			52	0	0	62	23	6	6	4	0	19	90	4	51
TOTAL UNITED KINGDOM			4908	35	109	76	13	7	4	0	0	12	78	12	4741
USA															
BOSTON	AMERICAN TRANS AIR	C	8	0	0	75	0	0	0	25	0	57	0	0	0
TOTAL BOSTON			8	0	0	75	0	0	0	25	0	57	65	31	52
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	81	5	6	8	0	0	8	87	9	62
TOTAL CHICAGO (O'HARE)			62	0	0	81	5	6	8	0	0	8	87	9	62
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	45	0	1	76	13	7	2	0	2	9	0	0	0
TOTAL NEW YORK (JF KENNEDY)			45	0	1	76	13	7	2	0	2	9	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	68	23	8	2	0	0	14	0	0	0
TOTAL NEW YORK (NEWARK)			62	0	0	68	23	8	2	0	0	14	0	0	0
SANFORD	BRITANNIA AIRWAYS	C	19	0	0	63	16	11	11	0	0	13	67	30	18
	MONARCH AIRLINES	C	26	0	0	54	12	12	4	4	15	85	23	154	22
	MY TRAVEL AIRWAYS UK	C	17	0	0	29	18	24	29	0	0	50	37	39	19
TOTAL SANFORD			63	0	2	51	14	14	13	2	6	52	41	79	59
TOTAL USA			240	1	3	68	13	9	6	1	2	23	64	39	174
TOTAL GLASGOW			7589	42	129	71	13	8	6	1	0	17	73	17	7266

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	8	12	27	12	38	4	147	11	54	28
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>27</b>	<b>12</b>	<b>38</b>	<b>4</b>	<b>147</b>	<b>11</b>	<b>54</b>	<b>28</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>27</b>	<b>12</b>	<b>38</b>	<b>4</b>	<b>147</b>	<b>11</b>	<b>54</b>	<b>28</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	22	0	0	95	5	0	0	0	0	-6	0	0	0
<b>TOTAL YEREVAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	62	0	0	82	11	3	3	0	0	7	85	0	26
<b>TOTAL BRISBANE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>0</b>	<b>26</b>
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	85	8	5	2	0	0	6	81	10	36
	QANTAS	S	39	0	0	87	8	3	3	0	0	6	74	17	58
<b>TOTAL MELBOURNE</b>			<b>101</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>6</b>	<b>77</b>	<b>14</b>	<b>94</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	61	1	1	79	15	7	0	0	0	6	48	28	62
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>48</b>	<b>28</b>	<b>62</b>
SYDNEY	QANTAS	S	85	0	0	75	13	7	4	1	0	12	76	13	66
<b>TOTAL SYDNEY</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>66</b>
<b>TOTAL AUSTRALIA</b>			<b>309</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>16</b>	<b>248</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	240	0	6	69	16	13	3	0	0	10	68	13	203
	BRITISH AIRWAYS PLC	S	185	0	1	72	18	7	3	0	0	11	75	11	186
<b>TOTAL VIENNA</b>			<b>425</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>389</b>
<b>TOTAL AUSTRIA</b>			<b>425</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>389</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	76	0	0	66	20	9	4	0	1	16	39	30	36
<b>TOTAL BAHRAIN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>39</b>	<b>30</b>	<b>36</b>
<b>TOTAL BAHRAIN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>39</b>	<b>30</b>	<b>36</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	46	0	0	37	15	20	20	2	7	76	50	33	44
	BRITISH AIRWAYS PLC	S	44	0	0	82	7	9	0	2	0	9	61	108	44
<b>TOTAL DACCA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>56</b>	<b>70</b>	<b>88</b>
<b>TOTAL BANGLADESH</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>56</b>	<b>70</b>	<b>88</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	4	0	0	75	25	0	0	0	0	4	88	1	8
<b>TOTAL BRIDGETOWN</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>4</b>	<b>88</b>	<b>1</b>	<b>8</b>
<b>TOTAL BARBADOS</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>4</b>	<b>88</b>	<b>1</b>	<b>8</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
<b>BRUSSELS</b>	BMI BRITISH MIDLAND	S	286	0	2	67	24	8	1	0	0	12	65	14	286
	BRITISH AIRWAYS PLC	S	284	0	0	79	13	7	1	0	0	7	70	13	270
	SABENA	S	498	2	10	59	23	12	6	0	0	18	58	17	510
	UNITED AIRLINES	S	62	0	0	74	15	8	3	0	0	10	66	15	62
<b>TOTAL BRUSSELS</b>			<b>1130</b>	<b>2</b>	<b>12</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>15</b>	1130
<b>TOTAL BELGIUM</b>			<b>1130</b>	<b>2</b>	<b>12</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>15</b>	1130
<b>BOTSWANA</b>															
<b>GABORONE</b>	BRITISH AIRWAYS PLC	S	18	0	0	89	6	0	6	0	0	0	79	12	19
<b>TOTAL GABORONE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	19
<b>TOTAL BOTSWANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	19
<b>BRAZIL</b>															
<b>RIO DE JANEIRO (GALEAO)</b>	VARIG	S	34	1	0	26	24	32	15	3	0	40	56	20	32
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>24</b>	<b>32</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>56</b>	<b>20</b>	32
<b>SAO PAULO (GUARULHOS)</b>	VARIG	S	9	0	0	56	33	11	0	0	0	10	57	20	14
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>20</b>	14
<b>TOTAL BRAZIL</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>26</b>	<b>28</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>57</b>	<b>20</b>	46
<b>BRUNEI</b>															
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	62	0	0	61	27	3	2	3	3	44	73	16	62
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>44</b>	<b>73</b>	<b>16</b>	62
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>44</b>	<b>73</b>	<b>16</b>	62
<b>BULGARIA</b>															
<b>SOFIA</b>	BALKAN BULGARIAN AIRLINES	S	46	0	0	30	22	28	17	2	0	39	26	55	46
<b>TOTAL SOFIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>28</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>55</b>	46
<b>TOTAL BULGARIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>28</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>55</b>	46
<b>CANADA</b>															
<b>CALGARY</b>	AIR CANADA	S	49	0	0	86	4	6	0	4	0	13	69	9	45
	CANADIAN AIRLINES INT/L	S	62	0	0	74	13	6	6	0	0	12	73	14	62
<b>TOTAL CALGARY</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	107
<b>EDMONTON</b>	AIR CANADA	S	29	0	0	69	14	10	7	0	0	16	85	8	27
<b>TOTAL EDMONTON</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>8</b>	27
<b>HALIFAX INT</b>	AIR CANADA	S	62	0	0	84	5	10	2	0	0	9	73	13	62
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	62
<b>MONTREAL (DORVAL)</b>	AIR CANADA	S	62	1	0	45	39	11	5	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	74	15	6	5	0	0	10	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
<b>OTTAWA INTERNATIONAL</b>	AIR CANADA	S	48	0	0	92	8	0	0	0	0	-4	61	13	62
	CANADIAN AIRLINES INT/L	S	28	0	0	86	7	7	0	0	0	-1	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 OTTAWA INTERNATIONAL</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>61</b>	<b>13</b>	62
<b>TORONTO</b>	AIR CANADA	S	249	1	2	73	14	8	4	0	0	10	62	16	232
	BRITISH AIRWAYS PLC	S	90	0	0	60	23	11	4	1	0	16	45	16	80
	CANADIAN AIRLINES INT/L	S	158	0	0	72	13	8	6	1	0	16	84	8	124
<b>TOTAL TORONTO</b>			<b>498</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>15</b>	456
<b>VANCOUVER</b>	AIR CANADA	S	111	0	2	72	7	10	9	2	0	18	44	54	90
	BRITISH AIRWAYS PLC	S	62	0	0	81	10	2	5	3	0	14	63	16	60
	CANADIAN AIRLINES INT/L	S	62	0	0	77	5	5	6	5	2	36	76	13	54
<b>TOTAL VANCOUVER</b>			<b>235</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>32</b>	205
<b>TOTAL CANADA</b>			<b>1135</b>	<b>2</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>17</b>	1026
<b>CHINA</b>															
<b>BEIJING</b>	AIR CHINA	S	26	0	0	88	8	4	0	0	0	-4	79	9	34
	BRITISH AIRWAYS PLC	S	36	0	0	86	11	0	3	0	0	0	58	19	24
<b>TOTAL BEIJING</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>71</b>	<b>13</b>	58
<b>TOTAL CHINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>71</b>	<b>13</b>	58
<b>COLOMBIA</b>															
<b>BOGOTA</b>	AVIANCA COLOMBIA	S	17	1	0	24	6	47	24	0	0	41	33	23	18
<b>TOTAL BOGOTA</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>47</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>33</b>	<b>23</b>	18
<b>TOTAL COLOMBIA</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>47</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>33</b>	<b>23</b>	18
<b>CROATIA</b>															
<b>SPLIT</b>	CROATIA AIRLINES	S	10	0	0	20	0	30	30	20	0	100	0	63	10
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>63</b>	10
<b>ZAGREB</b>	CROATIA AIRLINES	S	62	0	0	53	32	13	2	0	0	15	68	23	62
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>32</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>23</b>	62
<b>TOTAL CROATIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>28</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>28</b>	72
<b>CYPRUS</b>															
<b>LARNACA</b>	BRITISH AIRWAYS PLC	S	82	0	0	54	22	20	5	0	0	17	56	14	73
	CYPRUS AIRWAYS	S	132	1	1	27	18	36	17	1	2	50	52	21	133
<b>TOTAL LARNACA</b>			<b>214</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>20</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>53</b>	<b>19</b>	206
<b>TOTAL CYPRUS</b>			<b>214</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>20</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>53</b>	<b>19</b>	206
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMI BRITISH MIDLAND	S	80	0	0	78	18	5	0	0	0	10	84	8	80
	BRITISH AIRWAYS PLC	S	124	0	0	68	23	6	4	0	0	13	73	18	124
	CSA	S	124	0	0	69	19	8	3	0	0	13	73	12	124
<b>TOTAL PRAGUE</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	328
<b>TOTAL CZECH REPUBLIC</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	328
<b>DENMARK</b>															
<b>AARHUS (TIRSTRUP)</b>	SAS	S	62	0	0	90	8	2	0	0	0	4	94	2	62

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				Actual (7)	Plan (8)										
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>2</b>	<b>62</b>
<b>COPENHAGEN</b>	BMI BRITISH MIDLAND	S	62	0	0	76	18	5	2	0	0	10	69	12	52
	BRITISH AIRWAYS PLC	S	238	0	0	76	17	6	0	0	0	8	81	8	234
	SAS	S	305	0	0	87	9	2	1	0	0	5	85	6	306
	VARIG	S	26	0	0	23	15	35	19	8	0	54	57	23	28
<b>TOTAL COPENHAGEN</b>			<b>631</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>620</b>
<b>TOTAL DENMARK</b>			<b>693</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>682</b>
<b>EGYPT</b>															
<b>ALEXANDRIA ( NOUZH A )</b>	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	94	0	0	6	0	0	9	0	0	0
<b>TOTAL ALEXANDRIA ( NOUZH A )</b>			<b>17</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	62	0	0	84	8	3	5	0	0	0	56	18	62
	EGYPT AIR	S	62	0	0	29	29	27	15	0	0	31	15	49	62
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>33</b>	<b>124</b>
<b>LUXOR</b>	EGYPT AIR	S	10	0	0	40	30	30	0	0	0	23	50	11	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>11</b>	<b>8</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	EGYPT AIR	C	10	0	0	20	50	20	10	0	0	29	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>36</b>	<b>32</b>	<b>132</b>
<b>ETHIOPIA</b>															
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	26	0	6	58	8	12	23	0	0	29	59	13	46
<b>TOTAL ADDIS ABABA</b>			<b>26</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>8</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>13</b>	<b>46</b>
<b>TOTAL ETHIOPIA</b>			<b>26</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>8</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>13</b>	<b>46</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
<b>BELGRADE</b>	JATAIRWAYS	S	36	0	0	28	19	25	22	6	0	53	66	15	44
<b>TOTAL BELGRADE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>66</b>	<b>15</b>	<b>44</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>66</b>	<b>15</b>	<b>44</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	124	0	0	73	16	8	3	0	0	11	79	7	124
	FINNAIR	S	186	0	0	69	20	10	1	0	0	10	76	9	186
<b>TOTAL HELSINKI</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>8</b>	<b>310</b>
<b>TOTAL FINLAND</b>			<b>311</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>8</b>	<b>310</b>
<b>FRANCE</b>															
<b>AJACCIO</b>	BMI BRITISH MIDLAND	C	10	0	0	40	40	10	10	0	0	28	0	0	0
<b>TOTAL AJACCIO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LYON</b>	BRITISH AIRWAYS PLC	S	186	0	0	77	15	4	3	1	0	10	73	11	185
	FLYBE.BRITISH EUROPEAN	S	162	0	4	82	12	3	3	0	0	5	82	5	174
<b>TOTAL LYON</b>			<b>348</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>8</b>	<b>359</b>
<b>NICE</b>	BMI BRITISH MIDLAND	S	126	0	0	60	23	13	3	0	0	15	60	14	124

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## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NICE	BRITISH AIRWAYS PLC	S	270	0	1	60	20	14	5	0	0	18	53	20	196
<b>TOTAL NICE</b>			<b>398</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>18</b>	<b>320</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	764	0	0	60	22	12	5	1	0	19	73	10	610
	AIR FRANCE	C	2	0	32	0	100	0	0	0	0	20	100	-2	2
	BMI BRITISH MIDLAND	S	420	0	0	69	18	8	5	0	0	14	79	11	424
	BRITISH AIRWAYS PLC	S	393	0	0	74	18	6	3	1	0	10	82	8	391
	BRITISH AIRWAYS PLC	C	2	0	1	50	50	0	0	0	0	6	50	9	2
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1581</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>10</b>	<b>1429</b>
PARIS (ORLY)	AIR LIB	S	181	0	5	78	12	7	3	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	176	0	0	93	5	1	2	0	0	3	87	3	156
<b>TOTAL PARIS (ORLY)</b>			<b>357</b>	<b>1</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>340</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	186	0	0	72	17	9	2	1	0	11	75	10	184
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>184</b>
<b>TOTAL FRANCE</b>			<b>2880</b>	<b>2</b>	<b>43</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>2770</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	318	0	0	77	19	3	1	0	0	7	84	6	238
<b>TOTAL BERLIN (TEGEL)</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>6</b>	<b>362</b>
BREMEN	LUFTHANSA	S	62	0	0	92	8	0	0	0	0	4	78	6	59
<b>TOTAL BREMEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>6</b>	<b>59</b>
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	82	0	0	85	9	2	4	0	0	8	90	8	62
	BRITISH AIRWAYS PLC	S	122	0	2	76	16	4	3	0	0	8	76	9	112
<b>TOTAL COLOGNE (BONN)</b>			<b>204</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>174</b>
DRESDEN	BMI BRITISH MIDLAND	S	42	0	0	62	33	2	2	0	0	10	0	0	0
	LUFTHANSA	S	26	0	0	62	31	8	0	0	0	11	95	4	44
<b>TOTAL DRESDEN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>32</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>4</b>	<b>44</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	238	0	0	81	13	4	1	0	0	7	74	11	234
	LUFTHANSA	S	216	0	2	80	15	5	0	0	0	7	80	8	201
<b>TOTAL DUSSELDORF</b>			<b>454</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>9</b>	<b>435</b>
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	248	0	0	76	18	5	1	0	0	7	85	5	248
	BRITISH AIRWAYS PLC	S	290	0	0	78	16	6	0	0	0	8	76	12	284
	LUFTHANSA	S	496	0	0	80	15	4	1	0	0	7	86	6	372
<b>TOTAL FRANKFURT MAIN</b>			<b>1034</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>904</b>
HAMBURG	BRITISH AIRWAYS PLC	S	186	0	0	79	15	5	1	0	0	8	86	6	182
	LUFTHANSA	S	185	0	1	86	10	4	0	0	0	4	83	4	186
<b>TOTAL HAMBURG</b>			<b>371</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>5</b>	<b>368</b>
HANOVER	BRITISH AIRWAYS PLC	S	104	0	0	88	6	5	1	0	0	3	80	8	71
	LUFTHANSA	S	124	0	0	81	15	3	0	0	0	4	85	9	123
<b>TOTAL HANOVER</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>194</b>
LEIPZIG	LUFTHANSA	S	30	1	0	93	3	3	0	0	0	3	84	7	68
<b>TOTAL LEIPZIG</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>6</b>	<b>130</b>
MUNICH	BRITISH AIRWAYS PLC	S	300	0	0	73	19	6	3	0	0	11	77	9	296

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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	1	64	20	12	3	0	0	15	74	10	325
<b>TOTAL MUNICH</b>			<b>583</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>621</b>
NUREMBERG	LUFTHANSA	S	62	0	0	95	3	0	2	0	0	0	94	-4	62
<b>TOTAL NUREMBERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>-4</b>	<b>62</b>
STUTTGART	BRITISH AIRWAYS PLC	S	186	0	0	82	14	3	1	0	0	6	69	13	62
	LUFTHANSA	S	124	0	0	90	6	3	0	0	0	5	85	4	105
<b>TOTAL STUTTGART</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>7</b>	<b>168</b>
<b>TOTAL GERMANY</b>			<b>3724</b>	<b>2</b>	<b>6</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>3521</b>
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	32	4	3	19	25	22	25	3	6	81	14	113	35
<b>TOTAL ACCRA</b>			<b>32</b>	<b>4</b>	<b>3</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>25</b>	<b>3</b>	<b>6</b>	<b>81</b>	<b>14</b>	<b>113</b>	<b>35</b>
<b>TOTAL GHANA</b>			<b>32</b>	<b>4</b>	<b>3</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>25</b>	<b>3</b>	<b>6</b>	<b>81</b>	<b>14</b>	<b>113</b>	<b>35</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	44	0	0	75	14	9	2	0	0	5	89	-5	9
	BRITISH AIRWAYS PLC	S	124	1	0	60	15	12	13	0	0	18	48	25	124
	OLYMPIC AIRWAYS	S	188	0	0	38	20	26	15	2	0	32	35	28	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	79	13	6	2	0	0	3	69	15	59
<b>TOTAL ATHENS</b>			<b>418</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>24</b>	<b>378</b>
PREVEZA	BMI BRITISH MIDLAND	C	10	0	0	20	10	20	50	0	0	71	0	0	0
<b>TOTAL PREVEZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALONIKA	AEGEAN AIRLINES	S	18	0	0	83	11	6	0	0	0	-2	100	-3	17
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>9</b>	<b>79</b>
<b>TOTAL GREECE</b>			<b>446</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>22</b>	<b>457</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	95	2	2	2	0	0	-3	83	7	72
	CATHAY PACIFIC AIRWAYS	S	124	0	0	88	6	3	2	1	0	4	84	11	106
	UNITED AIRLINES	S	61	1	1	64	23	11	2	0	0	7	63	9	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	5	3	0	0	0	-3	87	-4	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>309</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>302</b>
<b>TOTAL HONG KONG</b>			<b>309</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>302</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	79	11	6	3	0	0	12	67	14	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	68	23	5	3	1	0	13	73	13	126
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	<b>250</b>
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	<b>250</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	80	0	0	54	13	26	8	0	0	22	64	12	80
<b>TOTAL KEFLAVIK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>12</b>	<b>80</b>
<b>TOTAL ICELAND</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>12</b>	<b>80</b>

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			MATCHED	Actual (7)											Plan (8)
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	83	6	0	6	0	6	62	67	9	18
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>67</b>	<b>9</b>	<b>18</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	19	0	0	58	32	5	5	0	0	4	72	4	18
<b>TOTAL MADRAS/CHENNAI</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>32</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>4</b>	<b>18</b>
MUMBAI	AIR INDIA	S	89	0	0	36	25	29	10	0	0	26	48	33	100
	BRITISH AIRWAYS PLC	S	62	0	0	74	19	5	2	0	0	3	69	14	62
<b>TOTAL MUMBAI</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>26</b>	<b>162</b>
<b>TOTAL INDIA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>58</b>	<b>21</b>	<b>225</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	53	0	0	68	11	13	6	2	0	19	82	27	44
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>27</b>	<b>44</b>
<b>TOTAL INDONESIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>27</b>	<b>44</b>
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	26	0	0	58	12	23	8	0	0	15	64	15	25
	IRAN AIR	S	28	0	0	39	21	25	11	4	0	34	27	77	26
<b>TOTAL TEHRAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>47</b>	<b>51</b>
<b>TOTAL IRAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>47</b>	<b>51</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	280	0	0	74	14	7	5	0	0	13	63	21	280
<b>TOTAL CORK</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>21</b>	<b>280</b>
DUBLIN	AER LINGUS	S	826	2	7	75	14	7	4	0	0	12	63	18	840
	BMI BRITISH MIDLAND	S	515	3	0	53	23	17	7	0	0	23	50	23	569
<b>TOTAL DUBLIN</b>			<b>1341</b>	<b>5</b>	<b>7</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>20</b>	<b>1409</b>
SHANNON	AER LINGUS	S	249	0	0	71	14	6	8	0	0	17	55	24	248
<b>TOTAL SHANNON</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>24</b>	<b>248</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1870</b>	<b>5</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>21</b>	<b>1937</b>
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	72	0	0	88	7	4	1	0	0	1	79	7	72
	EL AL	S	72	0	1	76	10	4	6	4	0	16	69	10	70
<b>TOTAL TEL AVIV</b>			<b>144</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>8</b>	<b>142</b>
<b>TOTAL ISRAEL</b>			<b>144</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>8</b>	<b>142</b>
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	126	0	0	54	28	15	3	0	0	17	73	9	106
<b>TOTAL BOLOGNA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>28</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>9</b>	<b>106</b>
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	20	0	0	15	10	55	10	10	0	68	20	42	20
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>55</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>42</b>	<b>20</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	10	0	0	10	50	20	20	0	0	46	70	9	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>70</b>	<b>9</b>	10
<b>MILAN (LINATE)</b>	ALITALIA	S	426	0	0	62	20	12	6	0	0	18	76	8	369
	BRITISH AIRWAYS PLC	S	310	0	0	76	13	7	4	0	0	11	76	10	308
<b>TOTAL MILAN (LINATE)</b>			<b>736</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>9</b>	677
<b>NAPLES</b>	BMI BRITISH MIDLAND	C	10	0	0	50	30	20	0	0	0	18	0	0	0
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
<b>ROME (FIUMICINO)</b>	ALITALIA	S	382	0	0	60	23	10	7	0	0	17	64	19	310
	BRITISH AIRWAYS PLC	S	310	0	0	67	19	10	3	0	0	14	71	13	307
<b>TOTAL ROME (FIUMICINO)</b>			<b>692</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	678
<b>VENICE</b>	BMI BRITISH MIDLAND	C	10	0	0	10	20	20	50	0	0	53	0	0	0
	BRITISH AIRWAYS PLC	S	134	0	0	69	22	8	1	0	0	11	68	9	80
<b>TOTAL VENICE</b>			<b>145</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>9</b>	80
<b>TOTAL ITALY</b>			<b>1739</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>12</b>	1633
<b>JAMAICA</b>															
<b>KINGSTON</b>	AIR JAMAICA	S	44	2	0	39	25	16	16	2	2	58	44	40	36
<b>TOTAL KINGSTON</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>44</b>	<b>40</b>	36
<b>TOTAL JAMAICA</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>44</b>	<b>40</b>	36
<b>JAPAN</b>															
<b>NAGOYA (AFB)</b>	BRITISH AIRWAYS PLC	S	26	0	1	85	12	4	0	0	0	1	78	4	27
	JAPAN AIRLINES	S	16	0	0	69	13	6	13	0	0	17	0	0	0
<b>TOTAL NAGOYA (AFB)</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>4</b>	27
<b>OSAKA (KANSAI)</b>	ALL NIPPON AIRWAYS	S	46	1	1	72	13	13	2	0	0	7	78	7	18
	BRITISH AIRWAYS PLC	S	45	0	0	96	2	0	2	0	0	1	70	5	54
	JAPAN AIRLINES	S	53	0	1	75	13	8	0	4	0	12	64	11	44
<b>TOTAL OSAKA (KANSAI)</b>			<b>144</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>8</b>	116
<b>TOKYO (NARITA)</b>	AEROFLOT	S	27	0	0	52	22	19	7	0	0	22	59	19	27
	ALL NIPPON AIRWAYS	S	72	0	0	83	8	6	3	0	0	6	73	8	62
	BRITISH AIRWAYS PLC	S	116	0	0	88	6	4	2	0	0	2	73	8	112
	JAPAN AIRLINES	S	89	0	1	60	22	13	4	0	0	18	68	10	99
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	81	15	2	2	0	0	-5	72	3	54
<b>TOTAL TOKYO (NARITA)</b>			<b>358</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>9</b>	354
<b>TOTAL JAPAN</b>			<b>544</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>8</b>	497
<b>JORDAN</b>															
<b>AMMAN</b>	BRITISH MEDITERRANEAN AIRWA	S	53	0	0	85	9	6	0	0	0	3	80	9	54
	ROYAL JORDANIAN	S	62	0	0	50	18	21	11	0	0	26	63	19	62
<b>TOTAL AMMAN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	116
<b>TOTAL JORDAN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	116
<b>KAZAKHSTAN</b>															
<b>ALMA ATA</b>	BRITISH AIRWAYS PLC	S	18	0	0	67	11	17	6	0	0	13	0	0	0

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				Actual (7)	Plan (8)										
TOTAL ALMA ATA			18	0	0	67	11	17	6	0	0	13	0	0	0
TOTAL KAZAKHSTAN			18	0	0	67	11	17	6	0	0	13	0	0	0
KENYA															
NAIROBI	KENYA AIRWAYS	S	69	1	1	75	7	13	4	0	0	8	56	69	72
TOTAL NAIROBI			69	1	1	75	7	13	4	0	0	8	56	69	72
TOTAL KENYA			69	1	1	75	7	13	4	0	0	8	56	69	72
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	2	90	8	2	0	0	0	-5	82	5	62
KUWAIT	KUWAIT AIRWAYS	S	76	0	3	55	30	12	3	0	0	15	40	37	77
TOTAL KUWAIT			136	0	5	71	21	7	1	0	0	6	59	22	139
TOTAL KUWAIT			136	0	5	71	21	7	1	0	0	6	59	22	139
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	100	0	0	0	0	0	-12	0	53	4
TOTAL BISHKEK (FRUNZE)			4	0	0	100	0	0	0	0	0	-12	0	53	4
TOTAL KYRGYZSTAN			4	0	0	100	0	0	0	0	0	-12	0	53	4
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	10	0	0	70	10	20	0	0	0	11	89	1	28
TOTAL RIGA			10	0	0	70	10	20	0	0	0	11	89	1	28
TOTAL LATVIA			10	0	0	70	10	20	0	0	0	11	89	1	28
LEBANON															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	75	1	0	69	20	7	4	0	0	12	66	18	62
BEIRUT	MEA	S	52	0	0	65	29	4	2	0	0	13	32	25	44
TOTAL BEIRUT			127	1	0	68	24	6	3	0	0	12	51	21	107
TOTAL LEBANON			127	1	0	68	24	6	3	0	0	12	51	21	107
LITHUANIA															
VILNIUS	LITHUANIA AIRLINES	S	54	0	0	93	7	0	0	0	0	1	89	2	44
TOTAL VILNIUS			54	0	0	93	7	0	0	0	0	1	89	2	44
TOTAL LITHUANIA			54	0	0	93	7	0	0	0	0	1	89	2	44
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	52	0	0	92	8	0	0	0	0	0	75	10	56
LUXEMBOURG	LUXAIR	S	124	0	0	71	27	2	0	0	0	10	86	6	124
TOTAL LUXEMBOURG			176	0	0	77	21	2	0	0	0	7	83	8	180
TOTAL LUXEMBOURG			176	0	0	77	21	2	0	0	0	7	83	8	180
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	124	0	0	62	19	13	4	1	1	21	61	13	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	62	19	13	4	1	1	21	61	13	124

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				Actual (7)	Plan (8)										
<b>TOTAL MALAYSIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>61</b>	<b>13</b>	<b>124</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	132	0	0	64	15	16	5	0	0	13	63	16	134
<b>TOTAL MALTA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>16</b>	<b>134</b>
<b>TOTAL MALTA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>16</b>	<b>134</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	0	67	28	6	0	0	0	4	60	19	20
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>19</b>	<b>20</b>
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>19</b>	<b>20</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	69	19	8	0	4	0	12	0	0	0
<b>TOTAL MEXICO CITY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	32	21	27	16	3	0	39	47	25	62
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>21</b>	<b>27</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>56</b>	<b>22</b>	<b>124</b>
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	8	0	0	75	13	13	0	0	0	11	91	6	11
<b>TOTAL TANGIERS (IBN BATUTA)</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>11</b>	<b>91</b>	<b>6</b>	<b>11</b>
<b>TOTAL MOROCCO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>20</b>	<b>26</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>59</b>	<b>20</b>	<b>135</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	18	0	0	44	22	22	11	0	0	22	85	4	26
<b>TOTAL WINDHOEK</b>			<b>18</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>22</b>	<b>85</b>	<b>4</b>	<b>26</b>
<b>TOTAL NAMIBIA</b>			<b>18</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>22</b>	<b>85</b>	<b>4</b>	<b>26</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	28	0	0	96	4	0	0	0	0	1	62	21	26
	EVA AIR	S	26	0	0	92	4	4	0	0	0	-1	92	33	26
<b>TOTAL TAIPEI</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>0</b>	<b>77</b>	<b>27</b>	<b>52</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</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>0</b>	<b>77</b>	<b>27</b>	<b>52</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	476	0	0	67	18	12	2	0	0	13	80	8	474
	BRITISH AIRWAYS PLC	S	412	0	2	69	16	14	1	0	0	11	75	10	407
	KLM	S	546	0	0	78	13	5	3	1	0	11	78	8	492
<b>TOTAL AMSTERDAM</b>			<b>1434</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>1391</b>
EINDHOVEN	KLM	S	82	0	2	72	21	1	6	0	0	14	88	11	84
<b>TOTAL EINDHOVEN</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>21</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>11</b>	<b>84</b>
ROTTERDAM	KLM	S	204	0	4	79	14	4	2	0	0	7	92	1	260
<b>TOTAL ROTTERDAM</b>			<b>204</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>1</b>	<b>260</b>



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NETHERLANDS</b>			<b>1720</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>1735</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	53	1	0	74	15	6	6	0	0	7	67	19	46
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>19</b>	<b>46</b>
<b>TOTAL NEW ZEALAND</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>19</b>	<b>46</b>
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	62	0	0	53	29	16	2	0	0	17	87	6	61
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>6</b>	<b>61</b>
OSLO (FORNEBU)	BMI BRITISH MIDLAND	S	52	0	0	81	13	6	0	0	0	7	65	13	52
	BRITISH AIRWAYS PLC	S	186	0	0	65	26	8	1	0	0	12	79	9	186
	SAS	S	295	0	0	82	15	2	1	0	0	5	86	3	231
<b>TOTAL OSLO (FORNEBU)</b>			<b>533</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>469</b>
STAVANGER	BRITISH AIRWAYS PLC	S	62	0	0	79	10	10	2	0	0	9	0	0	0
	SAS	S	124	0	0	90	6	3	0	0	0	3	85	5	124
<b>TOTAL STAVANGER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>5</b>	<b>127</b>
TROMSOE	SAS	S	16	0	0	88	13	0	0	0	0	-3	88	-3	17
<b>TOTAL TROMSOE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>88</b>	<b>-3</b>	<b>17</b>
<b>TOTAL NORWAY</b>			<b>797</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>6</b>	<b>674</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	85	10	5	0	0	0	0	71	10	62
	GULF AIR	S	104	0	2	69	17	12	2	0	0	8	75	5	108
<b>TOTAL MUSCAT</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>7</b>	<b>170</b>
<b>TOTAL OMAN</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>7</b>	<b>170</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	17	1	1	6	29	41	18	6	0	55	56	16	18
<b>TOTAL ISLAMABAD</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>29</b>	<b>41</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>56</b>	<b>16</b>	<b>18</b>
KARACHI	PAKISTAN INTL AIRLINES	S	18	1	0	22	17	11	33	11	6	103	56	23	18
<b>TOTAL KARACHI</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>6</b>	<b>103</b>	<b>56</b>	<b>23</b>	<b>18</b>
LAHORE	PAKISTAN INTL AIRLINES	S	10	0	0	30	30	10	20	10	0	74	17	65	18
<b>TOTAL LAHORE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>65</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>45</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>24</b>	<b>22</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>79</b>	<b>43</b>	<b>35</b>	<b>54</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	34	0	0	91	9	0	0	0	0	3	58	25	36
<b>TOTAL MANILA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>23</b>	<b>72</b>
<b>TOTAL PHILIPPINES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>23</b>	<b>72</b>
<b>POLAND</b>															
WARSAW	BMI BRITISH MIDLAND	S	62	0	0	68	23	8	2	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	85	11	3	0	0	0	4	85	6	124

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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)										
WARSAW	LOT-POLISH AIRLINES	S	147	0	0	84	9	5	2	0	0	6	78	9	139
<b>TOTAL WARSAW</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>263</b>
<b>TOTAL POLAND</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>263</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	62	0	0	73	18	8	2	0	0	10	69	17	62
	GB AIRWAYS LTD	S	46	0	0	63	15	20	2	0	0	14	0	0	0
<b>TOTAL FARO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>20</b>	<b>72</b>
LISBON	AIR PORTUGAL	S	186	0	0	82	11	4	3	1	0	11	73	21	184
	BMI BRITISH MIDLAND	C	4	0	0	0	50	0	0	50	0	141	0	0	0
	BRITISH AIRWAYS PLC	S	196	0	0	77	14	6	4	0	0	11	83	6	196
<b>TOTAL LISBON</b>			<b>386</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>13</b>	<b>380</b>
OPORTO	AIR PORTUGAL	S	62	0	0	71	15	10	5	0	0	12	77	18	62
<b>TOTAL OPORTO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>18</b>	<b>62</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>556</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>514</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	61	22	17	0	0	0	14	44	28	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>28</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>28</b>	<b>18</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	74	19	3	2	2	0	8	0	0	0
	GULF AIR	S	8	0	0	75	25	0	0	0	0	6	67	22	18
	QATAR AIRWAYS	S	62	0	0	61	15	15	6	3	0	26	84	6	62
<b>TOTAL DOHA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>9</b>	<b>80</b>
<b>TOTAL QATAR</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>9</b>	<b>80</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	KOREAN AIR	S	46	0	0	93	4	0	2	0	0	1	80	2	54
<b>TOTAL SEOUL (KIMPO)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>6</b>	<b>87</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>6</b>	<b>87</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	44	0	0	82	16	2	0	0	0	5	86	5	35
	SOUTH AFRICAN AIRWAYS	S	27	0	1	67	26	0	7	0	0	14	66	15	32
<b>TOTAL CAPE TOWN</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>67</b>
DURBAN	BRITISH AIRWAYS PLC	S	36	0	0	89	6	6	0	0	0	2	77	5	35
	SOUTH AFRICAN AIRWAYS	S	21	0	0	76	10	10	5	0	0	13	48	33	27
<b>TOTAL DURBAN</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>17</b>	<b>62</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	62	0	0	90	8	2	0	0	0	3	80	10	60
	SOUTH AFRICAN AIRWAYS	S	80	2	8	48	19	24	6	3	1	38	58	36	72
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	93	3	2	2	0	0	-3	70	9	60
<b>TOTAL JOHANNESBURG</b>			<b>203</b>	<b>3</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>19</b>	<b>192</b>

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				Actual (7)	Plan (8)										
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>331</b>	<b>3</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>17</b>	<b>321</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	71	0	0	42	18	23	15	1	0	33	53	28	72
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>23</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>53</b>	<b>28</b>	<b>72</b>
<b>TOTAL RUMANIA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>23</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>53</b>	<b>28</b>	<b>72</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	90	0	0	32	32	24	7	2	2	39	58	28	91
	BRITISH AIRWAYS PLC	S	62	0	0	79	18	0	3	0	0	9	66	10	62
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>61</b>	<b>20</b>	<b>153</b>
ST PETERSBURG	AEROFLOT	S	10	0	0	80	20	0	0	0	0	4	60	6	10
<b>TOTAL ST PETERSBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>6</b>	<b>10</b>
<b>TOTAL RUSSIA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>61</b>	<b>20</b>	<b>163</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	SAUDI ARABIAN AIRLINES	S	18	0	0	56	22	17	6	0	0	15	56	20	16
<b>TOTAL DHAHRAN</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>15</b>	<b>60</b>	<b>11</b>	<b>70</b>
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	89	9	3	0	0	0	1	77	4	35
	SAUDI ARABIAN AIRLINES	S	44	0	0	59	16	18	7	0	0	19	33	25	46
<b>TOTAL JEDDAH</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>16</b>	<b>81</b>
RIYADH	BRITISH AIRWAYS PLC	S	27	0	0	85	11	4	0	0	0	-1	81	3	26
	SAUDI ARABIAN AIRLINES	S	37	0	0	38	24	24	14	0	0	29	48	30	21
<b>TOTAL RIYADH</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>15</b>	<b>47</b>
<b>TOTAL SAUDI ARABIA</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>14</b>	<b>198</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	152	0	0	80	13	4	3	0	0	3	78	3	124
<b>TOTAL SINGAPORE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>5</b>	<b>150</b>
<b>TOTAL SINGAPORE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>5</b>	<b>150</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	66	23	11	0	0	0	11	69	19	62
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>19</b>	<b>63</b>
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>19</b>	<b>63</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	62	0	0	60	15	18	8	0	0	20	69	10	62
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>10</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	S	206	0	0	79	11	7	2	0	0	9	81	5	204
	IBERIA	S	186	0	0	89	5	3	3	0	0	4	90	6	186
<b>TOTAL BARCELONA</b>			<b>393</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>390</b>
BILBAO	BRITISH AIRWAYS PLC	S	124	0	0	84	8	6	2	0	0	6	90	0	124
	IBERIA	S	62	0	0	94	3	3	0	0	0	-2	95	-1	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BILBAO			186	0	0	87	6	5	1	0	0	3	91	0	186
LA CORUNA	BMI BRITISH MIDLAND	C	10	0	0	30	10	40	20	0	0	34	40	37	10
TOTAL LA CORUNA			10	0	0	30	10	40	20	0	0	34	40	37	10
MADRID	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-10	0	45	1
	BRITISH AIRWAYS PLC	S	246	0	2	75	16	6	3	0	0	12	73	14	248
	IBERIA	S	248	0	0	83	8	6	3	0	0	6	79	8	291
TOTAL MADRID			496	0	2	79	12	6	3	0	0	9	76	11	566
MALAGA	GB AIRWAYS LTD	S	62	0	0	60	21	11	3	3	2	29	0	0	0
	IBERIA	S	60	0	0	38	33	20	5	3	0	32	90	5	62
TOTAL MALAGA			122	0	0	49	27	16	4	3	1	30	90	5	62
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	72	0	0	50	25	22	3	0	0	20	65	18	82
TOTAL PALMA DE MALLORCA			72	0	0	50	25	22	3	0	0	20	65	18	82
SANTIAGO DE COMPOSTELA	BMI BRITISH MIDLAND	C	14	0	1	43	21	0	21	0	14	103	50	18	14
	IBERIA	S	62	0	0	74	11	10	5	0	0	12	63	14	62
TOTAL SANTIAGO DE COMPOSTELA			76	0	1	68	13	8	8	0	3	29	61	15	76
SEVILLE	IBERIA	S	62	0	0	66	18	13	3	0	0	13	97	-2	62
TOTAL SEVILLE			62	0	0	66	18	13	3	0	0	13	97	-2	62
VALENCIA	IBERIA	S	62	0	0	81	10	6	3	0	0	8	74	9	62
TOTAL VALENCIA			62	0	0	81	10	6	3	0	0	8	74	9	62
TOTAL SPAIN			1541	2	3	75	12	8	3	0	0	12	80	8	1558
SPAIN(CANARY ISLANDS)															
TENERIFE (NORTE LOS RODEOS)	IBERIA	S	62	0	0	68	18	10	5	0	0	13	80	4	5
TOTAL TENERIFE (NORTE LOS RODEOS)			62	0	0	68	18	10	5	0	0	13	80	4	5
TOTAL SPAIN(CANARY ISLANDS)			63	1	0	67	17	10	6	0	0	15	71	6	7
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	46	0	0	59	15	13	2	11	0	41	61	33	36
TOTAL COLOMBO			46	0	0	59	15	13	2	11	0	41	61	33	36
TOTAL SRI LANKA			46	0	0	59	15	13	2	11	0	41	61	33	36
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	10	0	0	20	30	10	40	0	0	54	0	0	0
TOTAL KHARTOUM			10	0	0	20	30	10	40	0	0	54	0	0	0
TOTAL SUDAN			10	0	0	20	30	10	40	0	0	54	0	0	0
SWEDEN															
GOTEBORG	BRITISH AIRWAYS PLC	S	122	0	0	93	3	2	1	1	0	1	77	8	122
	SAS	S	134	0	0	83	15	1	1	0	0	5	89	2	134
TOTAL GOTEBORG			256	0	0	88	9	2	1	0	0	3	83	5	302
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	304	0	2	73	21	5	1	0	0	9	76	8	300
	SAS	S	300	0	0	80	14	5	1	0	0	5	88	5	299

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL STOCKHOLM (ARLANDA)			604	0	2	77	18	5	1	0	0	7	82	6	599
TOTAL SWEDEN			860	0	2	80	15	4	1	0	0	6	82	6	901
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	122	0	2	69	20	9	1	1	0	12	74	9	124
	SWISS AIRLINES	S	186	0	0	63	25	11	1	0	0	12	74	7	186
TOTAL BASLE MULHOUSE			308	0	2	66	23	10	1	0	0	12	74	8	310
GENEVA	BRITISH AIRWAYS PLC	S	282	0	0	86	9	3	2	0	0	7	76	9	283
	SWISSAIR	S	248	0	0	80	14	5	1	0	0	6	81	8	248
TOTAL GENEVA			530	0	0	83	11	4	2	0	0	7	78	8	531
ZURICH	BRITISH AIRWAYS PLC	S	282	0	0	72	19	7	1	0	0	10	76	10	238
	SWISSAIR	S	372	0	0	67	21	8	3	0	0	14	79	9	372
TOTAL ZURICH			654	0	0	69	20	8	2	0	0	12	75	10	848
TOTAL SWITZERLAND			1492	0	2	74	18	7	2	0	0	10	76	9	1689
SYRIA															
DAMASCUS	SYRIANAIR	S	26	3	0	27	46	19	8	0	0	28	35	21	26
TOTAL DAMASCUS			26	3	0	27	46	19	8	0	0	28	34	64	53
TOTAL SYRIA			26	3	0	27	46	19	8	0	0	28	34	64	53
TANZANIA															
DAR-ES-SALAAM	ALLIANCE	S	18	0	0	44	28	17	11	0	0	24	50	29	20
TOTAL DAR-ES-SALAAM			18	0	0	44	28	17	11	0	0	24	50	29	20
KILIMANJARO	ALLIANCE	S	10	0	0	30	20	20	30	0	0	42	14	46	7
TOTAL KILIMANJARO			10	0	0	30	20	20	30	0	0	42	14	46	7
TOTAL TANZANIA			28	0	0	39	25	18	18	0	0	30	41	34	27
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	62	0	0	61	19	13	6	0	0	17	68	11	62
TOTAL BANGKOK			62	0	0	61	19	13	6	0	0	17	68	11	62
TOTAL THAILAND			62	0	0	61	19	13	6	0	0	17	68	11	62
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	56	2	1	36	30	20	7	4	4	45	50	18	62
TOTAL PORT OF SPAIN			56	2	1	36	30	20	7	4	4	45	50	18	62
TOTAL TRINIDAD AND TOBAGO			56	2	1	36	30	20	7	4	4	45	50	18	62
TUNISIA															
JERBA	TUNISAIR	S	8	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL JERBA			8	0	0	75	13	13	0	0	0	9	0	0	0
TUNIS	TUNISAIR	S	36	0	0	28	22	17	33	0	0	42	13	35	38
TOTAL TUNIS			36	0	0	28	22	17	33	0	0	42	13	35	38
TOTAL TUNISIA			44	0	0	36	20	16	27	0	0	36	13	35	38

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	72	17	6	4	1	0	14	43	23	124
	ISTANBUL HAVA YOLLARI	C	36	0	0	14	17	47	22	0	0	41	21	40	28
	THY TURK HAVA YOLLARI TURKIS	S	153	0	0	61	24	12	1	1	0	17	39	33	144
<b>TOTAL ISTANBUL</b>			<b>314</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>29</b>	<b>296</b>
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	20	0	0	20	15	25	35	5	0	69	33	52	18
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>15</b>	<b>25</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>33</b>	<b>52</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>334</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>30</b>	<b>324</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	100	0	0	0	0	0	2	40	68	10
<b>TOTAL ASHKHABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>68</b>	<b>10</b>
<b>TOTAL TURKMENISTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>68</b>	<b>10</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	GULF AIR	S	50	0	0	54	34	8	2	0	2	22	41	36	70
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>34</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>59</b>	<b>18</b>	<b>132</b>
DUBAI	BRITISH AIRWAYS PLC	S	62	0	0	84	13	2	0	0	2	15	89	0	35
	EMIRATES	S	122	1	0	66	17	11	6	0	0	15	53	29	124
<b>TOTAL DUBAI</b>			<b>184</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>61</b>	<b>23</b>	<b>159</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>234</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>60</b>	<b>21</b>	<b>291</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	376	0	2	85	10	2	3	0	0	6	79	9	371
<b>TOTAL ABERDEEN</b>			<b>376</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>371</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	490	2	0	86	8	2	4	0	0	7	86	7	512
	BRITISH AIRWAYS PLC	S	372	0	6	87	9	2	2	0	0	5	70	12	372
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>862</b>	<b>2</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>884</b>
EDINBURGH	BMI BRITISH MIDLAND	S	476	0	0	74	16	8	2	0	0	10	72	12	476
	BRITISH AIRWAYS PLC	S	642	0	2	85	10	2	2	0	0	5	57	17	646
<b>TOTAL EDINBURGH</b>			<b>1118</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>15</b>	<b>1122</b>
GLASGOW	BMI BRITISH MIDLAND	S	483	1	0	79	14	4	2	0	0	9	77	11	483
	BRITISH AIRWAYS PLC	S	639	0	8	90	6	2	2	0	0	3	75	12	642
<b>TOTAL GLASGOW</b>			<b>1122</b>	<b>1</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>1125</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	166	0	0	87	7	2	3	0	0	5	61	19	166
<b>TOTAL ISLE OF MAN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>19</b>	<b>166</b>
JERSEY	BRITISH AIRWAYS PLC	S	248	0	0	85	8	4	1	1	0	9	67	23	248
<b>TOTAL JERSEY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>23</b>	<b>248</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	267	0	2	88	7	4	1	0	0	6	79	11	268
<b>TOTAL LEEDS BRADFORD</b>			<b>268</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>269</b>
MANCHESTER	BMI BRITISH MIDLAND	S	449	0	8	90	6	3	0	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	591	0	2	90	6	2	1	0	0	3	76	10	574

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MANCHESTER</b>			<b>1040</b>	<b>2</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>10</b>	577
NEWCASTLE	BRITISH AIRWAYS PLC	S	330	0	2	91	5	2	2	0	0	2	87	6	318
<b>TOTAL NEWCASTLE</b>			<b>330</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	318
TEESSIDE	BMI BRITISH MIDLAND	S	270	0	4	90	6	3	1	0	0	3	86	7	275
<b>TOTAL TEESSIDE</b>			<b>270</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	275
<b>TOTAL UNITED KINGDOM</b>			<b>5801</b>	<b>5</b>	<b>39</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	5787
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	124	0	0	73	11	11	3	2	0	13	85	4	124
	BRITISH AIRWAYS PLC	S	186	0	0	80	10	8	2	1	0	6	76	9	181
<b>TOTAL BOSTON</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>7</b>	305
CHICAGO (O'HARE)	AIR INDIA	S	27	0	0	63	15	11	11	0	0	11	52	18	21
	AMERICAN AIRLINES	S	246	2	0	83	7	7	3	0	0	1	75	8	185
	BRITISH AIRWAYS PLC	S	124	0	0	78	15	4	2	0	0	1	59	11	123
	UNITED AIRLINES	S	142	0	0	51	27	13	8	0	0	21	79	12	124
<b>TOTAL CHICAGO (O'HARE)</b>			<b>539</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>10</b>	453
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	84	5	8	3	0	0	7	70	13	60
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>13</b>	60
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	61	1	1	77	15	5	3	0	0	-2	95	-3	62
	BRITISH AIRWAYS PLC	S	186	0	0	85	8	5	2	0	0	3	67	12	184
	UNITED AIRLINES	S	62	0	0	66	18	10	6	0	0	10	58	21	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	75	11	9	3	1	1	7	70	8	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>433</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>10</b>	432
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	1	0	68	19	5	8	0	0	12	85	-2	62
	BRITISH AIRWAYS PLC	S	61	0	1	77	16	7	0	0	0	3	84	-3	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	65	23	5	8	0	0	20	66	15	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>3</b>	186
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	47	18	21	15	0	0	23	52	28	61
	AMERICAN AIRLINES	S	369	1	3	80	12	5	2	1	0	5	78	1	372
	BRITISH AIRWAYS PLC	S	373	1	0	75	13	7	5	1	0	11	74	11	373
	KUWAIT AIRWAYS	S	26	0	0	77	15	8	0	0	0	4	48	49	27
	UNITED AIRLINES	S	186	0	0	75	11	8	4	1	1	14	84	7	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	58	23	13	4	2	0	19	56	28	124
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1141</b>	<b>2</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	1081
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	62	0	0	73	21	5	2	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	77	10	6	6	1	0	13	65	19	62
	UNITED AIRLINES	S	62	0	0	69	13	8	8	2	0	19	69	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	19	5	2	0	0	7	63	16	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	186
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	86	5	6	2	0	0	5	81	2	124
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>2</b>	124
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	74	17	3	4	0	2	13	59	47	123
	UNITED AIRLINES	S	123	0	0	74	13	6	4	2	2	19	65	18	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	69	24	5	2	0	0	6	68	13	62
<b>TOTAL SAN FRANCISCO</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>63</b>	<b>29</b>	<b>309</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	89	0	0	63	18	9	8	2	0	16	56	31	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>31</b>	<b>62</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	123	1	0	67	20	7	2	2	2	29	67	14	121
	UNITED AIRLINES	S	185	1	0	64	16	13	6	1	0	18	62	22	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	15	8	3	0	0	10	53	13	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>370</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>62</b>	<b>18</b>	<b>369</b>
<b>TOTAL USA</b>			<b>3872</b>	<b>8</b>	<b>7</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>13</b>	<b>3567</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	36	0	0	78	17	3	3	0	0	5	76	0	38
<b>TOTAL TASHKENT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>0</b>	<b>38</b>
<b>TOTAL UZBEKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>0</b>	<b>38</b>
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	8	0	0	88	0	0	13	0	0	-6	0	0	0
<b>TOTAL HARARE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ZIMBABWE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HEATHROW</b>			<b>38174</b>	<b>64</b>	<b>180</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>37346</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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	236	0	2	83	15	1	0	0	0	6	77	12	225
<b>TOTAL ANTWERP</b>			<b>236</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>12</b>	<b>225</b>
BRUSSELS	SABENA	S	188	0	11	74	15	9	2	0	0	12	69	11	142
<b>TOTAL BRUSSELS</b>			<b>188</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>11</b>	<b>142</b>
<b>TOTAL BELGIUM</b>			<b>424</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>367</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	79	1	1	72	20	1	6	0	0	15	92	2	66
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>79</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>20</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>2</b>	<b>66</b>
STRASBOURG	AIR FRANCE	S	124	0	18	54	30	16	0	0	0	14	0	0	0
<b>TOTAL STRASBOURG</b>			<b>124</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>30</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>203</b>	<b>1</b>	<b>19</b>	<b>61</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>2</b>	<b>66</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA	S	91	1	3	36	38	25	0	0	0	22	59	15	132
<b>TOTAL FRANKFURT MAIN</b>			<b>91</b>	<b>1</b>	<b>3</b>	<b>36</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>15</b>	<b>132</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	202	0	4	53	37	10	0	0	0	15	70	13	202
<b>TOTAL MOENCHENGLADBACH</b>			<b>202</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>37</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	<b>202</b>
<b>TOTAL GERMANY</b>			<b>293</b>	<b>1</b>	<b>7</b>	<b>48</b>	<b>37</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>13</b>	<b>334</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	372	2	16	70	12	11	7	0	0	16	62	16	363
<b>TOTAL DUBLIN</b>			<b>372</b>	<b>2</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>16</b>	<b>363</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>372</b>	<b>2</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>16</b>	<b>363</b>
<b>ITALY</b>															
TURIN	ALITALIA	S	52	0	0	52	33	13	2	0	0	12	0	0	0
<b>TOTAL TURIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>18</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>16</b>	<b>124</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	192	0	27	48	29	11	11	1	0	25	51	22	185
<b>TOTAL AMSTERDAM</b>			<b>192</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>29</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>51</b>	<b>22</b>	<b>185</b>
ROTTERDAM	VLM (BELGIUM)	S	220	0	18	86	12	2	0	0	0	5	87	6	223
<b>TOTAL ROTTERDAM</b>			<b>220</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>367</b>
<b>TOTAL NETHERLANDS</b>			<b>412</b>	<b>0</b>	<b>45</b>	<b>69</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	<b>552</b>
<b>SWEDEN</b>															
GOTEBORG	MALMO AVIATION	S	102	0	0	73	21	5	2	0	0	10	0	0	0
<b>TOTAL GOTEBORG</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALMO</b>	MALMO AVIATION	S	94	8	0	73	26	1	0	0	0	8	83	5	82

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MALMO			94	8	0	73	26	1	0	0	0	8	83	5	82
STOCKHOLM (ARLANDA)	MALMO AVIATION	S	94	0	0	69	22	7	1	0	0	12	0	0	0
TOTAL STOCKHOLM (ARLANDA)			94	0	0	69	22	7	1	0	0	12	0	0	0
TOTAL SWEDEN			290	8	0	72	23	4	1	0	0	10	83	5	82
SWITZERLAND															
BERNE	AIR ENGIADINA	S	105	1	4	60	20	18	2	0	0	15	74	11	102
TOTAL BERNE			105	1	4	60	20	18	2	0	0	15	74	11	102
GENEVA	SWISS AIRLINES	S	155	0	1	76	17	4	3	0	0	10	83	9	132
TOTAL GENEVA			155	0	1	76	17	4	3	0	0	10	83	9	132
ZURICH	SWISS AIRLINES	S	156	0	0	51	33	15	1	0	0	18	46	18	156
TOTAL ZURICH			156	0	0	51	33	15	1	0	0	18	46	18	156
TOTAL SWITZERLAND			416	1	5	63	24	12	2	0	0	14	66	13	413
UNITED KINGDOM															
EDINBURGH	KLM UK LTD	S	190	0	4	78	19	2	0	0	0	6	83	8	144
TOTAL EDINBURGH			190	0	4	78	19	2	0	0	0	6	83	8	144
MANCHESTER	KLM UK LTD	S	134	0	0	94	6	0	0	0	0	-2	0	0	0
TOTAL MANCHESTER			134	0	0	94	6	0	0	0	0	-2	0	0	0
TOTAL UNITED KINGDOM			324	0	4	85	14	1	0	0	0	3	83	8	144
TOTAL LONDON CITY			2786	13	109	69	21	8	2	0	0	12	70	12	2445

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	11	1	2	55	18	27	0	0	0	20	0	0	0
TOTAL GRAZ			11	1	2	55	18	27	0	0	0	20	0	0	0
TOTAL AUSTRIA			12	2	2	50	17	25	8	0	0	23	0	0	0
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	19	0	0	47	37	16	0	0	0	15	90	5	10
	CALEDONIAN AIRWAYS	C	8	0	0	0	0	25	38	38	0	168	0	0	0
	EUROCYPRIA AIRLINES LTD	C	18	0	0	83	0	11	6	0	0	8	29	43	41
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	0	17	25	39	24
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	10	30	0	0	50	0	0	0
TOTAL LARNACA			63	0	0	48	22	14	11	5	0	38	36	37	83
PAPHOS	BRITANNIA AIRWAYS	C	27	0	0	59	7	15	11	7	0	34	88	3	26
	EUROCYPRIA AIRLINES LTD	C	27	1	1	48	22	15	15	0	0	9	0	74	10
	MONARCH AIRLINES	C	18	0	0	61	11	11	11	6	0	31	0	0	0
TOTAL PAPHOS			72	1	1	56	14	14	13	4	0	24	58	23	53
TOTAL CYPRUS			135	1	1	52	18	14	12	4	0	31	45	31	136
<b>FRANCE</b>															
NICE	DEBONAIR AIRWAYS LTD	S	62	0	0	13	32	37	15	3	0	49	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	238	2	0	53	22	14	11	1	0	25	0	0	0
TOTAL NICE			300	4	0	44	24	19	11	2	0	30	55	24	183
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	56	0	86	57	21	16	5	0	0	17	73	8	41
TOTAL PARIS (CHARLES DE GAULLE)			56	0	86	57	21	16	5	0	0	17	73	8	41
TARBES-LOURDES INTERNATIONAL	AERIS	C	12	0	0	25	17	8	8	25	17	151	8	110	12
TOTAL TARBES-LOURDES INTERNATIONAL			12	0	0	25	17	8	8	25	17	151	8	110	12
TOTAL FRANCE			368	4	86	46	23	18	10	2	1	32	56	25	236
<b>GERMANY</b>															
MOENCHENGLADBACH	DEBONAIR AIRWAYS LTD	S	106	4	3	56	30	12	2	0	0	15	0	0	0
TOTAL MOENCHENGLADBACH			106	4	3	56	30	12	2	0	0	15	0	0	0
MUNICH	DEBONAIR AIRWAYS LTD	S	108	1	0	60	19	16	5	0	0	16	0	0	0
TOTAL MUNICH			108	1	0	60	19	16	5	0	0	16	69	16	103
TOTAL GERMANY			214	5	3	58	25	14	3	0	0	16	69	16	103
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	34	0	0	82	15	3	0	0	0	4	65	26	26
TOTAL GIBRALTAR			34	0	0	82	15	3	0	0	0	4	65	26	26
TOTAL GIBRALTAR			34	0	0	82	15	3	0	0	0	4	65	26	26
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	124	0	0	61	17	16	6	0	0	10	0	0	0
TOTAL ATHENS			124	0	0	61	17	16	6	0	0	10	0	0	0

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CORFU	BMI BRITISH MIDLAND	C	9	0	0	11	0	67	22	0	0	46	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	25	19	31	25	0	0	57	75	7	8
	MONARCH AIRLINES	C	37	0	0	84	11	5	0	0	0	2	94	46	18
<b>TOTAL CORFU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>88</b>	<b>34</b>	<b>26</b>
HERAKLION	BRITANNIA AIRWAYS	C	18	0	0	17	17	39	28	0	0	51	75	9	4
<b>TOTAL HERAKLION</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>39</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>75</b>	<b>9</b>	<b>4</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	8	0	0	13	0	38	25	25	0	85	86	5	7
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>85</b>	<b>86</b>	<b>5</b>	<b>7</b>
KOS	BRITANNIA AIRWAYS	C	10	0	0	0	20	30	50	0	0	66	25	28	4
<b>TOTAL KOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>28</b>	<b>4</b>
RHODES	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	0	25	0	82	38	19	8
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>82</b>	<b>38</b>	<b>19</b>	<b>8</b>
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	10	75	10	8
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>8</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	13	25	38	25	0	0	47	90	5	10
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>TOTAL GREECE</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>20</b>	<b>67</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	290	1	0	70	19	9	2	0	0	12	86	6	237
<b>TOTAL DUBLIN</b>			<b>290</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>237</b>
WATERFORD	SCOT AIRWAYS	S	46	0	0	57	35	9	0	0	0	14	43	23	60
<b>TOTAL WATERFORD</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>23</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>336</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>359</b>
<b>ISRAEL</b>															
TEL AVIV	MONARCH AIRLINES	C	6	0	0	67	17	17	0	0	0	12	0	0	0
<b>TOTAL TEL AVIV</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
BRINDISI	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	9	0	104	8
<b>TOTAL BRINDISI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>104</b>	<b>8</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	10	0	0	30	0	40	30	0	0	42	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAMETIA-TERME	BMI BRITISH MIDLAND	C	10	0	0	10	50	30	10	0	0	31	0	85	8
<b>TOTAL LAMETIA-TERME</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>85</b>	<b>8</b>
NAPLES	BMI BRITISH MIDLAND	C	43	0	1	35	16	33	7	9	0	42	25	71	60
	BRITANNIA AIRWAYS	C	16	0	0	31	25	6	25	13	0	61	40	17	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	13	0	0	19	10	104	10
<b>TOTAL NAPLES</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>19</b>	<b>22</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>69</b>	<b>80</b>

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALERMO	BMI BRITISH MIDLAND	C	60	1	0	28	15	28	22	7	0	56	49	45	53
<b>TOTAL PALERMO</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>15</b>	<b>28</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>56</b>	<b>49</b>	<b>45</b>	<b>53</b>
ROME (CIAMPINO)	DEBONAIR AIRWAYS LTD	S	123	7	10	53	13	2	12	20	0	54	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>123</b>	<b>7</b>	<b>10</b>	<b>53</b>	<b>13</b>	<b>2</b>	<b>12</b>	<b>20</b>	<b>0</b>	<b>54</b>	<b>67</b>	<b>29</b>	<b>88</b>
<b>TOTAL ITALY</b>			<b>279</b>	<b>10</b>	<b>11</b>	<b>42</b>	<b>16</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>49</b>	<b>44</b>	<b>50</b>	<b>237</b>
MALTA															
MALTA	BRITANNIA AIRWAYS	C	8	0	0	13	13	13	63	0	0	73	60	11	10
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>60</b>	<b>11</b>	<b>10</b>
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>60</b>	<b>11</b>	<b>10</b>
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	165	0	58	50	24	19	6	0	0	22	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>165</b>	<b>0</b>	<b>58</b>	<b>50</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>12</b>	<b>169</b>
<b>TOTAL NETHERLANDS</b>			<b>165</b>	<b>0</b>	<b>58</b>	<b>50</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>12</b>	<b>169</b>
NORWAY															
OSLO (GARDERMOEN)	BRITANNIA AB	C	10	0	0	50	20	10	20	0	0	32	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	8	0	0	75	13	13	0	0	0	14	72	10	18
	BRITANNIA AIRWAYS	C	10	0	0	70	0	30	0	0	0	15	0	38	10
	MONARCH AIRLINES	C	18	0	0	78	22	0	0	0	0	6	70	9	27
	SATA	C	10	0	0	60	40	0	0	0	0	9	0	0	0
<b>TOTAL FARO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>15</b>	<b>55</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>15</b>	<b>55</b>
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	-2	75	6	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>6</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>6</b>	<b>8</b>
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	17	0	0	65	12	6	6	12	0	38	63	17	8
	MONARCH AIRLINES	C	10	0	0	50	20	10	10	10	0	48	64	18	11
	MONARCH AIRLINES	S	44	0	0	73	18	5	5	0	0	13	66	11	35
<b>TOTAL ALICANTE</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>14</b>	<b>54</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	0	25	0	62	88	2	8
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>62</b>	<b>88</b>	<b>2</b>	<b>8</b>
BARCELONA	DEBONAIR AIRWAYS LTD	S	106	0	18	36	22	13	26	3	0	50	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	143	0	1	45	26	13	15	1	0	28	0	0	0
<b>TOTAL BARCELONA</b>			<b>249</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>24</b>	<b>13</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>73</b>	<b>15</b>	<b>282</b>

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Reporting Airport: LUTON (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GERONA	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	25	0	45	75	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-8	0	0	0
<b>TOTAL GERONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>6</b>	<b>8</b>
IBIZA	BRITANNIA AIRWAYS	C	36	0	0	53	11	11	25	0	0	37	54	53	28
	MONARCH AIRLINES	C	10	0	0	50	40	10	0	0	0	18	100	-12	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	20	20	0	0	26	0	0	0
<b>TOTAL IBIZA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>70</b>	<b>30</b>	<b>47</b>
MADRID	DEBONAIR AIRWAYS LTD	S	61	1	7	54	21	18	7	0	0	22	0	0	0
<b>TOTAL MADRID</b>			<b>61</b>	<b>1</b>	<b>7</b>	<b>54</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>93</b>	<b>2</b>	<b>82</b>
MAHON	BRITANNIA AIRWAYS	C	35	0	0	54	14	14	14	3	0	35	88	1	16
	MONARCH AIRLINES	C	8	0	0	25	50	25	0	0	0	24	60	15	10
	MONARCH AIRLINES	S	26	0	0	54	19	15	12	0	0	23	61	13	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL MAHON</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>16</b>	<b>52</b>
MALAGA	AIR EUROPA	C	9	0	1	33	22	22	11	11	0	46	0	0	0
	BRITANNIA AIRWAYS	C	19	0	1	58	21	11	11	0	0	20	40	24	10
	FUTURA AIRLINES	C	7	1	1	57	14	14	14	0	0	20	0	0	0
	MONARCH AIRLINES	S	64	0	0	92	5	0	0	3	0	7	83	11	46
	MY TRAVEL AIRWAYS UK	C	9	0	1	56	11	11	22	0	0	29	0	0	0
<b>TOTAL MALAGA</b>			<b>108</b>	<b>1</b>	<b>4</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>13</b>	<b>89</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	66	0	0	33	14	14	29	11	0	64	62	33	52
	EASYJET AIRLINE COMPANY LTD	S	101	2	0	67	9	15	9	0	0	18	0	0	0
	MONARCH AIRLINES	C	20	0	0	55	5	25	15	0	0	31	30	24	10
	MONARCH AIRLINES	S	18	0	0	56	11	11	11	11	0	43	24	37	17
	MY TRAVEL AIRWAYS UK	C	27	0	0	56	19	7	19	0	0	26	33	218	9
	SPANAIR	C	2	0	0	0	50	50	0	0	0	34	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>234</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>52</b>	<b>45</b>	<b>105</b>
REUS	BRITANNIA AIRWAYS	C	8	1	0	75	0	0	0	0	25	113	100	-8	8
<b>TOTAL REUS</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>113</b>	<b>100</b>	<b>-8</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>889</b>	<b>5</b>	<b>30</b>	<b>54</b>	<b>17</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>18</b>	<b>735</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	15	0	0	47	40	0	7	7	0	38	100	-4	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-2	67	4	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	4	0	0	0
<b>TOTAL ARRECIFE</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>0</b>	<b>17</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	15	0	0	87	13	0	0	0	0	2	100	-6	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-8	75	31	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-6	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>88</b>	<b>13</b>	<b>16</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	24	0	0	63	17	0	17	4	0	40	100	1	8
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	2	38	49	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	8	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>21</b>	<b>25</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	BRITANNIA AIRWAYS	C	26	0	0	69	12	8	4	8	0	34	67	17	9
	MONARCH AIRLINES	S	16	0	0	63	25	13	0	0	13	61	32	18	
	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	16	74	8	19	
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	44	0	0	0	7	0	0	0	
	VIVA	C	9	0	1	44	22	22	11	0	24	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>17</b>	<b>56</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>15</b>	<b>114</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	10	0	0	40	0	20	20	10	10	135	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	52	26	16	6	0	0	21	0	0	0
<b>TOTAL GENEVA</b>			<b>62</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	EDELWEISS AIR	C	40	0	4	73	20	8	0	0	10	76	11	45	
<b>TOTAL ZURICH</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>45</b>	
<b>TOTAL SWITZERLAND</b>			<b>102</b>	<b>2</b>	<b>4</b>	<b>60</b>	<b>24</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>11</b>	<b>45</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	0	50	25	0	0	25	120	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	40	10	20	0	0	33	0	0	0
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>75</b>	<b>36</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>78</b>	<b>31</b>	<b>9</b>
<b>TURKEY</b>															
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	10	0	0	60	40	0	0	0	0	11	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	BRITANNIA AIRWAYS	C	18	0	0	17	39	22	22	0	0	45	90	3	10
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	-5	38	29	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-3	0	0	0
<b>TOTAL DALAMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>18</b>	<b>34</b>
<b>TOTAL TURKEY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>27</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>18</b>	<b>34</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	62	0	1	37	35	19	5	3	0	30	0	0	0
<b>TOTAL ABERDEEN</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>35</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>79</b>	<b>12</b>	<b>103</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	82	11	6	0	0	0	7	64	18	61
<b>TOTAL BELFAST CITY</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>7</b>	<b>64</b>	<b>18</b>	<b>61</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	260	0	1	53	19	17	9	0	2	48	0	0	0
<b>TOTAL EDINBURGH</b>			<b>260</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>74</b>	<b>14</b>	<b>262</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	214	1	3	50	20	16	12	2	0	29	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GLASGOW			214	1	3	50	20	16	12	2	0	29	69	16	216
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	83	0	0	71	13	8	7	0	0	16	0	0	0
TOTAL GUERNSEY			83	0	0	71	13	8	7	0	0	16	0	0	0
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	61	0	0	41	20	36	3	0	0	25	0	0	0
TOTAL INVERNESS			61	0	0	41	20	36	3	0	0	25	55	35	62
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	77	10	10	3	0	0	11	57	31	61
TOTAL ISLE OF MAN			62	0	0	77	10	10	3	0	0	11	57	31	61
JERSEY	FLYBE.BRITISH EUROPEAN	S	102	1	1	62	22	11	6	0	0	16	0	0	0
TOTAL JERSEY			102	1	1	62	22	11	6	0	0	16	24	84	41
NORWICH	SCOT AIRWAYS	S	19	2	33	53	16	26	5	0	0	22	45	17	20
TOTAL NORWICH			19	2	33	53	16	26	5	0	0	22	45	17	20
TOTAL UNITED KINGDOM			925	40	39	57	19	16	7	1	1	29	67	20	873
TOTAL LUTON			4035	71	235	55	19	14	9	2	0	27	66	21	3333



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	CALEDONIAN AIRWAYS	C	8	0	0	63	25	0	0	13	0	32	88	7	8
	DEBONAIR AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	16	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	30	30	10	20	10	0	56	70	11	10
<b>TOTAL INNSBRUCK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>35</b>	<b>78</b>	<b>10</b>	<b>18</b>
<b>SALZBURG</b>															
	CALEDONIAN AIRWAYS	C	20	0	0	80	10	0	10	0	0	9	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	38	13	38	13	0	0	27	0	0	0
	LEISURE INTERNATIONAL	C	7	1	0	29	43	0	29	0	0	31	0	0	0
<b>TOTAL SALZBURG</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>31</b>	<b>26</b>
<b>VIENNA</b>															
	LAUDA-AIR	S	94	0	0	60	24	15	0	1	0	18	70	9	94
<b>TOTAL VIENNA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>9</b>	<b>94</b>
<b>TOTAL AUSTRIA</b>			<b>157</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>13</b>	<b>138</b>
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	50	0	0	56	83	1	6
<b>TOTAL NASSAU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>83</b>	<b>1</b>	<b>6</b>
<b>TOTAL BAHAMAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>83</b>	<b>1</b>	<b>6</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	50	50	0	0	0	0	12	88	-8	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	8	63	6	8
<b>TOTAL BRIDGETOWN</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>-1</b>	<b>16</b>
<b>TOTAL BARBADOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>-1</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	193	0	2	56	21	19	4	0	0	18	65	16	88
	SABENA	S	228	0	0	75	17	7	2	0	0	8	78	8	205
<b>TOTAL BRUSSELS</b>			<b>421</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>10</b>	<b>293</b>
<b>TOTAL BELGIUM</b>			<b>421</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>10</b>	<b>293</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	3	55	15	20
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>15</b>	<b>20</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	20	0	0	75	20	0	5	0	0	-1	100	-8	10
	BALKAN BULGARIAN AIRLINES	C	10	0	0	70	10	0	20	0	0	16	0	0	0
<b>TOTAL VARNA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-8</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>7</b>	<b>30</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	62	0	0	68	15	11	6	0	0	15	68	17	62
	AIR TRANSAT	C	38	2	0	39	26	11	18	0	5	80	26	66	38
	CANADA 3000 AIRLINES	C	10	0	17	70	30	0	0	0	0	4	79	-3	28
	ROYAL AIRLINES	C	34	0	0	38	9	24	18	6	6	82	39	38	18
<b>TOTAL TORONTO</b>			<b>145</b>	<b>2</b>	<b>17</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>47</b>	<b>56</b>	<b>28</b>	<b>147</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	16	0	0	69	19	6	6	0	0	12	44	34	18
	CANADA 3000 AIRLINES	C	8	0	10	100	0	0	0	0	-27	60	61	10	
	ROYAL AIRLINES	C	10	0	0	0	20	20	50	10	0	84	0	0	0
<b>TOTAL VANCOUVER</b>			<b>34</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>15</b>	<b>9</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>43</b>	<b>28</b>
<b>TOTAL CANADA</b>			<b>179</b>	<b>2</b>	<b>27</b>	<b>54</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>55</b>	<b>31</b>	<b>175</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	10	0	0	80	0	0	20	0	0	11	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>29</b>	<b>127</b>	<b>7</b>
PULA	CROATIA AIRLINES	S	10	0	0	100	0	0	0	0	0	1	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	13	25	13	25	25	0	117	50	20	8
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>53</b>	<b>50</b>	<b>20</b>	<b>8</b>
SPLIT	CROATIA AIRLINES	S	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL SPLIT</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>3</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>40</b>	<b>70</b>	<b>15</b>
<b>CUBA</b>															
HAVANA	CUBANA	S	8	0	0	50	0	0	25	25	0	97	0	0	0
<b>TOTAL HAVANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MY TRAVEL AIRWAYS UK	C	4	0	0	0	50	25	0	25	0	77	0	0	0
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CUBA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	18	0	0	83	6	6	6	0	0	3	31	71	16
	BRITANNIA AIRWAYS	C	18	0	0	61	22	0	11	6	0	38	74	7	19
	CALEDONIAN AIRWAYS	C	26	0	0	8	8	27	46	12	0	93	12	110	17
	CYPRUS AIRWAYS	S	18	0	0	22	28	17	22	0	11	78	67	19	18
	EUROCYPRIA AIRLINES LTD	C	19	1	1	42	16	16	16	0	11	109	43	59	35
	LEISURE INTERNATIONAL	C	9	1	1	78	0	22	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	32	0	0	66	16	3	6	3	6	39	50	21	12
	MY TRAVEL AIRWAYS UK	C	30	0	0	20	13	37	23	7	0	58	0	110	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	0	6	0	0	0	-1	50	15	8
<b>TOTAL LARNACA</b>			<b>186</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>13</b>	<b>16</b>	<b>17</b>	<b>4</b>	<b>3</b>	<b>52</b>	<b>43</b>	<b>51</b>	<b>138</b>
PAPHOS	AIR 2000	S	16	0	0	56	31	6	6	0	0	11	13	67	16
	AIR FOYLE PASSENGER AIRLINES	C	18	0	0	0	33	28	33	6	0	58	0	0	0
	AIRWORLD AVIATION LTD	C	16	0	0	94	6	0	0	0	0	-3	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	44	22	11	14	8	0	40	67	68	18
	CALEDONIAN AIRWAYS	C	18	0	0	33	6	17	11	33	0	100	33	59	9
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	-6	50	94	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	0	60	0	0	63	38	77	8
<b>TOTAL PAPHOS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>11</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>42</b>	<b>68</b>	<b>62</b>
<b>TOTAL CYPRUS</b>			<b>308</b>	<b>2</b>	<b>2</b>	<b>47</b>	<b>15</b>	<b>14</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>48</b>	<b>43</b>	<b>56</b>	<b>200</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	52	0	0	40	46	8	6	0	0	23	46	38	50
TOTAL PRAGUE			<b>52</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>38</b>	<b>50</b>
TOTAL CZECH REPUBLIC			<b>52</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>38</b>	<b>50</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	90	2	0	83	12	4	0	0	0	7	70	13	90
TOTAL BILLUND			<b>90</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>12</b>	<b>98</b>
COPENHAGEN	SAS	S	166	0	0	82	11	5	2	0	0	6	83	3	165
TOTAL COPENHAGEN			<b>166</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>3</b>	<b>165</b>
TOTAL DENMARK			<b>256</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>6</b>	<b>263</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	17	0	0	59	35	0	6	0	0	11	62	28	29
	LEISURE INTERNATIONAL	C	6	0	0	50	0	0	50	0	0	59	75	2	4
	MONARCH AIRLINES	C	10	0	0	70	10	10	10	0	0	14	0	0	0
TOTAL PUERTO PLATA			<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>61</b>	<b>49</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	40	0	50	10	0	0	32	100	-3	8
TOTAL SANTO DOMINGO			<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>23</b>	<b>21</b>
TOTAL DOMINICAN REPUBLIC			<b>45</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>49</b>	<b>74</b>
<b>EGYPT</b>															
CAIRO	EGYPT AIR	S	10	0	0	30	20	10	30	10	0	67	0	0	0
TOTAL CAIRO			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	BRITANNIA AIRWAYS	C	10	0	0	50	20	30	0	0	0	16	50	33	18
TOTAL LUXOR			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>32</b>	<b>45</b>	<b>28</b>
TOTAL EGYPT			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>32</b>	<b>45</b>	<b>28</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	55	7	7	73	22	5	0	0	0	7	94	-1	62
TOTAL HELSINKI			<b>55</b>	<b>7</b>	<b>7</b>	<b>73</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>-1</b>	<b>62</b>
TOTAL FINLAND			<b>55</b>	<b>7</b>	<b>7</b>	<b>73</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>-1</b>	<b>62</b>
<b>FRANCE</b>															
BASTIA	EUROPEAN AIR CHARTER	C	10	0	0	50	10	20	0	20	0	69	0	0	0
TOTAL BASTIA			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	56	0	11	22	0	11	71	39	58	18
TOTAL BEAUVAIS			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>39</b>	<b>58</b>	<b>18</b>
NICE	BRITISH AIRWAYS PLC	C	10	0	0	10	50	20	20	0	0	36	0	0	0
TOTAL NICE			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	248	0	0	62	22	8	6	2	0	20	83	8	237
	BRITISH AIRWAYS PLC	S	268	0	0	65	19	11	4	0	0	14	78	10	241

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>516</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>9</b>	<b>488</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	16	0	0	44	31	19	6	0	0	25	44	16	18
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>29</b>	<b>21</b>
<b>TOTAL FRANCE</b>			<b>570</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>12</b>	<b>539</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	85	0	9	80	14	4	1	1	0	10	59	13	44
<b>TOTAL BERLIN (TEGEL)</b>			<b>85</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>13</b>	<b>44</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	164	0	0	85	10	2	2	0	0	5	66	18	161
	LUFTHANSA	S	50	0	2	68	30	2	0	0	0	11	67	12	102
	LUFTHANSA CITY LINE	S	48	0	4	85	10	0	4	0	0	6	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>262</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>15</b>	<b>263</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	173	0	0	78	17	5	0	0	0	5	72	10	166
	LUFTHANSA	S	186	0	0	91	9	0	0	0	0	2	90	1	186
<b>TOTAL FRANKFURT MAIN</b>			<b>359</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>6</b>	<b>352</b>
HAMBURG	LUFTHANSA CITY LINE	S	103	0	1	92	1	5	2	0	0	4	85	5	52
<b>TOTAL HAMBURG</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>52</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	61	0	1	93	2	2	0	2	2	17	59	19	61
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>59</b>	<b>19</b>	<b>61</b>
MUNICH	LUFTHANSA CITY LINE	S	176	0	0	77	18	5	1	0	0	8	78	5	175
<b>TOTAL MUNICH</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>5</b>	<b>175</b>
STUTT GART	LUFTHANSA CITY LINE	S	42	0	0	90	5	5	0	0	0	5	0	0	0
<b>TOTAL STUTT GART</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>1089</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>9</b>	<b>949</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	10	0	0	90	0	10	0	0	0	4	70	10	10
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>10</b>	<b>10</b>
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>10</b>	<b>10</b>
<b>GREECE</b>															
ATHENS	AIR 2000	C	9	0	0	67	0	0	11	22	0	54	0	0	0
	AIRWORLD AVIATION LTD	C	8	0	0	75	13	13	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	9	0	0	67	0	22	11	0	0	14	50	35	10
<b>TOTAL ATHENS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>4</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>40</b>	<b>130</b>	<b>20</b>
CHANIA	AIR 2000	C	8	0	0	38	25	25	13	0	0	29	25	129	8
	CALEDONIAN AIRWAYS	C	6	0	2	50	0	17	33	0	0	51	50	25	8
<b>TOTAL CHANIA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>14</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>77</b>	<b>16</b>
<b>CORFU</b>															
	AIR 2000	C	27	0	0	74	26	0	0	0	0	4	27	66	26
	AIRWORLD AVIATION LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	45	0	0	67	11	11	11	0	0	20	64	44	28
	CALEDONIAN AIRWAYS	C	38	0	0	74	8	3	8	8	0	31	32	64	28
	EXCEL AIRWAYS LTD	C	10	0	0	40	10	20	10	20	0	54	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)										
CORFU	LEISURE INTERNATIONAL	C	37	0	0	24	32	19	14	11	0	63	35	99	26
	MONARCH AIRLINES	C	19	0	0	58	11	21	11	0	0	24	73	8	15
	MY TRAVEL AIRWAYS UK	C	19	0	0	47	5	16	11	21	0	77	60	15	20
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	32	100	-19	8
<b>TOTAL CORFU</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>49</b>	<b>50</b>	<b>151</b>
HERAKLION	AIR 2000	C	17	0	0	41	18	6	24	12	0	63	35	53	26
	AIRWORLD AVIATION LTD	C	17	0	0	71	18	12	0	0	0	13	78	3	18
	BRITANNIA AIRWAYS	C	17	0	0	47	12	24	18	0	0	29	31	49	16
	CALEDONIAN AIRWAYS	C	34	0	0	65	12	9	15	0	0	22	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	13	0	25	0	63	100	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	22	50	72	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	10	50	10	8
<b>TOTAL HERAKLION</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>38</b>	<b>94</b>
KALAMATA	CALEDONIAN AIRWAYS	C	10	0	0	60	0	20	20	0	0	35	20	104	10
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>20</b>	<b>104</b>	<b>10</b>
KAVALLA	AIRWORLD AVIATION LTD	C	8	0	0	63	25	13	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	11	75	11	8
<b>TOTAL KAVALLA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>16</b>
KEFALLINIA	AIR 2000	C	10	0	0	60	0	0	20	20	0	54	10	85	10
	AIRWORLD AVIATION LTD	C	10	0	0	70	10	0	20	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	0	0	50	0	0	45	100	-2	8
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	-14	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	0	25	13	0	46	50	21	8
<b>TOTAL KEFALLINIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>47</b>	<b>36</b>
KOS	AIR 2000	C	8	0	0	50	38	13	0	0	0	14	31	56	16
	AIRWORLD AVIATION LTD	C	7	1	0	71	29	0	0	0	0	-1	0	66	8
	BRITANNIA AIRWAYS	C	18	0	0	17	11	56	17	0	0	40	56	32	18
	CALEDONIAN AIRWAYS	C	18	0	0	33	28	17	22	0	0	47	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	6	33	17	6	0	49	16	115	19
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	-6	38	43	8
<b>TOTAL KOS</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>26</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>28</b>	<b>65</b>	<b>79</b>
MITILINI	AIRWORLD AVIATION LTD	C	16	0	0	69	19	6	6	0	0	14	0	0	0
<b>TOTAL MITILINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>33</b>	<b>15</b>
PREVEZA	AIR 2000	C	8	0	0	63	13	0	25	0	0	48	75	23	8
	AIRWORLD AVIATION LTD	C	10	0	0	100	0	0	0	0	0	3	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	5	0	0	0
	TRANSAER	C	10	0	0	60	40	0	0	0	0	9	40	142	10
<b>TOTAL PREVEZA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>89</b>	<b>18</b>
RHODES	AIR 2000	C	26	0	0	42	19	12	19	8	0	50	42	44	26
	AIRWORLD AVIATION LTD	C	8	0	0	100	0	0	0	0	0	3	25	129	8
	BRITANNIA AIRWAYS	C	40	0	0	38	15	28	10	10	0	57	44	23	18
	CALEDONIAN AIRWAYS	C	20	0	0	45	15	25	5	0	10	98	0	188	10
	EXCEL AIRWAYS LTD	C	8	0	0	25	25	50	0	0	0	27	0	0	0
	LEISURE INTERNATIONAL	C	16	2	0	19	19	13	50	0	0	53	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	19	25	0	0	0	14	50	89	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	25	0	0	0	22	88	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	100	-8	8
<b>TOTAL RHODES</b>			<b>150</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>47</b>	<b>47</b>	<b>60</b>	<b>86</b>
SALONIKA	AIR 2000	C	8	0	0	25	0	63	13	0	0	40	0	0	0
	BRITANNIA AIRWAYS	C	19	0	0	89	11	0	0	0	2	69	30	16	
	MY TRAVEL AIRWAYS UK	C	8	1	0	63	0	13	13	13	0	34	0	140	1
<b>TOTAL SALONIKA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>33</b>	<b>35</b>
SAMOS	BRITANNIA AIRWAYS	C	10	0	0	60	10	10	10	10	0	44	0	0	0
<b>TOTAL SAMOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>44</b>	<b>56</b>	<b>18</b>	<b>9</b>
SKIATHOS	AIRWORLD AVIATION LTD	C	24	0	0	92	8	0	0	0	0	58	32	26	
	CALEDONIAN AIRWAYS	C	18	0	0	28	11	11	22	17	11	219	38	91	8
	LEISURE INTERNATIONAL	C	8	0	0	50	25	0	25	0	0	25	50	44	8
<b>TOTAL SKIATHOS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>4</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>83</b>	<b>52</b>	<b>45</b>	<b>42</b>
ZAKINTHOS	AIR 2000	C	18	0	0	72	0	6	17	6	0	26	33	55	18
	AIRWORLD AVIATION LTD	C	26	0	0	58	12	15	15	0	0	23	44	32	18
	BRITANNIA AIRWAYS	C	18	0	0	22	33	17	28	0	0	42	60	28	10
	CALEDONIAN AIRWAYS	C	20	0	0	65	5	10	20	0	0	24	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	6	13	25	0	0	27	82	0	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	0	38	0	0	37	100	-5	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	-10	79	40	19
<b>TOTAL ZAKINTHOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>9</b>	<b>10</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>29</b>	<b>90</b>
<b>TOTAL GREECE</b>			<b>935</b>	<b>4</b>	<b>2</b>	<b>58</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>48</b>	<b>50</b>	<b>717</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	0	56	26	15	3	0	0	16	70	12	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>60</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>60</b>
<b>INDIA</b>															
MUMBAI	AIR INDIA	S	36	0	0	33	36	19	11	0	0	28	28	47	18
<b>TOTAL MUMBAI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>36</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>47</b>	<b>18</b>
<b>TOTAL INDIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>36</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>47</b>	<b>18</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	65	8	11	11	5	0	30	53	65	62
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>53</b>	<b>65</b>	<b>62</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	146	0	10	72	12	10	6	0	0	11	77	13	154
<b>TOTAL CORK</b>			<b>146</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>13</b>	<b>154</b>
DUBLIN	AER LINGUS	S	342	0	0	94	5	1	0	0	0	79	13	295	
	RYANAIR	S	308	0	0	86	10	2	1	0	0	4	78	8	313
<b>TOTAL DUBLIN</b>			<b>650</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>610</b>	
GALWAY	EASTERN AIRWAYS	S	61	0	1	90	7	3	0	0	0	0	0	0	0
<b>TOTAL GALWAY</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	95	1	9	72	8	5	15	0	0	16	75	19	101
<b>TOTAL SHANNON</b>			<b>95</b>	<b>1</b>	<b>9</b>	<b>72</b>	<b>8</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>19</b>	<b>101</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	10	0	0	70	10	20	0	0	0	11	95	-3	20
<b>TOTAL WATERFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>-3</b>	<b>20</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1024</b>	<b>1</b>	<b>20</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>15</b>	<b>947</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	9	0	0	89	0	0	11	0	0	10	0	0	0
<b>TOTAL OVDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TEL AVIV	EL AL	S	18	0	0	78	17	6	0	0	0	5	63	3	16
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>3</b>	<b>16</b>
<b>TOTAL ISRAEL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>3</b>	<b>16</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	CALEDONIAN AIRWAYS	C	10	0	0	20	30	10	30	10	0	79	40	51	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>79</b>	<b>40</b>	<b>51</b>	<b>10</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	104	0	0	75	13	7	6	0	0	11	60	17	103
<b>TOTAL MILAN (LINATE)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>17</b>	<b>103</b>
MILAN (MALPENSA)	CALEDONIAN AIRWAYS	C	10	0	0	80	20	0	0	0	0	7	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	63	0	38	0	0	0	17	75	97	8
<b>TOTAL MILAN (MALPENSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>64</b>	<b>18</b>
NAPLES	AIR 2000	C	8	0	0	50	0	50	0	0	0	29	30	61	10
	BRITANNIA AIRWAYS	C	18	0	0	56	17	17	11	0	0	26	67	24	18
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	6	0	175	10
<b>TOTAL NAPLES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>7</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>39</b>	<b>74</b>	<b>38</b>
PISA	EUROPEAN AIR CHARTER	C	31	1	0	26	32	23	3	10	6	71	50	20	28
	MONARCH AIRLINES	C	10	0	0	30	20	20	30	0	0	41	30	35	10
<b>TOTAL PISA</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>29</b>	<b>22</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>64</b>	<b>46</b>	<b>24</b>	<b>48</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	7	1	1	71	14	0	0	14	0	46	25	24	8
<b>TOTAL RIMINI</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>24</b>	<b>8</b>
ROME (CIAMPINO)	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	54	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	17	22	0	0	0	14	44	94	18
<b>TOTAL ROME (CIAMPINO)</b>			<b>20</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>96</b>	<b>21</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	36	0	0	25	33	17	19	6	0	54	60	14	52
<b>TOTAL ROME (FIUMICINO)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>17</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>60</b>	<b>14</b>	<b>52</b>
VENICE	AIRWORLD AVIATION LTD	C	18	0	0	67	11	22	0	0	0	11	63	39	8
	BRITANNIA AIRWAYS	C	8	0	0	38	0	0	50	13	0	80	70	25	10
	MONARCH AIRLINES	C	10	0	0	0	10	30	60	0	0	89	20	34	10
<b>TOTAL VENICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>19</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>50</b>	<b>33</b>	<b>28</b>
VERONA	AIR 2000	C	10	0	0	20	20	20	20	20	0	73	60	26	10
	AIRWORLD AVIATION LTD	C	8	0	0	75	25	0	0	0	0	4	25	56	8

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				Actual (7)	Plan (8)										
VERONA	BRITISH AIRWAYS PLC	C	10	0	0	90	10	0	0	0	0	7	80	3	10
	EUROPEAN AIR CHARTER	C	8	0	0	88	13	0	0	0	0	6	88	-3	8
	MONARCH AIRLINES	C	18	0	0	56	0	28	6	0	11	61	56	31	18
<b>TOTAL VERONA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>37</b>	<b>61</b>	<b>24</b>	<b>54</b>
<b>TOTAL ITALY</b>			<b>368</b>	<b>4</b>	<b>1</b>	<b>57</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>53</b>	<b>33</b>	<b>388</b>
<b>JAMAICA</b>															
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	20	10	0	0	24	33	22	9
<b>TOTAL MONTEGO BAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>36</b>	<b>21</b>	<b>14</b>
<b>TOTAL JAMAICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>36</b>	<b>21</b>	<b>14</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	9	0	0	33	22	0	44	0	0	59	38	202	8
<b>TOTAL MOMBASA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>126</b>	<b>24</b>
<b>TOTAL KENYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>126</b>	<b>24</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	42	0	0	67	29	5	0	0	0	12	90	2	42
<b>TOTAL LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>2</b>	<b>42</b>
<b>TOTAL LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>2</b>	<b>42</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	18	0	0	78	11	0	11	0	0	14	44	69	18
	AIR MALTA	S	46	0	0	67	15	17	0	0	0	8	59	31	44
	AIR MALTA	C	48	0	0	65	13	17	6	0	0	15	67	12	24
	BRITANNIA AIRWAYS	C	16	0	0	81	13	0	6	0	0	9	50	29	10
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	-3	80	19	10
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	14	0	0	0	29	127	50	58	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	-8	84	20	19
<b>TOTAL MALTA</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>62</b>	<b>32</b>	<b>151</b>
<b>TOTAL MALTA</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>62</b>	<b>32</b>	<b>151</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	60	30	0	10	0	0	16	38	165	8
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>165</b>	<b>8</b>
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>165</b>	<b>8</b>
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	9	0	0	11	11	0	67	11	0	92	100	-5	9
	LEISURE INTERNATIONAL	C	8	0	0	38	25	25	0	0	13	82	63	41	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	12	50	31	8
<b>TOTAL CANCUN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>4</b>	<b>4</b>	<b>63</b>	<b>72</b>	<b>21</b>	<b>25</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	6	0	0	67	17	17	0	0	0	4	50	12	4
	LEISURE INTERNATIONAL	C	6	0	0	33	0	0	67	0	0	87	75	-15	4
<b>TOTAL PUERTO VALLARTA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>8</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>44</b>	<b>17</b>	<b>16</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL MEXICO</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>11</b>	<b>11</b>	<b>27</b>	<b>3</b>	<b>3</b>	<b>57</b>	<b>61</b>	<b>20</b>	<b>41</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	205	1	3	73	18	8	1	0	0	8	84	7	206
	KLM UK LTD	S	399	0	5	69	13	12	5	0	0	13	74	15	335
<b>TOTAL AMSTERDAM</b>			<b>604</b>	<b>1</b>	<b>8</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>541</b>
<b>EINDHOVEN</b>	B A S E BUSINESS AIRLINES	S	49	0	14	90	8	2	0	0	0	-5	56	17	50
<b>TOTAL EINDHOVEN</b>			<b>49</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>56</b>	<b>17</b>	<b>50</b>
<b>TOTAL NETHERLANDS</b>			<b>653</b>	<b>1</b>	<b>22</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>591</b>
<b>NORWAY</b>															
<b>OSLO (FORNEBU)</b>	SAS	S	52	0	0	88	8	4	0	0	0	4	73	5	52
<b>TOTAL OSLO (FORNEBU)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>5</b>	<b>52</b>
<b>TOTAL NORWAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>5</b>	<b>52</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	BRITISH AIRWAYS PLC	S	26	0	0	58	19	15	0	0	8	89	42	15	26
	PAKISTAN INTL AIRLINES	S	18	0	0	22	33	17	0	11	17	117	28	138	18
<b>TOTAL ISLAMABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>100</b>	<b>36</b>	<b>65</b>	<b>44</b>
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	16	0	0	19	13	38	13	19	0	87	40	73	10
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>87</b>	<b>40</b>	<b>73</b>	<b>10</b>
<b>TOTAL PAKISTAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>22</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>97</b>	<b>37</b>	<b>67</b>	<b>54</b>
<b>POLAND</b>															
<b>WARSAW</b>	BRITISH AIRWAYS PLC	S	26	0	0	54	23	15	8	0	0	19	63	35	27
	LOT-POLISH AIRLINES	S	22	0	2	68	18	5	9	0	0	16	38	24	26
	TITAN AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	60	0	0	0
<b>TOTAL WARSAW</b>			<b>51</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>30</b>	<b>53</b>
<b>TOTAL POLAND</b>			<b>51</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>30</b>	<b>53</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR 2000	C	46	0	0	67	13	4	15	0	0	22	39	86	36
	AIRWORLD AVIATION LTD	C	10	0	0	90	10	0	0	0	0	-4	75	20	20
	BRITANNIA AIRWAYS	C	28	0	0	61	7	7	21	4	0	37	78	18	18
	CALEDONIAN AIRWAYS	C	36	0	0	44	39	11	6	0	0	19	49	48	37
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	-2	0	0	0
	LEISURE INTERNATIONAL	C	17	1	0	29	29	29	12	0	0	30	38	40	8
	MONARCH AIRLINES	C	68	0	0	49	26	13	9	0	3	31	30	30	46
	MY TRAVEL AIRWAYS UK	C	20	0	0	60	15	10	15	0	0	28	18	87	17
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	11	0	0	0	0	-1	82	15	28
	TRANSAER	C	8	0	0	38	13	0	13	13	25	173	50	39	18
<b>TOTAL FARO</b>			<b>271</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>50</b>	<b>43</b>	<b>228</b>
<b>LISBON</b>	AIRWORLD AVIATION LTD	C	10	0	0	70	20	10	0	0	0	7	40	57	10
	PORTUGALIA	S	45	0	1	73	9	11	7	0	0	12	60	24	40
<b>TOTAL LISBON</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>30</b>	<b>50</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
OPORTO	PORTUGALIA	S	4	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL OPORTO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>330</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>51</b>	<b>41</b>	<b>278</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIRWORLD AVIATION LTD	C	15	3	3	87	0	7	7	0	0	-9	50	27	8
	CALEDONIAN AIRWAYS	C	10	0	0	60	0	0	40	0	0	50	75	3	8
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	1	38	31	8
<b>TOTAL FUNCHAL</b>			<b>35</b>	<b>3</b>	<b>3</b>	<b>77</b>	<b>6</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>18</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>35</b>	<b>3</b>	<b>3</b>	<b>77</b>	<b>6</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>18</b>	<b>32</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	66	11	20	2	0	0	10	47	14	34
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>14</b>	<b>34</b>
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>14</b>	<b>34</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	8	0	0	63	38	0	0	0	0	7	88	0	8
<b>TOTAL LJUBLJANA</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>7</b>	<b>88</b>	<b>0</b>	<b>8</b>
<b>TOTAL SLOVENIA</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>7</b>	<b>88</b>	<b>0</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	36	0	0	69	6	11	14	0	0	17	58	46	26
	AIR FOYLE PASSENGER AIRLINES	C	20	0	0	5	10	20	65	0	0	88	0	0	0
	AIRWORLD AVIATION LTD	C	30	0	0	67	0	13	20	0	0	16	30	27	10
	BRITANNIA AIRWAYS	C	60	0	0	45	17	10	13	12	3	63	69	15	35
	BRITISH AIRWAYS PLC	C	20	0	0	35	30	25	5	5	0	35	55	21	20
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	0	0	0	25	246	50	52	28
	LEISURE INTERNATIONAL	C	32	0	2	38	19	16	28	0	0	41	44	59	18
	MONARCH AIRLINES	C	30	0	0	40	33	20	0	7	0	32	47	26	45
	MY TRAVEL AIRWAYS UK	C	44	0	0	50	14	27	5	2	2	40	61	16	36
	THOMAS COOK AIRLINES LTD	C	36	0	0	92	8	0	0	0	0	-3	81	3	36
<b>TOTAL ALICANTE</b>			<b>316</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>42</b>	<b>58</b>	<b>27</b>	<b>273</b>
ALMERIA	AIRWORLD AVIATION LTD	C	8	0	0	50	0	25	25	0	0	33	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	22	17	39	11	0	11	75	77	9	22
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	25	0	0	0	17	25	118	8
<b>TOTAL ALMERIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>32</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>66</b>	<b>31</b>	<b>38</b>
GERONA	AIR 2000	C	15	0	0	80	7	0	7	7	0	28	47	52	19
	BRITANNIA AIRWAYS	C	26	2	0	73	8	8	0	0	12	68	78	7	18
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-6	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	88	13	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	1	50	13	13	25	0	0	41	59	50	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	-7	58	13	19
<b>TOTAL GERONA</b>			<b>83</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>29</b>	<b>60</b>	<b>30</b>	<b>73</b>
IBIZA	AIR 2000	C	18	0	0	50	28	6	17	0	0	20	73	49	26
	AIRWORLD AVIATION LTD	C	26	0	0	77	8	8	8	0	0	11	22	58	18

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				Actual (7)	Plan (8)										
IBIZA	BRITANNIA AIRWAYS	C	89	1	0	52	9	16	9	9	6	80	67	45	64
	BRITISH AIRWAYS PLC	C	10	0	0	90	10	0	0	0	0	-1	0	0	0
	CALEDONIAN AIRWAYS	C	18	0	0	72	6	6	17	0	0	16	60	58	10
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	11	0	0	0
	LEISURE INTERNATIONAL	C	20	0	0	20	10	25	45	0	0	59	38	44	8
	MONARCH AIRLINES	C	38	0	0	53	21	3	18	5	0	37	50	26	44
	MY TRAVEL AIRWAYS UK	C	48	0	1	54	0	8	23	10	4	65	51	69	35
	SPANAIR	C	10	0	0	20	10	30	40	0	0	56	0	0	0
	THOMAS COOK AIRLINES LTD	C	36	0	0	94	6	0	0	0	0	-10	86	-2	36
<b>TOTAL IBIZA</b>			<b>321</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>44</b>	<b>57</b>	<b>42</b>	261
MADRID	AIR EUROPA	C	2	0	0	0	50	0	50	0	0	86	0	49	2
	BRITISH AIRWAYS PLC	S	102	0	0	72	18	8	3	0	0	10	68	11	101
	IBERIA	S	62	0	0	74	18	5	3	0	0	12	0	0	0
<b>TOTAL MADRID</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>12</b>	105
MAHON	AIR 2000	C	20	0	0	90	0	0	0	10	0	20	33	76	18
	AIRWORLD AVIATION LTD	C	24	0	0	83	13	4	0	0	0	0	11	116	18
	BRITANNIA AIRWAYS	C	54	0	0	39	24	7	13	13	4	70	53	26	36
	BRITISH AIRWAYS PLC	C	4	0	0	25	25	0	50	0	0	86	0	0	0
	CALEDONIAN AIRWAYS	C	16	0	0	69	13	0	0	19	0	36	45	35	20
	LEISURE INTERNATIONAL	C	24	0	2	21	29	38	4	4	4	54	41	34	27
	MONARCH AIRLINES	C	16	1	1	44	38	6	13	0	0	27	25	25	20
	MY TRAVEL AIRWAYS UK	C	34	0	1	56	9	6	12	6	12	96	53	66	36
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	11	0	0	0	1	83	0	18
<b>TOTAL MAHON</b>			<b>210</b>	<b>1</b>	<b>4</b>	<b>55</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>48</b>	<b>44</b>	<b>47</b>	204
MALAGA	AIR 2000	C	38	0	0	53	8	8	16	16	0	66	42	57	50
	AIRWORLD AVIATION LTD	C	35	0	0	80	9	11	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	61	17	3	17	0	3	34	59	32	22
	CALEDONIAN AIRWAYS	C	36	0	0	44	25	6	19	0	6	54	50	40	36
	EXCEL AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	4	0	0	0
	FUTURA AIRLINES	C	8	0	0	75	0	25	0	0	0	13	0	0	0
	LEISURE INTERNATIONAL	C	26	0	0	54	19	15	12	0	0	26	82	39	28
	MONARCH AIRLINES	C	59	1	0	58	14	14	15	0	0	24	49	65	47
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	28	0	22	11	0	74	37	84	35
	THOMAS COOK AIRLINES LTD	C	28	0	0	75	18	7	0	0	0	4	83	16	30
	TRANSAER	C	38	0	0	79	13	3	0	0	5	26	39	104	28
<b>TOTAL MALAGA</b>			<b>332</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>52</b>	<b>55</b>	301
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	10	0	0	20	30	40	10	0	0	40	70	8	10
<b>TOTAL MURCIA SAN JAVIER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>70</b>	<b>8</b>	10
PALMA DE MALLORCA	AIR 2000	C	45	0	0	71	4	16	2	7	0	29	48	70	62
	AIR EUROPA	C	45	1	1	31	22	20	27	0	0	45	49	26	39
	AIRWORLD AVIATION LTD	C	84	0	0	71	17	8	4	0	0	9	51	33	55
	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	141	0	0	61	10	9	11	4	6	56	58	28	124
	BRITISH AIRWAYS PLC	C	10	0	0	20	20	40	20	0	0	38	60	16	10
	CALEDONIAN AIRWAYS	C	18	0	0	67	6	17	11	0	0	11	22	62	18
	FUTURA AIRLINES	C	9	1	0	67	33	0	0	0	0	8	32	55	22
	LEISURE INTERNATIONAL	C	8	0	0	75	0	0	0	0	25	145	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MONARCH AIRLINES	C	47	0	0	53	15	17	15	0	0	24	41	44	54
	MY TRAVEL AIRWAYS UK	C	119	0	3	34	14	12	24	13	3	73	34	99	119
	SPANAIR	C	40	1	0	10	10	18	38	20	5	130	58	24	19
	THOMAS COOK AIRLINES LTD	C	44	0	0	93	2	2	2	0	0	-4	83	4	36
	VIVA	C	10	0	0	80	10	10	0	0	0	4	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>622</b>	<b>3</b>	<b>4</b>	<b>54</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>46</b>	<b>48</b>	<b>50</b>	558
REUS	AIR 2000	C	16	0	0	56	0	13	31	0	0	36	38	42	16
	AIRWORLD AVIATION LTD	C	26	0	0	92	0	4	4	0	0	-7	88	-5	8
	BRITANNIA AIRWAYS	C	34	0	0	71	9	9	6	6	0	21	85	22	26
	MONARCH AIRLINES	C	7	1	0	100	0	0	0	0	0	-18	0	0	0
	MY TRAVEL AIRWAYS UK	C	19	0	0	79	5	0	11	0	5	33	79	7	24
THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-10	100	-16	8	
<b>TOTAL REUS</b>			<b>110</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>76</b>	<b>15</b>	82
<b>TOTAL SPAIN</b>			<b>2205</b>	<b>9</b>	<b>12</b>	<b>59</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>38</b>	<b>55</b>	<b>40</b>	1975
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	26	0	0	81	15	4	0	0	0	3	44	87	16
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	0	13	38	50	0	0	62	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	22	11	0	11	11	92	89	6	18
	CALEDONIAN AIRWAYS	C	8	0	0	25	25	25	25	0	0	48	69	55	16
	LEISURE INTERNATIONAL	C	8	0	0	50	13	13	25	0	0	38	38	35	8
	MONARCH AIRLINES	C	24	0	0	79	4	13	4	0	0	6	48	52	25
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	25	0	25	133	60	66	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	19	0	0	0	0	1	63	16	8
<b>TOTAL ARRECIFE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>36</b>	<b>59</b>	<b>47</b>	101
FUERTEVENTURA	AIR 2000	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	0	25	0	71	50	20	8
	MONARCH AIRLINES	C	16	0	0	63	6	19	0	13	0	41	81	20	16
	MY TRAVEL AIRWAYS UK	C	26	0	0	62	0	19	19	0	0	39	50	49	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	-2	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>3</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>64</b>	<b>29</b>	50
LAS PALMAS	AIR 2000	C	30	0	0	67	17	3	7	7	0	20	31	112	26
	AIR EUROPA	C	7	0	1	29	0	0	71	0	0	70	0	0	0
	AIRWORLD AVIATION LTD	C	20	0	0	90	0	0	10	0	0	2	80	11	10
	BRITANNIA AIRWAYS	C	35	0	0	57	17	14	11	0	0	24	41	48	29
	CALEDONIAN AIRWAYS	C	9	0	0	78	0	0	0	22	0	45	71	81	7
	MY TRAVEL AIRWAYS UK	C	26	0	0	19	19	23	31	8	0	76	48	33	27
	SPANAIR	C	10	0	0	60	20	20	0	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	50	0	0	98	2	0	0	0	0	-6	77	17	44
<b>TOTAL LAS PALMAS</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>10</b>	<b>7</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>45</b>	153
TENERIFE (SURREINA SOFIA)	AIR 2000	C	33	0	0	70	6	12	6	6	0	22	59	60	46
	AIR FOYLE PASSENGER AIRLINES	C	9	0	0	67	0	11	22	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	46	0	0	28	11	28	26	7	0	57	63	14	27
	CALEDONIAN AIRWAYS	C	40	0	0	38	8	20	28	0	8	83	25	47	28
	EXCEL AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	12	20	36	10
	LEISURE INTERNATIONAL	C	9	0	0	56	22	22	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	51	0	0	57	25	4	12	2	0	21	52	83	56

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MY TRAVEL AIRWAYS UK	C	16	0	0	81	6	0	13	0	0	15	25	30	8
	SPANAIR	C	16	1	0	63	19	13	6	0	0	18	55	12	20
	THOMAS COOK AIRLINES LTD	C	33	0	0	91	3	3	0	3	0	6	93	24	28
	TRANSAER	C	17	0	0	65	6	0	12	18	0	60	39	79	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>286</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>51</b>	<b>50</b>	<b>264</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>655</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>11</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>55</b>	<b>47</b>	<b>568</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	0	0	25	75	0	0	0	0	20	0	0	0
TOTAL ST LUCIA (HEWANORRA)			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ST LUCIA			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	52	0	0	94	4	2	0	0	0	3	80	8	50
TOTAL STOCKHOLM (ARLANDA)			<b>52</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>3</b>	<b>80</b>	<b>8</b>	<b>50</b>
TOTAL SWEDEN			<b>52</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>3</b>	<b>80</b>	<b>8</b>	<b>50</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	51	0	1	24	51	24	2	0	0	24	79	8	52
TOTAL BASLE MULHOUSE			<b>51</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>51</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>8</b>	<b>52</b>
GENEVA	AIR ENGIADINA	S	67	0	0	61	21	12	6	0	0	15	51	22	82
	BRITISH AIRWAYS PLC	S	114	0	0	82	11	7	0	0	0	3	61	12	54
TOTAL GENEVA			<b>181</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>18</b>	<b>136</b>
ZURICH	AIR TRANSAT	C	8	0	0	63	13	0	25	0	0	31	0	0	0
	SWISS AIRLINES	S	51	0	1	73	16	12	0	0	0	11	69	11	52
	SWISSAIR	S	124	0	0	74	19	5	2	0	0	11	88	5	60
TOTAL ZURICH			<b>183</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>12</b>	<b>159</b>
TOTAL SWITZERLAND			<b>415</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>14</b>	<b>347</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	19	0	0	0
TOTAL PHUKET			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL THAILAND			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	25	0	0	41	75	11	8
	MONARCH AIRLINES	C	10	0	0	10	10	50	30	0	0	49	10	62	10
	MY TRAVEL AIRWAYS UK	C	28	0	0	25	32	7	32	4	0	55	44	25	18
TOTAL MONASTIR			<b>46</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>20</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>39</b>	<b>32</b>	<b>38</b>
TOTAL TUNISIA			<b>46</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>20</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>39</b>	<b>32</b>	<b>38</b>
<b>TURKEY</b>															
ANTALYA	AIRWORLD AVIATION LTD	C	28	0	0	86	7	0	7	0	0	6	47	124	17
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	15	38	43	8
	MONARCH AIRLINES	C	10	0	0	0	0	0	100	0	0	94	11	94	9

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			Actual (7)	Plan (8)											
<b>TOTAL ANTALYA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>71</b>	<b>58</b>
<b>BODRUM (MILAS)</b>	AIR 2000	C	18	0	0	61	6	6	17	11	0	39	0	0	0
	AIRWORLD AVIATION LTD	C	20	0	0	75	10	15	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	13	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	0	20	20	40	20	0	121	0	0	0
	MY TRAVEL AIRWAYS UK	C	26	0	1	46	15	15	23	0	0	27	0	0	0
	ONUR AIR	C	8	0	0	50	38	13	0	0	0	11	0	0	0
	PEGASUS AIRLINES	C	50	0	0	90	4	4	2	0	0	-3	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	5	10	0	0	0	1	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>162</b>	<b>10</b>	<b>1</b>	<b>69</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>	AIR 2000	C	43	3	1	70	12	16	2	0	0	4	47	80	43
	AIR FOYLE PASSENGER AIRLINES	C	19	0	0	5	32	37	5	11	11	122	0	0	0
	AIRWORLD AVIATION LTD	C	36	0	0	81	14	6	0	0	0	2	48	80	25
	BRITANNIA AIRWAYS	C	36	0	0	75	19	0	6	0	0	8	56	28	34
	CALEDONIAN AIRWAYS	C	28	0	0	46	18	21	14	0	0	31	50	49	26
	ISTANBUL HAVA YOLLARI	C	18	0	0	78	17	0	6	0	0	6	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	10	50	40	0	0	0	26	0	0	0
	MONARCH AIRLINES	C	19	0	0	58	11	11	21	0	0	22	71	4	17
	MY TRAVEL AIRWAYS UK	C	34	0	0	65	18	12	6	0	0	19	36	32	44
	ONUR AIR	C	18	0	0	50	6	22	11	11	0	60	17	53	18
	PEGASUS AIRLINES	C	18	0	0	56	28	6	11	0	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	-8	61	45	18
<b>TOTAL DALAMAN</b>			<b>297</b>	<b>3</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>46</b>	<b>55</b>	<b>259</b>
<b>ISTANBUL</b>	ISTANBUL HAVA YOLLARI	C	10	0	0	10	20	10	40	20	0	105	0	73	8
	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	44	26	24	6	0	0	25	35	28	26
<b>TOTAL ISTANBUL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>20</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>26</b>	<b>38</b>	<b>34</b>
<b>IZMIR (ADNAM MENDERES)</b>	AIRWORLD AVIATION LTD	C	26	0	0	85	12	4	0	0	0	1	47	63	17
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	3	13	79	8
	ONUR AIR	C	8	0	0	50	38	0	13	0	0	24	38	40	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>33</b>	<b>117</b>
<b>TOTAL TURKEY</b>			<b>593</b>	<b>13</b>	<b>2</b>	<b>63</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>50</b>	<b>468</b>
<b>UKRAINE</b>															
<b>IVANO-FRANKOVSK</b>	UKRAINE INTERNATIONAL AIRLINE	C	3	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL IVANO-FRANKOVSK</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LVOV</b>	UKRAINE INTERNATIONAL AIRLINE	C	4	0	0	50	0	50	0	0	0	24	63	11	8
<b>TOTAL LVOV</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>24</b>	<b>63</b>	<b>11</b>	<b>8</b>
<b>TOTAL UKRAINE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>11</b>	<b>8</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	62	0	0	81	10	10	0	0	0	5	74	8	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>8</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>8</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMI BRITISH MIDLAND	S	178	0	10	77	16	6	1	1	0	9	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	297	0	3	81	13	4	2	0	0	7	0	0	0
<b>TOTAL ABERDEEN</b>			<b>475</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>10</b>	370
<b>BELFAST CITY</b>	BRITISH REGIONAL AIRLINES LTD	S	235	0	3	79	9	6	6	0	0	10	66	19	235
<b>TOTAL BELFAST CITY</b>			<b>235</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>19</b>	235
<b>BELFAST INTERNATIONAL</b>	BRITISH REGIONAL AIRLINES LTD	S	207	0	1	84	6	5	4	0	0	7	57	23	207
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>207</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>23</b>	207
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	9	0	1	44	22	22	11	0	0	23	0	0	0
<b>TOTAL BRISTOL</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	0
<b>DUNDEE</b>	BMI BRITISH MIDLAND	S	41	0	1	73	20	7	0	0	0	10	0	0	0
<b>TOTAL DUNDEE</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>14</b>	39
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	226	0	8	87	8	2	3	0	0	5	83	9	219
<b>TOTAL EDINBURGH</b>			<b>228</b>	<b>1</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	219
<b>GATWICK</b>	BRITISH AIRWAYS (EURO OPS) LG	S	332	0	0	88	8	3	1	0	0	4	77	9	313
	BRITISH AIRWAYS PLC	S	26	0	0	65	23	4	0	0	8	85	69	62	26
<b>TOTAL GATWICK</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>71</b>	<b>22</b>	381
<b>GLASGOW</b>	BMI BRITISH MIDLAND	C	2	0	4	50	0	50	0	0	0	17	0	0	0
	BMI BRITISH MIDLAND	S	128	0	0	83	13	3	1	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	226	0	0	90	6	2	2	0	0	4	74	12	223
	ROYAL AIRLINES	C	6	0	4	50	17	17	17	0	0	26	0	0	0
<b>TOTAL GLASGOW</b>			<b>363</b>	<b>2</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>13</b>	349
<b>GUERNSEY</b>	BRITISH REGIONAL AIRLINES LTD	S	72	0	0	64	17	11	8	0	0	17	59	25	81
	CITY FLYER EXPRESS	C	10	0	0	100	0	0	0	0	0	-9	80	-1	10
<b>TOTAL GUERNSEY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>23</b>	96
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	449	0	17	91	6	3	0	0	0	2	0	0	0
	BRITISH AIRWAYS PLC	C	2	0	3	0	100	0	0	0	0	27	0	32	4
	BRITISH AIRWAYS PLC	S	591	0	2	88	8	2	1	0	0	5	79	9	572
<b>TOTAL HEATHROW</b>			<b>1042</b>	<b>0</b>	<b>22</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>9</b>	576
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	175	0	1	88	6	3	2	1	0	6	71	18	174
<b>TOTAL ISLE OF MAN</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>18</b>	174
<b>JERSEY</b>	BA CITIEXPRESS (IOM) LTD	C	20	0	0	30	20	30	20	0	0	37	0	0	0
	BRITISH AIRWAYS PLC	C	40	0	0	40	15	20	15	10	0	50	55	18	51
	BRITISH REGIONAL AIRLINES LTD	S	183	1	1	60	25	8	5	3	0	20	65	27	173
	EUROPEAN AIR CHARTER	C	10	0	0	0	0	40	40	10	10	141	30	59	20
<b>TOTAL JERSEY</b>			<b>253</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>22</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>60</b>	<b>28</b>	244
<b>LONDON CITY</b>	KLM UK LTD	S	134	0	0	99	1	0	0	0	0	-6	0	0	0
<b>TOTAL LONDON CITY</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	0
<b>LONDONDERRY</b>	BRITISH REGIONAL AIRLINES LTD	S	65	0	5	72	11	5	12	0	0	12	76	15	71
<b>TOTAL LONDONDERRY</b>			<b>65</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>11</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>15</b>	71

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NORWICH	SCOT AIRWAYS	S	80	0	4	98	3	0	0	0	0	-1	89	4	74
<b>TOTAL NORWICH</b>			<b>80</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>4</b>	<b>74</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	119	0	3	80	15	5	0	0	0	8	71	18	117
<b>TOTAL SOUTHAMPTON</b>			<b>119</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>18</b>	<b>117</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	124	1	8	86	9	2	3	0	0	5	76	12	114
<b>TOTAL STANSTED</b>			<b>124</b>	<b>1</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	<b>114</b>
TEESSIDE	EASTERN AIRWAYS	S	80	0	4	75	23	3	0	0	0	6	0	0	0
<b>TOTAL TEESSIDE</b>			<b>80</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4071</b>	<b>8</b>	<b>83</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>15</b>	<b>3416</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	92	5	2	0	2	0	3	73	11	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>11</b>	<b>62</b>
BOSTON	AMERICAN TRANS AIR	C	8	0	0	38	13	13	13	25	0	72	0	0	0
<b>TOTAL BOSTON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	74	15	2	3	6	0	11	82	8	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	62	0	0	73	8	5	13	2	0	18	0	0	0
<b>TOTAL DALLAS/FORT WORTH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS VEGAS	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	11	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>125</b>	<b>8</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	C	2	0	1	0	50	50	0	0	0	28	100	7	1
	BRITISH AIRWAYS PLC	S	61	0	0	72	15	8	3	2	0	8	89	-6	62
	DELTA AIRLINES	S	62	0	0	82	11	6	0	0	0	-8	73	9	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>125</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>1</b>	<b>123</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	61	1	1	69	15	11	5	0	0	13	52	33	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>33</b>	<b>62</b>
ORLANDO	AMERICAN TRANS AIR	C	35	1	1	71	6	6	11	6	0	20	55	44	40
	VIRGIN ATLANTIC AIRWAYS LTD	S	53	0	0	72	19	4	6	0	0	10	83	-4	54
<b>TOTAL ORLANDO</b>			<b>88</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>47</b>	<b>151</b>
SANFORD	BRITANNIA AIRWAYS	C	35	0	0	57	14	20	9	0	0	18	86	0	28
	LEISURE INTERNATIONAL	C	27	0	0	30	19	22	26	4	0	46	43	72	28
	MONARCH AIRLINES	C	56	0	0	77	13	9	2	0	0	2	39	54	33
	MY TRAVEL AIRWAYS UK	C	40	0	0	63	8	18	8	5	0	33	44	53	45
<b>TOTAL SANFORD</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>46</b>	<b>134</b>
<b>TOTAL USA</b>			<b>634</b>	<b>2</b>	<b>3</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>31</b>	<b>609</b>
<b>VENEZUELA</b>															
PORLAMAR	LEISURE INTERNATIONAL	C	4	0	0	75	0	25	0	0	0	-2	0	0	0
<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>-2</b>	<b>25</b>	<b>51</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>-2</b>	<b>25</b>	<b>51</b>	<b>4</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL MANCHESTER		15976	70	212	71	13	8	6	2	1	19	64	25	13962

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	8	0	0	75	0	13	13	0	0	4	0	0	0
TOTAL SALZBURG			8	0	0	75	0	13	13	0	0	4	88	14	8
TOTAL AUSTRIA			8	0	0	75	0	13	13	0	0	4	88	14	8
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	170	0	0	66	23	11	0	0	0	13	70	12	158
TOTAL BRUSSELS			170	0	0	66	23	11	0	0	0	13	70	12	158
TOTAL BELGIUM			170	0	0	66	23	11	0	0	0	13	70	12	158
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	3	60	60	10
TOTAL BURGAS			10	0	0	90	10	0	0	0	0	3	60	60	10
VARNA	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL VARNA			10	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BULGARIA			20	0	0	95	5	0	0	0	0	2	60	60	10
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	18	0	0	22	17	28	22	0	11	130	88	-5	8
	CANADA 3000 AIRLINES	C	8	0	0	75	0	0	13	13	0	39	0	0	0
TOTAL TORONTO			26	0	0	38	12	19	19	4	8	102	88	-5	8
TOTAL CANADA			26	0	0	38	12	19	19	4	8	102	88	-5	8
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	29	70	9	10
	EUROCYPRIA AIRLINES LTD	C	10	0	0	20	30	40	10	0	0	31	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	38	0	0	0	15	75	26	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL LARNACA			34	0	0	47	18	32	3	0	0	19	72	16	18
PAPHOS	AIR 2000	C	8	0	0	38	25	25	13	0	0	30	75	54	8
	BRITANNIA AIRWAYS	C	8	0	0	13	25	63	0	0	0	31	50	12	4
TOTAL PAPHOS			16	0	0	25	25	44	6	0	0	30	36	61	22
TOTAL CYPRUS			50	0	0	40	20	36	4	0	0	23	53	41	40
<b>DENMARK</b>															
ESBJERG	GILL AIRWAYS	C	2	0	16	100	0	0	0	0	0	-17	100	-17	2
TOTAL ESBJERG			2	0	16	100	0	0	0	0	0	-17	100	-17	2
TOTAL DENMARK			2	0	16	100	0	0	0	0	0	-17	96	-8	138
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	17	0	0	0
TOTAL PUERTO PLATA			4	0	0	50	25	25	0	0	0	17	0	0	0
TOTAL DOMINICAN REPUBLIC			4	0	0	50	25	25	0	0	0	17	0	0	0

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	123	0	1	50	21	18	11	0	0	24	69	16	122
	GILL AIRWAYS	S	103	0	1	78	16	6	1	0	0	10	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>122</b>
<b>TOTAL FRANCE</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>18</b>	<b>126</b>
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	52	0	0	81	13	6	0	0	0	11	88	6	42
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>42</b>
<b>TOTAL GERMANY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>42</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	9	0	0	100	0	0	0	0	0	-18	80	3	10
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	100	-6	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	12	63	67	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL CORFU</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>1</b>	<b>82</b>	<b>18</b>	<b>28</b>
HERAKLION	AIR 2000	C	8	0	0	38	25	25	13	0	0	27	38	69	8
	BRITANNIA AIRWAYS	C	8	0	0	0	13	38	50	0	0	84	50	33	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	2	0	0	0
	TRANSAER	C	8	0	0	75	25	0	0	0	0	0	20	119	10
<b>TOTAL HERAKLION</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>32</b>	<b>85</b>	<b>22</b>
KOS	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-4	44	16	9
<b>TOTAL KOS</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>29</b>	<b>46</b>	<b>14</b>
RHODES	AIR 2000	C	8	0	0	38	38	13	13	0	0	25	38	62	8
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	27	25	34	4
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	11	11	0	22	0	43	0	0	0
<b>TOTAL RHODES</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>52</b>	<b>17</b>
SALONIKA	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	20	0	0	37	86	-6	7
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>86</b>	<b>-6</b>	<b>7</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	10	0	0	20	10	50	20	0	0	39	50	19	4
	CALEDONIAN AIRWAYS	C	10	0	0	0	30	40	30	0	0	52	60	71	10
<b>TOTAL ZAKINTHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>45</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>57</b>	<b>56</b>	<b>14</b>
<b>TOTAL GREECE</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>46</b>	<b>102</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	176	0	0	89	5	3	2	1	0	4	89	5	176
<b>TOTAL DUBLIN</b>			<b>177</b>	<b>2</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>176</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>177</b>	<b>2</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>176</b>
<b>ITALY</b>															
VERONA	LEISURE INTERNATIONAL	C	8	0	0	38	0	0	38	25	0	133	25	22	8
<b>TOTAL VERONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>133</b>	<b>25</b>	<b>22</b>	<b>8</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>TOTAL ITALY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>119</b>	<b>20</b>	<b>23</b>	<b>10</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	C	8	0	0	25	50	25	0	0	0	17	50	18	16
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-6	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	0	100	0	0	0	0	0	-16	88	57	8
<b>TOTAL MALTA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>63</b>	<b>31</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>63</b>	<b>31</b>	<b>24</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	KLM UK LTD	S	237	1	1	67	19	8	6	0	0	16	60	26	236
<b>TOTAL AMSTERDAM</b>			<b>237</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>26</b>	<b>236</b>
<b>TOTAL NETHERLANDS</b>			<b>237</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>26</b>	<b>236</b>
<b>NORWAY</b>															
<b>BERGEN</b>	BRAATHENS ASA	S	52	0	0	75	15	4	6	0	0	14	87	6	52
<b>TOTAL BERGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>52</b>
<b>OSLO (FORNEBU)</b>	BRAATHENS ASA	S	52	0	0	90	8	0	2	0	0	5	90	3	52
<b>TOTAL OSLO (FORNEBU)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>3</b>	<b>52</b>
<b>TOTAL NORWAY</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>104</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR 2000	C	18	0	0	50	28	6	17	0	0	27	28	80	18
	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	20	100	-3	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	10	50	20	20	0	102	40	30	10
	SATA	C	10	0	0	30	50	10	10	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	5	0	0	0
<b>TOTAL FARO</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>45</b>	<b>38</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>45</b>	<b>38</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	SATA	C	10	0	0	100	0	0	0	0	0	-10	0	0	0
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	10	0	0	70	10	10	10	0	0	14	40	38	10
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	-1	89	-1	18
	LEISURE INTERNATIONAL	C	8	0	0	13	38	25	25	0	0	51	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	28	17	33	11	0	11	79	33	58	9
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	22	0	11	0	0	14	0	0	0
<b>TOTAL ALICANTE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>55</b>	<b>28</b>	<b>47</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	10	0	0	30	30	20	10	10	0	55	83	4	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-1	100	-11	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	-10	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL GERONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>-1</b>	<b>26</b>
<b>IBIZA</b>	AIR 2000	C	10	0	0	70	20	10	0	0	0	9	40	51	10
	BRITANNIA AIRWAYS	C	27	0	0	81	11	0	7	0	0	17	85	4	26
	MY TRAVEL AIRWAYS UK	C	20	0	0	100	0	0	0	0	0	-1	89	8	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	0	40	0	0	40	0	0	0
<b>TOTAL IBIZA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>25</b>	<b>53</b>
<b>MAHON</b>	AIR 2000	C	8	0	0	63	13	25	0	0	0	11	50	26	10
	BRITANNIA AIRWAYS	C	18	0	0	67	22	11	0	0	0	13	80	8	10
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	13	13	0	0	23	50	36	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-3	40	42	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-14	60	67	10
<b>TOTAL MAHON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>36</b>	<b>50</b>
<b>MALAGA</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	9	75	0	4
	AIR EUROPA	C	10	0	0	0	0	10	70	20	0	136	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	56	11	11	22	0	0	38	94	0	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	20	0	0	0	9	70	26	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-1	0	0	0
<b>TOTAL MALAGA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>54</b>	<b>38</b>	<b>57</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	18	0	0	61	28	6	6	0	0	11	67	41	18
	BRITANNIA AIRWAYS	C	51	0	0	67	14	14	6	0	0	14	82	3	44
	MY TRAVEL AIRWAYS UK	C	26	0	0	62	4	31	4	0	0	13	58	28	26
	SPANAIR	C	30	0	0	23	17	13	33	7	7	99	56	46	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	0	11	0	0	11	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>62</b>	<b>30</b>	<b>132</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-2	100	-13	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	-11	50	45	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>75</b>	<b>16</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>442</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>63</b>	<b>28</b>	<b>389</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	8	0	0	88	0	0	13	0	0	13	0	80	8
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	100	-2	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	6	0	0	0
	VIVA	C	8	0	0	25	0	50	25	0	0	44	0	0	0
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>65</b>	<b>26</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	29	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LAS PALMAS</b>	AIR 2000	C	10	0	0	30	10	0	60	0	0	61	22	111	9
	BRITANNIA AIRWAYS	C	9	0	0	56	22	0	22	0	0	30	63	12	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	30	10	0	0	25	20	78	10
	SPANAIR	C	10	0	0	70	30	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-8	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>41</b>	<b>54</b>	<b>37</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	AIR 2000	C	8	0	0	100	0	0	0	0	0	0	100	-1	10
	BRITANNIA AIRWAYS	C	10	0	0	70	0	20	10	0	0	14	89	2	9
	FUTURA AIRLINES	C	16	1	0	69	6	0	25	0	0	26	50	53	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	22	0	0	0	17	40	162	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	0	13	0	26	0	0	0
	VIVA	C	8	0	0	75	0	0	25	0	0	31	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>51</b>	<b>49</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>150</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>7</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>55</b>	<b>112</b>
<b>SWITZERLAND</b>															
ZURICH	CITY FLYER EXPRESS	S	62	0	0	90	3	3	3	0	0	6	0	0	0
<b>TOTAL ZURICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	10	0	0	40	0	10	50	0	0	55	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	67	0	33	0	0	0	10	0	0	0
	ISTANBUL HAVA YOLLARI	C	10	0	0	50	0	50	0	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	5	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>															
DALAMAN	AIR 2000	C	9	0	0	44	0	33	22	0	0	32	25	93	8
	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	15	40	47	10
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	6	6	0	0	0	0	88	8	8
	ONUR AIR	C	18	0	0	17	17	22	33	6	6	81	61	4	18
	PEGASUS AIRLINES	C	8	0	0	100	0	0	0	0	0	-7	100	-11	4
<b>TOTAL DALAMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>10</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>56</b>	<b>31</b>	<b>70</b>
IZMIR (ADNAM MENDERES)	ISTANBUL HAVA YOLLARI	C	10	0	0	60	10	30	0	0	0	-2	0	0	0
	ONUR AIR	C	8	0	0	88	13	0	0	0	0	-2	100	-1	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>76</b>	<b>22</b>	<b>34</b>
<b>TOTAL TURKEY</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>63</b>	<b>29</b>	<b>112</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	183	0	3	69	14	8	9	0	0	15	80	11	121
	GILL AIRWAYS	S	42	0	0	98	2	0	0	0	0	-3	86	10	42
<b>TOTAL ABERDEEN</b>			<b>225</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>163</b>
BELFAST CITY	GILL AIRWAYS	S	284	1	0	92	4	2	2	0	0	4	93	1	225
<b>TOTAL BELFAST CITY</b>			<b>284</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>1</b>	<b>225</b>
BIRMINGHAM	DUO AIRWAYS LTD	S	80	0	0	95	1	4	0	0	0	2	91	2	106
<b>TOTAL BIRMINGHAM</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>2</b>	<b>106</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	145	0	0	75	11	8	6	0	0	11	81	9	136
<b>TOTAL BRISTOL</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>136</b>
GATWICK	CITY FLYER EXPRESS	S	211	0	2	84	9	6	1	0	0	6	75	10	213
<b>TOTAL GATWICK</b>			<b>211</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>213</b>
HEATHROW	BRITISH AIRWAYS PLC	S	330	0	2	92	4	2	2	0	0	3	90	4	318

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				Actual (7)	Plan (8)										
<b>TOTAL HEATHROW</b>			<b>330</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>4</b>	<b>318</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	10	0	0	60	20	0	20	0	0	15	100	-4	10
<b>TOTAL ISLE OF MAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>-4</b>	<b>10</b>
JERSEY	BA CITIEXPRESS (IOM) LTD	C	10	0	0	60	10	10	20	0	0	28	40	54	10
	BRITISH AIRWAYS PLC	C	10	0	0	60	10	10	20	0	0	30	20	82	10
	CITY FLYER EXPRESS	S	67	0	0	66	15	15	4	0	0	16	60	20	62
	KLM UK LTD	C	10	0	0	0	10	50	40	0	0	57	20	32	10
<b>TOTAL JERSEY</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>30</b>	<b>97</b>
MANCHESTER	LEISURE INTERNATIONAL	C	9	0	0	22	11	33	33	0	0	45	0	0	0
<b>TOTAL MANCHESTER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>72</b>	<b>12</b>	<b>71</b>
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	58	0	6	95	3	2	0	0	0	-9	87	5	79
<b>TOTAL SOUTHAMPTON</b>			<b>58</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>87</b>	<b>5</b>	<b>79</b>
STANSTED	KLM UK LTD	S	130	0	4	82	15	2	2	0	0	7	88	2	132
<b>TOTAL STANSTED</b>			<b>130</b>	<b>2</b>	<b>5</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>2</b>	<b>132</b>
WICK	GILL AIRWAYS	S	42	0	0	95	2	2	0	0	0	1	88	9	41
<b>TOTAL WICK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>9</b>	<b>41</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1621</b>	<b>3</b>	<b>18</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>1811</b>
<b>USA</b>															
SANFORD	BRITANNIA AIRWAYS	C	12	0	0	58	17	17	8	0	0	15	73	5	15
	LEISURE INTERNATIONAL	C	9	0	0	11	11	44	33	0	0	54	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	0	10	20	0	68	80	6	10
<b>TOTAL SANFORD</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>19</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>76</b>	<b>5</b>	<b>25</b>
<b>TOTAL USA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>19</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>76</b>	<b>5</b>	<b>25</b>
<b>TOTAL NEWCASTLE</b>			<b>3734</b>	<b>9</b>	<b>38</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>3682</b>

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			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	LEISURE INTERNATIONAL	C	7	1	0	14	0	71	14	0	0	51	29	19	7
TOTAL SALZBURG			7	1	0	14	0	71	14	0	0	51	29	19	7
VIENNA	VIVA	C	18	0	0	0	22	33	44	0	0	68	0	0	0
TOTAL VIENNA			18	0	0	0	22	33	44	0	0	68	83	2	18
TOTAL AUSTRIA			25	1	0	4	16	44	36	0	0	64	74	4	43
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	150	0	4	63	27	10	0	0	0	13	53	17	153
	SABENA	S	141	0	15	68	17	9	6	0	0	14	0	0	0
TOTAL BRUSSELS			291	1	19	66	22	9	3	0	0	13	53	17	154
TOTAL BELGIUM			291	1	19	66	22	9	3	0	0	13	53	17	154
<b>CANADA</b>															
MONTREAL (MIRABEL)	ROYAL AIRLINES	C	10	0	0	50	20	10	0	0	20	164	0	0	0
TOTAL MONTREAL (MIRABEL)			10	0	0	50	20	10	0	0	20	164	0	0	0
TORONTO	AIR TRANSAT	C	18	0	0	33	11	11	33	0	11	96	75	0	8
	ROYAL AIRLINES	C	46	0	0	26	17	17	26	11	2	94	0	0	0
TOTAL TORONTO			64	1	0	28	16	16	28	8	5	94	85	0	13
VANCOUVER	ROYAL AIRLINES	C	16	0	0	38	13	6	44	0	0	51	0	0	0
TOTAL VANCOUVER			16	0	0	38	13	6	44	0	0	51	0	0	0
TOTAL CANADA			90	1	0	32	16	13	28	6	6	94	85	0	13
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	10	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL DUBROVNIK			10	0	0	100	0	0	0	0	0	-3	0	0	0
PULA	CROATIA AIRLINES	S	10	0	0	70	20	10	0	0	0	8	0	0	0
TOTAL PULA			10	0	0	70	20	10	0	0	0	8	0	0	0
SPLIT	CROATIA AIRLINES	S	8	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL SPLIT			8	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL CROATIA			28	0	0	89	7	4	0	0	0	4	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	16	0	0	44	19	25	0	0	13	66	38	11	8
TOTAL LARNACA			16	1	0	44	19	25	0	0	13	66	38	11	8
TOTAL CYPRUS			16	1	0	44	19	25	0	0	13	66	38	11	8
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	52	0	0	40	10	44	6	0	0	29	79	8	42
TOTAL PRAGUE			52	0	0	40	10	44	6	0	0	29	79	8	42
TOTAL CZECH REPUBLIC			52	0	0	40	10	44	6	0	0	29	79	8	42



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				Actual (7)	Plan (8)										
<b>DENMARK</b>															
BILLUND	SAS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL BILLUND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	GO FLY LTD	S	104	0	0	90	3	2	5	0	0	3	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	10	0	0	70	30	0	0	0	0	14	90	-14	10
<b>TOTAL COPENHAGEN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>174</b>
<b>TOTAL DENMARK</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>174</b>
<b>FALKLAND ISLANDS</b>															
MOUNT PLEASANT	AIR ATLANTA ICELANDIC	C	4	0	0	25	25	25	25	0	0	33	0	0	0
<b>TOTAL MOUNT PLEASANT</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FALKLAND ISLANDS</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	20	1	0	45	0	30	25	0	0	40	66	10	32
<b>TOTAL HELSINKI</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>66</b>	<b>10</b>	<b>32</b>
<b>TOTAL FINLAND</b>			<b>21</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>5</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>66</b>	<b>10</b>	<b>32</b>
<b>FRANCE</b>															
CALVI	KLM UK LTD	C	10	0	0	20	40	40	0	0	0	28	30	38	10
<b>TOTAL CALVI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>30</b>	<b>38</b>	<b>10</b>
CARCASSONNE	RYANAIR	S	62	0	0	52	19	18	11	0	0	22	0	0	0
<b>TOTAL CARCASSONNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL DEAUVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI	EUROPEAN AIR CHARTER	C	10	0	0	10	30	50	10	0	0	36	0	0	0
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	234	1	14	62	23	12	2	1	0	16	87	2	290
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>234</b>	<b>1</b>	<b>14</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>2</b>	<b>290</b>
PERPIGNAN	AIR CHARTER	C	2	0	0	0	0	100	0	0	0	41	0	0	0
<b>TOTAL PERPIGNAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST ETIENNE	RYANAIR	S	116	0	8	75	12	10	2	1	0	10	0	0	0
<b>TOTAL ST ETIENNE</b>			<b>116</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	9	0	3	0	33	33	33	0	0	49	13	80	8
	TRANSAER	C	2	0	0	0	0	0	100	0	0	161	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>80</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>448</b>	<b>2</b>	<b>25</b>	<b>60</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>6</b>	<b>315</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	AIR TRANSAT	C	10	0	0	20	0	30	50	0	0	76	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	1	50	0	0	0	50	0	128	0	0	0
	TRANSAER	C	2	0	0	50	0	0	0	50	0	82	0	0	0

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Reporting Airport: STANSTED (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL BERLIN (SCHONEFELD)			14	0	1	29	0	21	36	14	0	85	100	-10	3
BREMEN	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	13	0	0	0
TOTAL BREMEN			3	0	0	67	0	33	0	0	0	21	0	0	0
DRESDEN	EUROWINGS LUFTVERKEHRS	S	34	0	2	32	38	29	0	0	0	22	0	0	0
TOTAL DRESDEN			34	0	2	32	38	29	0	0	0	22	0	0	0
DUSSELDORF	KLM UK LTD	S	164	0	0	84	11	3	2	1	0	7	76	14	164
TOTAL DUSSELDORF			164	0	0	84	11	3	2	1	0	7	76	14	164
FRANKFURT MAIN	KLM UK LTD	S	205	1	11	70	11	8	11	0	0	17	85	6	166
TOTAL FRANKFURT MAIN			205	1	11	70	11	8	11	0	0	17	85	6	166
HAMBURG	GILL AIRWAYS	S	79	0	2	57	20	9	13	1	0	26	0	0	0
TOTAL HAMBURG			79	0	2	57	20	9	13	1	0	26	95	-5	124
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	104	0	0	61	24	15	0	0	0	13	0	0	0
TOTAL NUREMBERG			104	0	0	61	24	15	0	0	0	13	0	0	0
TOTAL GERMANY			603	15	16	67	16	10	7	1	0	17	84	6	581
GREECE															
CORFU	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	4	60	16	10
	LEISURE INTERNATIONAL	C	9	0	0	0	0	33	56	11	0	83	25	181	8
TOTAL CORFU			19	0	0	53	0	16	26	5	0	41	44	89	18
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	15	89	3	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	29	14	29	0	0	47	50	72	8
TOTAL HERAKLION			15	0	0	40	27	20	13	0	0	30	71	36	17
RHODES	BRITANNIA AIRWAYS	C	10	0	0	70	20	0	10	0	0	13	0	44	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	64	0	60	8
TOTAL RHODES			18	0	0	72	11	0	6	11	0	36	0	51	18
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	28	50	68	8
TOTAL ZAKINTHOS			8	0	0	38	38	13	13	0	0	28	50	68	8
TOTAL GREECE			60	0	0	53	15	12	15	5	0	35	38	67	63
ICELAND															
KEFLAVIK	AIR ATLANTA ICELANDIC	C	8	0	1	38	13	0	50	0	0	48	0	0	0
TOTAL KEFLAVIK			8	1	1	38	13	0	50	0	0	48	0	0	0
TOTAL ICELAND			8	1	1	38	13	0	50	0	0	48	0	0	0
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	172	0	0	34	22	30	12	2	0	36	76	11	203
TOTAL CONNAUGHT			172	0	0	34	22	30	12	2	0	36	76	11	203
CORK	RYANAIR	S	295	0	2	40	24	23	11	2	0	32	75	11	283
TOTAL CORK			295	0	2	40	24	23	11	2	0	32	75	11	283
DUBLIN	AER LINGUS	S	372	0	0	87	8	4	1	0	0	6	72	12	248
	AER LINGUS	C	2	0	1	100	0	0	0	0	0	-3	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	RYANAIR	S	776	3	4	55	22	16	6	0	0	19	64	17	739
<b>TOTAL DUBLIN</b>			<b>1150</b>	<b>3</b>	<b>5</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	987
KERRY COUNTY	RYANAIR	S	110	0	0	27	35	29	8	0	0	29	76	16	62
<b>TOTAL KERRY COUNTY</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>35</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>76</b>	<b>16</b>	62
SHANNON	AB AIRLINES	S	62	0	0	56	16	16	8	3	0	29	0	0	0
<b>TOTAL SHANNON</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>99</b>	2
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	74	13	5	8	0	0	14	79	8	62
<b>TOTAL WATERFORD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>8</b>	62
<b>TOTAL IRISH REPUBLIC</b>			<b>1851</b>	<b>4</b>	<b>7</b>	<b>56</b>	<b>20</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>14</b>	1599
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	84	2	9	69	14	5	11	0	1	18	75	5	80
<b>TOTAL TEL AVIV</b>			<b>84</b>	<b>2</b>	<b>9</b>	<b>69</b>	<b>14</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>75</b>	<b>5</b>	80
<b>TOTAL ISRAEL</b>			<b>84</b>	<b>2</b>	<b>9</b>	<b>69</b>	<b>14</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>75</b>	<b>5</b>	80
<b>ITALY</b>															
ALGHERO/SASSARI	EUROPEAN AIR CHARTER	C	10	0	0	0	50	30	20	0	0	51	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>69</b>	8
MILAN (LINATE)	AIR ONE	S	212	0	0	50	28	17	5	0	0	20	70	16	126
	KLM UK LTD	S	175	1	1	39	24	22	15	0	0	30	46	24	176
<b>TOTAL MILAN (LINATE)</b>			<b>387</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>26</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>21</b>	302
MILAN (MALPENSA)	EUROFLY SPA	C	4	0	0	0	0	50	50	0	0	74	50	44	4
	GO FLY LTD	S	106	0	0	83	11	4	2	0	0	2	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>44</b>	4
PISA	RYANAIR	S	128	0	0	40	30	21	9	0	0	25	0	0	0
<b>TOTAL PISA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	0
RIMINI	RYANAIR	S	62	0	0	44	34	13	10	0	0	28	0	0	0
<b>TOTAL RIMINI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>34</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	0
ROME (CIAMPINO)	AIR CHARTER	C	6	0	0	17	17	33	33	0	0	64	0	0	0
	GO FLY LTD	S	183	3	3	85	8	4	3	0	0	5	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>189</b>	<b>4</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	4
TREVISO	RYANAIR	S	124	0	0	60	23	10	6	0	0	18	0	0	0
<b>TOTAL TREVISO</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>-5</b>	4
VENICE	BRITISH WORLD AIRLINES LTD	C	10	0	0	40	40	20	0	0	0	19	60	96	5
	RYANAIR	C	9	0	1	0	56	11	33	0	0	57	0	0	0
<b>TOTAL VENICE</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>60</b>	<b>96</b>	5
<b>TOTAL ITALY</b>			<b>1029</b>	<b>7</b>	<b>5</b>	<b>56</b>	<b>23</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>23</b>	329
<b>KAZAKHSTAN</b>															
URALSK	EUROFLY SPA	C	4	0	0	0	0	25	75	0	0	87	25	58	4
<b>TOTAL URALSK</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>87</b>	<b>25</b>	<b>58</b>	4

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				Actual (7)	Plan (8)										
TOTAL KAZAKHSTAN			4	0	0	0	0	25	75	0	0	87	25	58	4
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	94	0	0	80	16	2	2	0	0	10	93	3	94
TOTAL LUXEMBOURG			94	0	0	80	16	2	2	0	0	10	93	3	94
TOTAL LUXEMBOURG			94	0	0	80	16	2	2	0	0	10	93	3	94
MALTA															
MALTA	AIR MALTA	C	8	0	0	25	38	13	25	0	0	56	13	37	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	50	0	0	56	50	80	8
TOTAL MALTA			16	0	0	25	31	6	38	0	0	56	31	58	16
TOTAL MALTA			16	0	0	25	31	6	38	0	0	56	31	58	16
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	415	2	11	55	21	16	8	0	0	21	76	11	390
TOTAL AMSTERDAM			415	2	11	55	21	16	8	0	0	21	76	11	390
EINDHOVEN	KLM EXEL	S	65	0	61	60	25	12	3	0	0	16	0	0	0
TOTAL EINDHOVEN			65	0	61	60	25	12	3	0	0	16	0	0	0
MAASTRICHT	KLM EXEL	S	146	0	0	51	26	21	3	0	0	20	89	4	142
TOTAL MAASTRICHT			146	0	0	51	26	21	3	0	0	20	89	4	142
TOTAL NETHERLANDS			626	2	72	55	23	17	6	0	0	20	80	9	532
NORWAY															
BERGEN	BRAATHENS ASA	S	61	0	1	52	25	20	3	0	0	15	0	0	0
TOTAL BERGEN			61	0	1	52	25	20	3	0	0	15	0	0	0
OSLO (FORNEBU)	BRAATHENS ASA	S	62	0	9	65	27	8	0	0	0	11	0	0	0
TOTAL OSLO (FORNEBU)			63	0	18	63	27	8	2	0	0	12	0	0	0
OSLO (GARDERMOEN)	BRAATHENS ASA	C	2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL OSLO (GARDERMOEN)			2	0	0	50	0	50	0	0	0	24	60	119	10
SANDEFJORD(TORP)	RYANAIR	S	112	0	2	53	24	17	6	0	0	19	0	0	0
TOTAL SANDEFJORD(TORP)			112	0	2	53	24	17	6	0	0	19	0	0	0
TOTAL NORWAY			238	0	21	55	25	16	4	0	0	16	60	119	10
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	8	0	0	38	50	13	0	0	0	18	25	51	8
	BRITANNIA AIRWAYS	C	10	0	0	60	20	0	10	10	0	42	0	0	0
	LEISURE INTERNATIONAL	C	28	0	0	11	11	29	50	0	0	64	63	18	27
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	22	0	0	0	11	10	233	10
TOTAL FARO			55	0	0	33	18	20	27	2	0	44	44	72	45
LISBON	GO FLY LTD	S	124	0	0	69	19	6	3	2	0	18	0	0	0
TOTAL LISBON			124	0	0	69	19	6	3	2	0	18	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			179	0	0	58	19	10	11	2	0	26	44	72	45

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			Actual (7)	Plan (8)											
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	6	0	0	50	33	17	0	0	0	11	89	-2	9
TOTAL MOSCOW (SHEREMETYEVO)			<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>11</b>	<b>89</b>	<b>-2</b>	<b>9</b>
TOTAL RUSSIA			<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>11</b>	<b>90</b>	<b>-3</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	40	0	40	20	0	0	32	0	0	0
	KLM UK LTD	C	20	0	0	35	5	30	20	10	0	59	50	23	20
	LEISURE INTERNATIONAL	C	8	0	0	25	13	38	25	0	0	54	25	128	8
TOTAL ALICANTE			<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>5</b>	<b>34</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>43</b>	<b>53</b>	<b>28</b>
BARCELONA	AVIACO	C	9	0	1	78	0	0	0	0	22	82	0	0	0
	CANARIAS REGIONAL AIR	C	8	0	0	13	63	25	0	0	0	29	0	0	0
TOTAL BARCELONA			<b>18</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>0</b>	<b>22</b>	<b>1</b>
GERONA	BRITANNIA AIRWAYS	C	10	0	0	50	10	0	40	0	0	71	0	0	0
TOTAL GERONA			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	BRITANNIA AIRWAYS	C	35	0	0	46	23	9	17	6	0	40	61	31	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	9	60	38	10
TOTAL IBIZA			<b>43</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>26</b>	<b>7</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>34</b>	<b>28</b>
MADRID	AIR EUROPA	C	2	2	1	0	0	0	100	0	0	78	0	167	2
TOTAL MADRID			<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>111</b>	<b>3</b>
MAHON	AIR 2000	C	10	0	0	60	10	20	10	0	0	19	88	6	8
	BRITANNIA AIRWAYS	C	18	0	0	22	44	22	11	0	0	28	61	27	18
	LEISURE INTERNATIONAL	C	8	0	0	63	13	25	0	0	0	20	60	12	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	0	22	39	0	0	61	33	41	18
TOTAL MAHON			<b>54</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>19</b>	<b>22</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>26</b>	<b>54</b>
MALAGA	BRITANNIA AIRWAYS	C	10	0	0	60	40	0	0	0	0	11	40	22	10
	LEISURE INTERNATIONAL	C	26	0	0	46	19	0	35	0	0	42	74	44	38
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	10	20	20	20	0	100	0	0	0
TOTAL MALAGA			<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>4</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>68</b>	<b>38</b>	<b>50</b>
PALMA DE MALLORCA	AIR 2000	C	8	0	0	50	25	13	13	0	0	22	13	84	8
	BRITANNIA AIRWAYS	C	46	0	0	63	9	4	20	4	0	37	82	7	45
	BRITISH WORLD AIRLINES LTD	C	10	0	0	10	40	40	10	0	0	35	60	60	10
	FUTURA AIRLINES	C	10	0	0	40	30	30	0	0	0	19	70	10	10
	LEISURE INTERNATIONAL	C	30	0	0	7	17	37	40	0	0	61	78	48	18
	MY TRAVEL AIRWAYS UK	C	36	0	0	56	3	11	17	14	0	59	33	168	27
TOTAL PALMA DE MALLORCA			<b>140</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>18</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>62</b>	<b>59</b>	<b>128</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	18	25	60	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	20	20	0	68	25	97	8
TOTAL REUS			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>79</b>	<b>16</b>
TOTAL SPAIN			<b>371</b>	<b>4</b>	<b>2</b>	<b>43</b>	<b>16</b>	<b>16</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>45</b>	<b>58</b>	<b>48</b>	<b>311</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	9	0	1	89	11	0	0	0	0	0	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ARRECIFE	FUTURA AIRLINES	C	8	0	0	13	13	13	63	0	0	59	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	38	13	0	50	0	0	56	88	-4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	25	0	0	27	38	56	8
<b>TOTAL ARRECIFE</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>15</b>	<b>6</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>26</b>	<b>16</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	0	13	0	32	38	75	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>75</b>	<b>8</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	9	0	0	33	22	44	0	0	0	26	75	23	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	0	40	0	0	51	30	176	10
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>108</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	50	13	38	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	1	25	102	8
	LEISURE INTERNATIONAL	C	9	0	0	56	22	11	11	0	0	26	70	13	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	11	22	0	0	34	30	167	10
	SPANAIR	C	8	0	0	38	25	25	13	0	0	28	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>93</b>	<b>28</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>16</b>	<b>13</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>49</b>	<b>80</b>	<b>70</b>
<b>SWEDEN</b>															
GOTEBORG	MYTRAVEL AIRWAYS (DENMARK)	C	10	0	0	80	20	0	0	0	0	0	100	-4	10
<b>TOTAL GOTEBORG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>-4</b>	<b>10</b>
KRISTIANSTAD	RYANAIR	S	114	0	0	52	17	20	10	2	0	25	0	0	0
<b>TOTAL KRISTIANSTAD</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	10	0	0	70	10	0	20	0	0	26	40	25	10
	SAS	S	113	0	1	80	18	3	0	0	0	5	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>23</b>	<b>11</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	174	0	2	54	26	11	9	0	0	20	80	13	124
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>26</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>13</b>	<b>124</b>
<b>TOTAL SWEDEN</b>			<b>421</b>	<b>1</b>	<b>4</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>13</b>	<b>145</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	FLIGHTLINE LTD	C	12	0	2	25	8	25	25	17	0	79	63	29	46
<b>TOTAL BASLE MULHOUSE</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>8</b>	<b>25</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>79</b>	<b>63</b>	<b>29</b>	<b>46</b>
ZURICH	FLIGHTLINE LTD	C	69	0	3	52	19	14	10	0	4	62	54	19	68
<b>TOTAL ZURICH</b>			<b>69</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>19</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>72</b>	<b>10</b>	<b>223</b>
<b>TOTAL SWITZERLAND</b>			<b>81</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>17</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>64</b>	<b>71</b>	<b>13</b>	<b>269</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	25	0	38	38	0	0	61	100	4	8
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	KIBRIS TURKISH AIRLINES - KTHY	C	16	0	0	81	19	0	0	0	0	0	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 ANKARA (ESENBOGA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</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>
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	44	0	0	43	34	14	9	0	0	22	63	22	54
	LEISURE INTERNATIONAL	C	10	0	0	20	10	30	40	0	0	65	0	0	0
<b>TOTAL ANTALYA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>30</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>22</b>	<b>54</b>
DALAMAN	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	13	88	6	8
	LEISURE INTERNATIONAL	C	10	0	0	20	20	10	50	0	0	63	50	136	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	0	33	11	0	59	50	76	8
<b>TOTAL DALAMAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>4</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>63</b>	<b>73</b>	<b>24</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	34	0	0	24	15	24	38	0	0	53	23	83	30
<b>TOTAL ISTANBUL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>15</b>	<b>24</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>83</b>	<b>30</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	C	18	0	0	33	39	6	11	11	0	57	47	96	17
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>39</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>57</b>	<b>56</b>	<b>66</b>	<b>25</b>
<b>TOTAL TURKEY</b>			<b>149</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>13</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>53</b>	<b>53</b>	<b>133</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	162	0	2	75	10	10	4	1	1	13	79	11	164
<b>TOTAL ABERDEEN</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>79</b>	<b>11</b>	<b>164</b>
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	228	1	0	79	11	9	2	0	0	8	88	3	228
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>228</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>3</b>	<b>228</b>
EDINBURGH	KLM UK LTD	S	303	2	8	64	17	11	8	1	0	18	72	11	299
<b>TOTAL EDINBURGH</b>			<b>303</b>	<b>2</b>	<b>8</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>12</b>	<b>300</b>
GLASGOW	KLM UK LTD	S	242	0	6	61	17	17	6	0	0	17	85	5	263
	MY TRAVEL AIRWAYS UK	C	5	0	0	60	20	0	20	0	0	20	0	0	0
<b>TOTAL GLASGOW</b>			<b>247</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>5</b>	<b>263</b>
GUERNSEY	KLM UK LTD	S	183	1	3	72	7	11	9	1	0	15	51	45	71
<b>TOTAL GUERNSEY</b>			<b>183</b>	<b>1</b>	<b>3</b>	<b>72</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>45</b>	<b>71</b>
INVERNESS	GILL AIRWAYS	C	3	0	3	67	0	33	0	0	0	19	0	60	1
<b>TOTAL INVERNESS</b>			<b>3</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>23</b>	<b>53</b>
JERSEY	KLM UK LTD	S	214	0	2	55	20	13	10	1	0	26	70	24	186
<b>TOTAL JERSEY</b>			<b>214</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>20</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>24</b>	<b>186</b>
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	124	0	8	85	10	1	4	0	0	7	74	14	115
<b>TOTAL MANCHESTER</b>			<b>124</b>	<b>1</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>14</b>	<b>115</b>
NEWCASTLE	KLM UK LTD	S	130	0	2	86	11	2	2	0	0	3	86	1	132
<b>TOTAL NEWCASTLE</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>1</b>	<b>132</b>
PRESTWICK	RYANAIR	S	260	0	0	63	21	10	7	0	0	16	95	3	270
<b>TOTAL PRESTWICK</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>95</b>	<b>3</b>	<b>270</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1854</b>	<b>5</b>	<b>34</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>1783</b>
<b>USA</b>															
NEW YORK (JF KENNEDY)	EL AL	S	10	0	0	40	20	20	20	0	0	29	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 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 (JF KENNEDY)			10	0	0	40	20	20	20	0	0	29	0	0	0
NEW YORK (NEWARK)	EL AL	S	6	0	2	67	33	0	0	0	0	1	62	15	26
TOTAL NEW YORK (NEWARK)			6	0	2	67	33	0	0	0	0	1	62	15	26
TOTAL USA			16	1	2	50	25	13	13	0	0	18	67	11	33
TOTAL STANSTED			8891	51	224	60	19	13	8	1	0	21	73	16	6920



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
AARHUS (TIRSTRUP)																		
	HEATHROW	SAS	S	A	31	0	0	87	10	3	0	0	0	4	100	0	31	
	HEATHROW	SAS	S	D	31	0	0	94	6	0	0	0	0	3	87	3	31	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>2</b>	<b>2</b>	
ABERDEEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	44	0	1	77	16	7	0	0	0	9	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	50	0	0	58	36	4	0	2	0	18	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	88	0	6	65	24	10	1	0	0	14	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	90	0	4	89	8	2	0	1	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	114	0	0	89	4	4	2	1	0	5	77	16	111	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	114	0	0	84	10	4	1	1	0	10	76	12	112	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	1	87	10	3	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	1	83	12	4	0	0	1	20	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	148	0	2	77	17	4	2	0	0	9	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	149	0	1	86	9	3	2	0	0	4	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	91	0	2	74	12	8	7	0	0	13	75	15	61	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	92	0	1	64	16	9	11	0	0	16	85	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	2	80	14	2	4	0	0	9	75	11	185	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	189	0	0	90	6	1	2	0	0	3	83	7	186	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	41	0	0	90	7	0	2	0	0	-1	73	14	62	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	41	0	0	88	10	2	0	0	0	4	70	17	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	44	28	16	6	6	0	36	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	30	43	23	3	0	0	24	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	A	21	0	0	100	0	0	0	0	0	-3	90	11	21	
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	95	5	0	0	0	0	-3	81	9	21	
	STANSTED	KLM UK LTD	S	A	81	0	1	80	6	9	2	1	1	9	80	9	82	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	81	0	1	69	14	11	6	0	0	16	77	13	82
<b>TOTAL ABERDEEN</b>					<b>1858</b>	<b>0</b>	<b>66</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>11</b>
ABIDJAN	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	0	20	0	0	21	0	0	0
<b>TOTAL ABIDJAN</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>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
ABU DHABI INTERNATIONAL	HEATHROW	GULF AIR	S	A	27	0	0	63	22	7	4	0	4	25	31	50	35
	HEATHROW	GULF AIR	S	D	23	0	0	43	48	9	0	0	0	18	51	22	35
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>34</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>59</b>	<b>18</b>	<b>18</b>
ACCRA	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	67	6	6	22	0	0	33	92	-1	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	50	25	8	8	0	8	48	54	19	13
	HEATHROW	GHANA AIRWAYS	S	A	16	2	1	13	25	25	25	6	6	99	28	111	18
	HEATHROW	GHANA AIRWAYS	S	D	16	2	2	25	25	19	25	0	6	64	0	116	17
<b>TOTAL ACCRA</b>					<b>62</b>	<b>4</b>	<b>3</b>	<b>39</b>	<b>19</b>	<b>15</b>	<b>21</b>	<b>2</b>	<b>5</b>	<b>61</b>	<b>39</b>	<b>69</b>	<b>69</b>
ADANA																	
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	13	0	3	38	8	8	46	0	0	47	57	16	23
	HEATHROW	ETHIOPIAN AIRLINES	S	D	13	0	3	77	8	15	0	0	0	10	61	10	23
<b>TOTAL ADDIS ABABA</b>					<b>26</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>8</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>13</b>	<b>13</b>
AGADIR	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	50	0	0	0	24	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL AGADIR</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>16</b>	<b>100</b>	<b>-4</b>	<b>-4</b>
AJACCIO	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	60	20	20	0	0	47	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	20	60	0	0	89	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
AJACCIO	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	0	0	60	0	0	57	0	0	0	
<b>TOTAL AJACCIO</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>25</b>	<b>10</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>52</b>	<b>52</b>	
ALEXANDRIA ( NOUZHA )	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	100	0	0	0	0	-5	0	0	0		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	89	0	0	11	0	21	0	0	0		
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ALGHERO/SASSARI	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	0	40	40	20	0	59	0	0	0		
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	0	60	20	20	0	43	0	0	0		
<b>TOTAL ALGHERO/SASSARI</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>51</b>	<b>10</b>	<b>64</b>	<b>64</b>		
ALGIERS	HEATHROW	AIR ALGERIE	S	A	13	0	0	15	15	23	8	38	0	129	14	34	14	
	HEATHROW	AIR ALGERIE	S	D	13	0	0	0	8	31	15	38	8	165	7	74	14	
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>27</b>	<b>12</b>	<b>38</b>	<b>4</b>	<b>147</b>	<b>11</b>	<b>54</b>	<b>54</b>	
ALICANTE	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	3	60	62	5		
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	20	0	0	0	13	60	66	5		
	GATWICK	AIR 2000	C	A	18	0	0	39	39	6	11	0	42	0	137	18		
	GATWICK	AIR 2000	C	D	18	0	0	72	6	11	6	0	40	17	79	18		
	GLASGOW	AIR 2000	C	A	5	0	0	60	20	20	0	0	15	40	14	5		
	GLASGOW	AIR 2000	C	D	5	0	0	40	40	20	0	0	20	60	16	5		
	MANCHESTER	AIR 2000	C	A	18	0	0	72	6	11	11	0	11	62	44	13		
	MANCHESTER	AIR 2000	C	D	18	0	0	67	6	11	17	0	22	54	49	13		
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	20	0	0	4	40	50	5		
	NEWCASTLE	AIR 2000	C	D	5	0	0	60	20	0	20	0	25	40	27	5		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	10	0	0	10	0	30	60	0	83	0	0	0		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ALICANTE	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	10	0	0	0	20	10	70	0	0	92	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	3	3	100	0	0	0	0	0	-40	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	15	0	0	67	0	20	13	0	0	11	20	25	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	15	0	0	67	0	7	27	0	0	22	40	28	5
	GATWICK	AVIACO	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0
	GATWICK	AVIACO	C	D	5	0	0	40	20	40	0	0	0	27	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	24	100	-11	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	22	100	0	4
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	38	75	21	4
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	33	75	9	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	33	22	0	0	41	44	31	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	22	0	0	23	67	30	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	50	0	25	13	0	13	86	100	4	7
	GLASGOW	BRITANNIA AIRWAYS	C	D	7	0	1	43	29	0	14	0	14	101	83	16	6
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	0	13	0	34	50	20	4
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	11	0	42	75	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	30	0	0	50	10	10	13	10	7	66	67	12	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	30	0	0	40	23	10	13	13	0	60	71	18	17
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	-5	89	-1	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	89	-1	9
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	36	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	29	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	20	60	0	20	0	0	33	80	7	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	80	0	20	0	0	0	11	100	-13	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	10	0	0	30	20	40	0	10	0	44	60	20	10
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	10	0	0	40	40	10	10	0	0	27	50	21	10
	GATWICK	CALEDONIAN AIRWAYS	C	A	45	0	2	51	24	9	9	4	2	39	30	63	33
	GATWICK	CALEDONIAN AIRWAYS	C	D	47	0	3	62	9	9	15	4	2	45	27	72	33

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ALICANTE	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	36	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	15	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	245	50	46	14
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	0	0	25	247	50	58	14
	GATWICK	CITY FLYER EXPRESS	C	A	4	0	1	0	50	50	0	0	0	34	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	3	0	1	100	0	0	0	0	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	75	0	25	0	80	41	66	27
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	52	43	80	28
	HEATHROW	IBERIA	S	A	31	0	0	52	23	16	10	0	23	58	12	31	
	HEATHROW	IBERIA	S	D	31	0	0	68	6	19	6	0	17	81	9	31	
	STANSTED	KLM UK LTD	C	A	10	0	0	20	0	50	20	10	0	69	40	27	10
	STANSTED	KLM UK LTD	C	D	10	0	0	50	10	10	20	10	0	49	60	19	10
	GATWICK	LEISURE INTERNATIONAL	C	A	18	0	0	39	22	6	22	6	6	71	35	74	17
	GATWICK	LEISURE INTERNATIONAL	C	D	18	0	0	39	22	6	22	6	6	70	29	74	17
	MANCHESTER	LEISURE INTERNATIONAL	C	A	16	0	1	38	25	13	25	0	0	40	44	80	9
	MANCHESTER	LEISURE INTERNATIONAL	C	D	16	0	1	38	13	19	31	0	0	43	44	38	9
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	0	0	50	25	25	0	0	56	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	46	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	25	25	0	0	54	25	72	4
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	0	25	50	25	0	0	55	25	183	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	64	14	14	7	0	0	18	71	9	14
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	64	14	14	7	0	0	19	71	12	14
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-6	100	3	2
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	37	0	0	43	24	24	8	0	0	27	28	46	32
	GATWICK	MONARCH AIRLINES	C	D	35	0	0	57	17	17	9	0	0	24	21	54	33
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	37	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	23	0	0	0
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	50	67	22	6
	LUTON	MONARCH AIRLINES	S	A	22	0	0	59	32	5	5	0	0	18	53	17	17

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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)											
ALICANTE	LUTON	MONARCH AIRLINES	S	D	22	0	0	86	5	5	5	0	0	9	78	6	18
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	46	60	15	5
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	40	33	20	0	7	0	32	57	32	23
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	40	33	20	0	7	0	31	36	21	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	75	114	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	18	0	37	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	32	50	149	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	50	50	167	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	0	40	0	99	40	48	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	20	20	40	0	112	40	57	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	0	0	41	9	41	5	5	0	44	56	19	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	22	0	0	59	18	14	5	0	5	35	67	13	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	33	11	0	11	76	40	63	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	11	33	33	11	0	11	83	25	52	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	40	60	0	0	0	33	60	8	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	13	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	40	62	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	0	82	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	89	11	0	0	0	0	-3	72	6	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	94	6	0	0	0	0	-2	89	0	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	22	0	11	0	0	15	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	12	0	0	0
	GATWICK	TRANSAER	C	A	4	0	0	100	0	0	0	0	0	-6	50	56	6
	GATWICK	TRANSAER	C	D	4	0	0	75	25	0	0	0	0	8	33	85	6
	GATWICK	VIRGIN EXPRESS	C	A	5	0	0	40	40	0	20	0	0	30	0	0	0
	GATWICK	VIRGIN EXPRESS	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
	BIRMINGHAM	VIVA	C	A	5	0	0	0	20	40	40	0	0	57	40	15	5
	BIRMINGHAM	VIVA	C	D	5	0	0	20	0	40	40	0	0	56	60	18	5
	GATWICK	VIVA	C	A	4	0	0	50	0	25	0	25	0	64	0	0	0
	GATWICK	VIVA	C	D	4	0	0	50	0	0	25	25	0	71	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL ALICANTE</b>					<b>1041</b>	<b>3</b>	<b>13</b>	<b>54</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>51</b>	<b>39</b>	<b>39</b>	
ALMA ATA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	33	0	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	0	11	0	0	10	0	0	0	
<b>TOTAL ALMA ATA</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>0</b>	<b>0</b>	<b>0</b>	
ALMERIA																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	100	0	0	0	0	0	-1	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	88	13	0	0	0	0	2	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	25	25	0	0	29	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	25	0	0	38	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	1	100	-10	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	5	100	-3	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	11	22	11	0	43	78	12	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	22	11	11	0	48	78	19	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	63	100	-3	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	61	75	7	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	44	0	0	11	71	82	4	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	22	11	33	22	0	11	78	73	14	11	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	35	50	39	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	29	0	39	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	50	0	0	0	28	0	146	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	50	90	4	
<b>TOTAL ALMERIA</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>72</b>	<b>28</b>	<b>28</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	27	0	0	93	7	0	0	0	0	-3	89	-1	27	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	26	0	0	77	12	12	0	0	0	10	70	19	27	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	74	10	3	13	0	0	22	84	5	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	26	26	39	10	0	0	30	42	32	31	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
AMMAN																	
<b>TOTAL AMMAN</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>14</b>
AMSTERDAM																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	0	62	21	15	1	0	0	14	83	7	236
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	0	73	15	9	3	0	0	12	77	9	238
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	1	59	23	17	1	0	0	14	69	12	203
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	1	78	10	12	0	0	0	7	81	7	204
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	103	0	1	78	14	7	2	0	0	7	85	7	102
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	102	1	2	69	22	10	0	0	0	9	84	8	104
	GATWICK	CITY FLYER EXPRESS	S	A	113	0	3	39	39	18	4	0	0	23	51	23	115
	GATWICK	CITY FLYER EXPRESS	S	D	113	0	3	55	33	7	5	0	0	18	47	26	117
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	101	0	2	68	28	4	0	0	0	10	87	4	104
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	102	0	1	80	12	7	1	0	0	8	91	7	104
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	27	65	13	15	7	0	0	19	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	83	0	31	36	35	24	5	0	0	24	0	0	0
	HEATHROW	KLM	S	A	273	0	0	78	13	6	3	1	0	10	81	7	246
	HEATHROW	KLM	S	D	273	0	0	79	12	4	4	1	0	11	74	10	246
	BIRMINGHAM	KLM UK LTD	S	A	169	0	2	76	11	8	5	0	0	9	95	-8	117
	BIRMINGHAM	KLM UK LTD	S	D	169	0	2	76	14	4	5	1	0	14	89	6	117
	EDINBURGH	KLM UK LTD	S	A	144	0	1	46	23	22	8	1	0	25	83	8	150
	EDINBURGH	KLM UK LTD	S	D	144	0	1	38	27	31	4	1	0	27	57	21	150
	GLASGOW	KLM UK LTD	S	A	98	0	0	72	13	8	6	0	0	14	71	18	119
	GLASGOW	KLM UK LTD	S	D	97	0	1	42	35	20	2	1	0	21	64	22	119
	LONDON CITY	KLM UK LTD	S	A	95	0	25	60	21	8	11	0	0	21	68	15	92
	LONDON CITY	KLM UK LTD	S	D	97	0	2	37	37	13	11	1	0	30	33	29	93
	MANCHESTER	KLM UK LTD	S	A	200	0	2	68	15	12	6	1	0	15	75	13	167
	MANCHESTER	KLM UK LTD	S	D	199	0	3	71	12	13	5	0	0	11	72	18	168
	NEWCASTLE	KLM UK LTD	S	A	119	0	0	67	18	8	7	0	0	15	58	27	118
	NEWCASTLE	KLM UK LTD	S	D	118	1	1	66	20	8	6	0	0	16	63	26	118
	STANSTED	KLM UK LTD	S	A	206	0	9	63	17	13	8	0	0	17	78	10	195
	STANSTED	KLM UK LTD	S	D	209	2	2	47	25	19	8	0	0	25	74	13	195



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)										
AMSTERDAM	GATWICK	TRANSAVIA	S	A	108	0	1	28	41	26	5	1	0	29	36	26	109
	GATWICK	TRANSAVIA	S	D	108	0	1	53	25	15	6	1	0	22	63	19	109
<b>TOTAL AMSTERDAM</b>					<b>4513</b>	<b>4</b>	<b>125</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>13</b>
ANCONA																	
ANKARA (ESENBOGA)	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	8	0	0	88	13	0	0	0	0	-11	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	8	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</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>
ANTALYA																	
	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	7	75	-16	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	0	20	20	0	0	38	100	4	5
	GATWICK	AIRWORLD AVIATION LTD	C	A	9	0	0	78	0	22	0	0	0	8	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	9	0	0	67	11	22	0	0	0	11	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	14	0	0	79	14	0	7	0	0	7	43	147	7
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	14	0	0	93	0	0	7	0	0	5	50	109	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	26	100	-3	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	31	100	2	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	18	75	6	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	100	-2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	13	25	43	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	50	42	4
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	22	0	0	64	27	5	5	0	0	11	77	14	26
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	22	0	0	23	41	23	14	0	0	33	50	31	28
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	20	20	40	20	0	0	52	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	0	20	60	0	0	78	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	20	60	0	0	63	25	61	8
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	40	40	0	0	44	22	49	9
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	0	100	0	0	89	25	80	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	0	0	100	0	0	100	0	105	5

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ANTALYA																	
<b>TOTAL ANTALYA</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>52</b>	<b>38</b>	<b>38</b>
ANTIGUA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	22	0	41	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	12	100	6	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	0	8	20	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	8	8	0	25	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	44	0	22	0	29	14	45	7	
<b>TOTAL ANTIGUA</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>28</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>38</b>	<b>38</b>
ANTWERP																	
	LONDON CITY	VLM (BELGIUM)	S	A	118	0	1	95	5	0	0	0	1	87	7	113	
	LONDON CITY	VLM (BELGIUM)	S	D	118	0	1	72	25	3	0	0	11	68	17	112	
<b>TOTAL ANTWERP</b>					<b>236</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>11</b>	
ARRECIFE																	
	BIRMINGHAM	AIR 2000	C	A	8	0	0	100	0	0	0	0	-7	83	-1	6	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	75	25	0	0	0	10	88	3	8	
	GATWICK	AIR 2000	C	A	9	0	0	56	11	11	22	0	25	44	69	9	
	GATWICK	AIR 2000	C	D	9	0	0	67	11	11	11	0	26	50	68	8	
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	34	0	109	4	
	GLASGOW	AIR 2000	C	D	4	0	0	0	25	50	25	0	44	25	103	4	
	MANCHESTER	AIR 2000	C	A	13	0	0	69	23	8	0	0	3	50	85	8	
	MANCHESTER	AIR 2000	C	D	13	0	0	92	8	0	0	0	3	38	89	8	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	23	0	77	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	4	0	84	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	25	0	75	0	67	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	0	0	75	25	0	58	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	-7	100	-15	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	2	100	3	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	14	50	55	4	

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

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			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ARRECIFE																		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	23	50	69	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	25	0	25	157	50	94	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	0	25	152	50	109	2	
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	0	71	14	0	0	14	0	37	100	-11	4	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	25	63	0	13	0	0	38	100	3	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	11	0	11	11	87	89	4	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	11	0	11	11	97	89	9	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	-5	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	100	1	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	1	100	0	0	0	0	0	-10	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	62	8	15	8	8	0	22	50	25	12	
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	54	31	0	8	8	0	32	25	35	12	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	37	88	45	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	59	50	66	8	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	25	0	25	50	0	0	47	0	289	4	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	50	0	0	50	0	0	42	0	194	4	
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	25	0	25	50	0	0	52	0	0	0	
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	0	25	0	75	0	0	66	0	0	0	
	BIRMINGHAM	IBERWORLD	C	A	4	0	0	25	50	25	0	0	0	25	0	0	0	
	BIRMINGHAM	IBERWORLD	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	25	0	0	0	1	50	28	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	14	50	37	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	25	0	0	35	25	38	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	40	50	33	4	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	50	0	0	55	100	-16	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	0	50	0	0	57	75	8	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	75	25	0	0	0	0	2	63	21	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	63	25	13	0	0	0	15	63	15	8	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	25	13	0	13	0	37	38	24	13	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ARRECIFE	GATWICK	MONARCH AIRLINES	C	D	8	0	0	13	75	0	0	13	0	44	42	35	12
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-16	100	-7	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	25	17	4
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	83	0	17	0	0	0	-1	54	41	13
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	75	8	8	8	0	0	13	42	63	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-11	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	13	0	0	0	3	44	115	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	8	22	133	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	34	75	52	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	75	77	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	3	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	122	80	43	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	0	25	144	40	88	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	27	50	49	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	27	25	62	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	0	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	-6	80	-5	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-1	100	-6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	3	50	19	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	-1	75	13	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	2	0	0	0
	GATWICK	TRANSAER	C	A	4	0	0	0	25	25	50	0	0	68	25	67	4
	GATWICK	TRANSAER	C	D	4	0	0	75	0	0	25	0	0	30	75	38	4
	NEWCASTLE	VIVA	C	A	4	0	0	25	0	50	25	0	0	43	0	0	0
	NEWCASTLE	VIVA	C	D	4	0	0	25	0	50	25	0	0	45	0	0	0
<b>TOTAL ARRECIFE</b>					<b>420</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>55</b>	<b>49</b>	<b>49</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ASHKHABAD																	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	-12	5
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	4	0	0	50	25	25	0	0	0	26	60	13	5
	HEATHROW	TURKMENISTAN AIRLINES	S	A	5	0	0	100	0	0	0	0	0	5	60	65	5
	HEATHROW	TURKMENISTAN AIRLINES	S	D	5	0	0	100	0	0	0	0	0	0	20	71	5
<b>TOTAL ASHKHABAD</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>7</b>	<b>60</b>	<b>34</b>	<b>34</b>
ASTURIAS																	
	GATWICK	IBERIA	S	A	13	0	0	92	0	8	0	0	0	-3	0	0	0
	GATWICK	IBERIA	S	D	13	0	0	69	8	15	8	0	0	18	0	0	0
<b>TOTAL ASTURIAS</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASWAN																	
ATHENS																	
	HEATHROW	AEGEAN AIRLINES	S	A	22	0	0	64	18	14	5	0	0	9	75	-3	4
	HEATHROW	AEGEAN AIRLINES	S	D	22	0	0	86	9	5	0	0	0	1	100	-8	5
	GATWICK	AIR 2000	C	A	18	0	0	67	6	17	11	0	0	12	12	133	17
	GATWICK	AIR 2000	C	D	17	0	0	53	18	24	6	0	0	21	29	56	17
	MANCHESTER	AIR 2000	C	A	5	0	0	60	0	0	20	20	0	63	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	44	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	25	25	0	0	40	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	33	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	25	0	0	0	13	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	55	16	19	10	0	0	15	10	45	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	13	16	39	32	0	0	49	10	55	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	58	13	16	13	0	0	19	40	31	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	1	0	61	18	8	13	0	0	17	55	19	62
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	30	20	30	20	0	0	42	0	92	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	56	11	0	33	0	0	46	0	97	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	74	15	8	3	0	0	-4	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
ATHENS																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	48	19	24	8	0	0	24	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	50	5	14	32	0	0	26	61	28	23
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	70	5	5	20	0	0	22	45	29	22
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	24	60	27	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	2	40	42	5
	HEATHROW	OLYMPIC AIRWAYS	S	A	94	0	0	35	15	33	16	1	0	34	26	29	93
	HEATHROW	OLYMPIC AIRWAYS	S	D	94	0	0	41	24	18	14	2	0	30	45	26	93
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	89	11	0	0	0	0	-8	87	-5	23
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	37	37	26	0	0	0	23	50	24	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	10	10	3	0	0	1	65	16	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	16	3	0	0	0	4	75	14	28
<b>TOTAL ATHENS</b>					<b>788</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>42</b>	<b>35</b>	<b>35</b>
ATLANTA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	6	0	0	0	2	90	-18	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	61	29	10	0	0	0	14	84	11	31
	GATWICK	DELTA AIRLINES	S	A	62	0	0	79	13	5	3	0	0	4	84	-4	61
	GATWICK	DELTA AIRLINES	S	D	62	0	0	71	19	3	5	2	0	16	84	6	62
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	94	6	0	0	0	0	-6	77	1	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	90	3	3	0	3	0	11	68	20	31
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>2</b>	<b>2</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	27	0	0	67	19	4	11	0	0	4	65	19	23
	HEATHROW	AIR NEW ZEALAND LTD	S	D	26	1	0	81	12	8	0	0	0	9	70	19	23
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>19</b>	<b>19</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
BADEN BADEN																		
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	36	0	0	72	14	11	3	0	0	5	22	39	18	
	HEATHROW	GULF AIR	S	D	40	0	0	60	25	8	5	0	3	26	56	22	18	
<b>TOTAL BAHRAIN</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>39</b>	<b>30</b>	<b>30</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	8	0	0	13	63	25	0	0	0	23	0	64	9	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	8	0	0	25	63	13	0	0	0	19	11	57	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	89	6	6	0	0	0	-18	92	-10	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	78	11	6	6	0	0	15	23	26	13	
<b>TOTAL BAKU</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>29</b>	<b>29</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	14	0	0	29	7	36	21	7	0	53	44	32	9	
	GATWICK	GARUDA INDONESIA	S	D	14	0	0	43	36	14	7	0	0	19	18	35	11	
<b>TOTAL BALI INTERNATIONAL</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>30</b>	<b>34</b>	<b>34</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	1	2	86	7	7	0	0	0	-3	90	-9	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	10	13	10	0	3	53	53	60	30	
<b>TOTAL BALTIMORE</b>					<b>60</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>71</b>	<b>26</b>	<b>26</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	55	32	3	0	6	3	57	74	18	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	68	23	3	3	0	3	30	71	14	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>44</b>	<b>73</b>	<b>16</b>	<b>16</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	65	6	19	10	0	0	18	71	8	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	58	32	6	3	0	0	16	65	14	31	
<b>TOTAL BANGKOK</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>11</b>	<b>11</b>	
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	97	0	62	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	44	40	29	5	
<b>TOTAL BANJUL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>32</b>	<b>38</b>	<b>38</b>	
BARCELONA																		
	EDINBURGH	AVIACO	C	A	5	0	0	100	0	0	0	0	0	-4	0	0	0	
	EDINBURGH	AVIACO	C	D	5	0	0	100	0	0	0	0	0	-8	0	0	0	
	STANSTED	AVIACO	C	A	4	0	1	75	0	0	0	0	25	87	0	0	0	
	STANSTED	AVIACO	C	D	5	0	0	80	0	0	0	0	20	78	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	87	11	2	0	0	3	74	17	61		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	77	16	6	0	0	11	72	16	61		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	3	3	0	7	90	0	31		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	13	0	0	10	90	6	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	103	0	0	79	12	6	3	1	8	86	1	102		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	103	0	0	80	11	8	2	0	10	75	10	102		
	STANSTED	CANARIAS REGIONAL AIR	C	A	4	0	0	0	75	25	0	0	31	0	0	0		
	STANSTED	CANARIAS REGIONAL AIR	C	D	4	0	0	25	50	25	0	0	27	0	0	0		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	53	0	14	26	30	11	30	2	52	0	0	0		
	LUTON	DEBONAIR AIRWAYS LTD	S	D	53	0	4	45	13	15	23	4	47	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	65	13	11	11	0	19	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	71	0	1	25	39	15	18	1	39	0	0	0		
	HEATHROW	IBERIA	S	A	93	0	0	86	8	4	2	0	5	87	5	93		
	HEATHROW	IBERIA	S	D	93	0	0	91	3	2	3	0	3	92	8	93		
<b>TOTAL BARCELONA</b>					<b>856</b>	<b>2</b>	<b>20</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>10</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	29	3	1	83	7	7	3	0	3	84	26	32		
	GLASGOW	LOGANAIR	S	D	28	4	2	86	11	4	0	0	8	83	25	30		
<b>TOTAL BARRA</b>					<b>57</b>	<b>7</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>25</b>	<b>25</b>		
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	80	10	7	2	2	11	73	9	62		



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	57	31	11	0	0	0	12	76	9	62
	STANSTED	FLIGHTLINE LTD	C	A	6	0	1	17	0	17	50	17	0	94	52	31	23
	STANSTED	FLIGHTLINE LTD	C	D	6	0	1	33	17	33	0	17	0	63	74	27	23
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	0	88	4	0	8	0	0	9	88	2	26
	BIRMINGHAM	SWISS AIRLINES	S	D	26	0	0	38	27	27	8	0	0	29	69	12	26
	HEATHROW	SWISS AIRLINES	S	A	93	0	0	66	20	13	1	0	0	13	67	11	93
	HEATHROW	SWISS AIRLINES	S	D	93	0	0	61	30	9	0	0	0	11	81	4	93
	MANCHESTER	SWISS AIRLINES	S	A	25	0	1	28	36	32	4	0	0	26	81	5	26
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	19	65	15	0	0	0	21	77	12	26
<b>TOTAL BASLE MULHOUSE</b>					<b>423</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>25</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>10</b>	<b>10</b>
BASTIA																	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	0	0	20	80	0	0	71	0	57	5
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	0	40	60	0	0	0	33	60	36	5
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	20	20	40	0	20	0	78	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	80	0	0	0	20	0	60	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	57	0	48	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	40	0	0	45	100	0	5
<b>TOTAL BASTIA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>10</b>	<b>33</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>58</b>	<b>43</b>	<b>31</b>	<b>31</b>
BEAUVAIS																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	0	11	22	0	11	71	33	59	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	0	11	22	0	11	72	44	58	9
<b>TOTAL BEAUVAIS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>39</b>	<b>58</b>	<b>58</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	13	0	0	85	8	8	0	0	0	-9	71	5	17
	HEATHROW	AIR CHINA	S	D	13	0	0	92	8	0	0	0	0	1	88	12	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	0	0	6	0	0	-7	58	6	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	22	0	0	0	0	7	58	31	12
<b>TOTAL BEIJING</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>71</b>	<b>13</b>	<b>13</b>
BEIRUT																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	38	1	0	74	13	11	3	0	0	8	74	6	31	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	37	0	0	65	27	3	5	0	0	16	58	29	31	
	HEATHROW	MEA	S	A	26	0	0	58	35	4	4	0	0	16	32	22	22	
	HEATHROW	MEA	S	D	26	0	0	73	23	4	0	0	0	11	32	27	22	
<b>TOTAL BEIRUT</b>					<b>127</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>21</b>	<b>21</b>	
BELFAST CITY																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	0	83	13	1	3	0	0	7	78	12	78	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	78	0	0	77	21	3	0	0	0	11	73	14	78	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	86	0	1	78	9	7	3	2	0	14	65	18	88	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	90	0	1	80	8	7	6	0	0	11	69	18	88	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	84	10	6	0	0	0	5	68	14	31	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	81	13	6	0	0	0	10	60	21	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	117	0	2	78	8	9	6	0	0	12	64	22	117	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	118	0	1	81	10	4	5	0	0	8	68	16	118	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	132	0	1	78	8	6	5	4	0	16	82	7	126	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	128	0	0	69	16	6	5	4	0	23	74	15	123	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	173	0	2	78	15	5	1	1	0	9	73	12	173	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	175	0	1	71	16	7	4	1	0	17	67	17	175	
	NEWCASTLE	GILL AIRWAYS	S	A	142	1	0	92	3	1	3	1	0	4	95	-2	110	
	NEWCASTLE	GILL AIRWAYS	S	D	142	0	0	92	5	3	1	0	0	5	91	5	115	
<b>TOTAL BELFAST CITY</b>					<b>1521</b>	<b>1</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>13</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	247	1	0	87	7	2	3	0	0	7	86	7	257	
	HEATHROW	BMI BRITISH MIDLAND	S	D	243	1	0	85	8	3	4	0	0	8	86	7	255	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	3	83	13	3	2	0	0	7	66	14	186	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	0	3	90	5	2	3	0	0	4	75	10	186	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	88	0	8	4	0	0	9	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	85	8	8	0	0	0	11	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	90	0	1	84	7	7	1	1	0	9	63	18	88
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	91	0	1	82	9	5	2	1	0	12	54	23	92
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	104	0	0	79	10	6	5	1	0	7	42	30	103
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	103	0	1	88	3	5	4	0	0	7	73	16	104
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	142	0	1	94	4	2	0	0	0	-1	94	0	109
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	142	0	1	85	9	5	1	0	0	8	95	5	109
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	114	1	0	86	6	8	0	0	0	2	93	-1	114
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	114	0	0	71	16	10	4	0	0	14	82	6	114
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1814</b>	<b>3</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>10</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	94	6	0	0	0	0	0	65	18	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	39	33	28	0	0	0	23	46	23	26
	HEATHROW	JATAIRWAYS	S	A	18	0	0	44	22	17	11	6	0	37	77	10	22
	HEATHROW	JATAIRWAYS	S	D	18	0	0	11	17	33	33	6	0	69	55	21	22
<b>TOTAL BELGRADE</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>20</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>18</b>	<b>18</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	85	8	4	4	0	0	5	77	12	31
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	73	19	4	4	0	0	13	68	22	31
<b>TOTAL BENBECULA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>17</b>	<b>17</b>
BERGAMO																	
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	48	26	23	3	0	0	19	93	-1	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	58	32	10	0	0	0	14	81	13	31
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	73	15	4	8	0	0	16	92	5	26
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	77	15	4	4	0	0	11	81	7	26
	STANSTED	BRAATHENS ASA	S	A	30	0	1	93	3	3	0	0	0	1	0	0	0
	STANSTED	BRAATHENS ASA	S	D	31	0	0	13	45	35	6	0	0	29	0	0	0
<b>TOTAL BERGEN</b>					<b>175</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>23</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	<b>10</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
BERLIN (SCHONEFELD)																	
	GATWICK	AB AIRLINES	S	A	51	1	1	63	14	6	10	8	0	31	0	0	0
	GATWICK	AB AIRLINES	S	D	52	0	0	42	35	13	6	4	0	36	0	0	0
	STANSTED	AIR TRANSAT	C	A	5	0	0	20	0	40	40	0	0	69	0	0	0
	STANSTED	AIR TRANSAT	C	D	5	0	0	20	0	20	60	0	0	84	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>117</b>	<b>1</b>	<b>2</b>	<b>50</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>-10</b>	<b>-10</b>
BERLIN (TEGEL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	159	0	0	72	24	3	1	0	0	8	84	6	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	159	0	0	82	14	3	1	0	0	6	83	7	119
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	42	0	5	81	14	2	2	0	0	9	55	16	22
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	43	0	4	79	14	5	0	2	0	11	64	11	22
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	88	8	0	4	0	0	5	100	-3	25
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	96	0	0	4	0	0	6	92	4	25
<b>TOTAL BERLIN (TEGEL)</b>					<b>455</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>7</b>	<b>7</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	94	0	0	6	0	0	-4	57	45	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	65	24	6	6	0	0	15	62	52	13
<b>TOTAL BERMUDA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>48</b>	<b>48</b>
BERNE																	
	LONDON CITY	AIR ENGIADINA	S	A	52	1	2	81	10	10	0	0	0	7	92	2	51
	LONDON CITY	AIR ENGIADINA	S	D	53	0	2	40	30	26	4	0	0	24	55	19	51
<b>TOTAL BERNE</b>					<b>105</b>	<b>1</b>	<b>4</b>	<b>60</b>	<b>20</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>11</b>	<b>11</b>
BIARRITZ																	
BILBAO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	3	5	2	0	0	3	97	-6	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	13	8	2	0	0	8	82	6	62
	HEATHROW	IBERIA	S	A	31	0	0	97	3	0	0	0	0	-5	97	-3	31
	HEATHROW	IBERIA	S	D	31	0	0	90	3	6	0	0	0	2	94	1	31
<b>TOTAL BILBAO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BILLUND																	
	GATWICK	MAERSK AIR	S	A	88	0	0	51	36	11	1	0	0	17	57	15	83
	GATWICK	MAERSK AIR	S	D	88	0	0	69	24	5	2	0	0	13	80	10	83
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	45	1	0	78	18	4	0	0	0	10	56	18	45
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	45	1	0	89	7	4	0	0	0	5	84	8	45
<b>TOTAL BILLUND</b>					<b>270</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>12</b>	<b>12</b>
BIRMINGHAM																	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	170	1	3	82	10	5	2	0	0	9	89	4	65
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	169	0	6	80	15	4	2	0	0	10	86	10	43
	GLASGOW	BRITISH AIRWAYS PLC	S	A	147	1	4	90	7	2	0	0	0	7	83	8	183
	GLASGOW	BRITISH AIRWAYS PLC	S	D	161	0	4	96	2	1	1	0	0	1	87	6	179
	NEWCASTLE	DUO AIRWAYS LTD	S	A	40	0	0	95	0	5	0	0	0	3	91	3	53
	NEWCASTLE	DUO AIRWAYS LTD	S	D	40	0	0	95	3	3	0	0	0	1	91	2	53
<b>TOTAL BIRMINGHAM</b>					<b>728</b>	<b>3</b>	<b>17</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>6</b>
BISHKEK (FRUNZE)																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	2	0	0	100	0	0	0	0	0	-30	0	66	2
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	6	0	41	2
<b>TOTAL BISHKEK (FRUNZE)</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>-12</b>	<b>0</b>	<b>53</b>	<b>53</b>
BODRUM (MILAS)																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	0	20	20	0	0	30	0	0	0
	GATWICK	AIR 2000	C	A	14	0	0	79	0	14	7	0	0	11	0	0	0
	GATWICK	AIR 2000	C	D	15	0	0	67	0	20	13	0	0	22	0	0	0
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	38	0	0	0
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	0	20	0	45	0	0	0
	MANCHESTER	AIR 2000	C	A	9	0	0	67	0	0	22	11	0	34	0	0	0
	MANCHESTER	AIR 2000	C	D	9	0	0	56	11	11	11	11	0	45	0	0	0
	NEWCASTLE	AIR 2000	C	A	5	0	0	40	0	20	40	0	0	47	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	40	0	0	60	0	0	64	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE					AUG 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)											
BODRUM (MILAS)																	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	40	0	0	0	0	4	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	0	70	10	20	0	0	0	14	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	10	0	0	80	10	10	0	0	0	10	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	19	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	16	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	21	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	23	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	15	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-3	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	20	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	70	0	10	20	0	0	20	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	26	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	0	60	20	0	141	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	0	20	40	20	20	0	101	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	50	20	10	10	10	0	50	50	48	14
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	56	0	22	11	11	0	57	43	73	14
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	5	0	0	20	20	60	0	0	0	33	0	0	0
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	20	80	0	0	0	46	0	0	0
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	A	5	0	0	100	0	0	0	0	0	-16	0	0	0
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	0	100	0	0	0	41	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	16	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	9	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	24	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	0	-6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	12	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	42	25	8	25	0	0	25	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	1	50	7	21	21	0	0	29	0	0	0
	GLASGOW	ONUR AIR	C	A	4	0	0	50	50	0	0	0	0	15	0	0	0
	GLASGOW	ONUR AIR	C	D	4	0	0	25	25	50	0	0	0	33	0	0	0
	MANCHESTER	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	75	25	0	0	0	27	0	0	0
	GATWICK	PEGASUS AIRLINES	C	A	5	0	0	20	60	20	0	0	0	18	0	0	0
	GATWICK	PEGASUS AIRLINES	C	D	5	0	0	20	60	20	0	0	0	19	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-12	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	D	5	0	0	60	20	0	20	0	0	31	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	25	0	0	96	0	4	0	0	0	-11	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	25	0	0	84	8	4	4	0	0	6	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	10	0	0	0	2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	0	1	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	9	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	2	0	0	0
<b>TOTAL BODRUM (MILAS)</b>					<b>398</b>	<b>10</b>	<b>1</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>60</b>	<b>60</b>
BOGOTA																	
	HEATHROW	AVIANCA COLOMBIA	S	A	9	0	0	0	0	67	33	0	0	57	22	26	9
	HEATHROW	AVIANCA COLOMBIA	S	D	8	1	0	50	13	25	13	0	0	22	44	19	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	64	14	14	7	0	0	14	56	9	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	31	0	0	0	22	0	40	10
<b>TOTAL BOGOTA</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>11</b>	<b>32</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>24</b>	<b>24</b>
BOLOGNA																	
	GATWICK	ALITALIA	S	A	31	0	0	68	26	6	0	0	0	12	53	17	30
	GATWICK	ALITALIA	S	D	31	0	0	90	6	3	0	0	0	6	74	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	59	25	13	3	0	0	16	87	3	53
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	49	30	17	3	0	0	18	58	15	53
	EDINBURGH	EUROFLY SPA	C	A	3	1	0	67	0	0	33	0	0	16	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOLOGNA		EDINBURGH	EUROFLY SPA	C	D	3	1	0	67	0	0	33	0	0	42	0	0	0
		GLASGOW	MALMO AVIATION	C	A	5	0	0	0	20	40	20	20	0	91	0	0	0
		GLASGOW	MALMO AVIATION	C	D	5	0	0	20	60	0	0	20	0	67	0	0	0
<b>TOTAL BOLOGNA</b>						<b>206</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>13</b>	<b>13</b>
BORDEAUX		GATWICK	AIR LIB	S	A	93	0	0	60	24	13	2	1	0	19	0	0	0
		GATWICK	AIR LIB	S	D	93	0	0	57	22	14	4	2	1	35	0	0	0
<b>TOTAL BORDEAUX</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>70</b>	<b>19</b>	<b>19</b>
BOSTON		GATWICK	AMERICAN AIRLINES	S	A	30	0	1	70	10	17	3	0	0	8	0	0	0
		GATWICK	AMERICAN AIRLINES	S	D	30	0	1	77	10	10	3	0	0	11	0	0	0
		HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	61	15	21	2	2	0	12	92	-7	62
		HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	84	8	2	5	2	0	13	77	14	62
		GATWICK	AMERICAN TRANS AIR	C	A	4	1	1	0	25	0	25	50	0	139	0	0	0
		GATWICK	AMERICAN TRANS AIR	C	D	4	1	0	25	0	0	25	50	0	167	0	0	0
		GLASGOW	AMERICAN TRANS AIR	C	A	4	0	0	75	0	0	0	25	0	57	0	0	0
		GLASGOW	AMERICAN TRANS AIR	C	D	4	0	0	75	0	0	0	25	0	58	0	0	0
		MANCHESTER	AMERICAN TRANS AIR	C	A	4	0	0	75	0	0	0	25	0	53	0	0	0
		MANCHESTER	AMERICAN TRANS AIR	C	D	4	0	0	0	25	25	25	25	0	92	0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	82	9	9	1	0	0	2	88	-4	90
		HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	77	12	8	2	1	0	11	64	23	91
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	10	6	10	0	0	2	94	-9	31
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	23	10	0	0	0	13	52	18	31
<b>TOTAL BOSTON</b>						<b>456</b>	<b>2</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>10</b>
BOURNEMOUTH		EDINBURGH	EUROPEAN AIR CHARTER	S	A	10	0	4	90	10	0	0	0	0	2	0	0	0
		EDINBURGH	EUROPEAN AIR CHARTER	S	D	10	0	4	80	0	20	0	0	0	13	0	0	0
		GLASGOW	EUROPEAN AIR CHARTER	S	A	20	0	0	95	5	0	0	0	0	2	0	0	0
		GLASGOW	EUROPEAN AIR CHARTER	S	D	20	0	0	85	15	0	0	0	0	6	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)											
BOURNEMOUTH																	
	EDINBURGH	GILL AIRWAYS	S	A	11	4	0	82	9	9	0	0	0	7	0	0	0
	EDINBURGH	GILL AIRWAYS	S	D	11	4	0	82	18	0	0	0	0	3	0	0	0
	GLASGOW	GILL AIRWAYS	S	A	15	0	0	93	0	7	0	0	0	9	0	0	0
	GLASGOW	GILL AIRWAYS	S	D	14	1	1	71	21	7	0	0	0	11	0	0	0
<b>TOTAL BOURNEMOUTH</b>					<b>113</b>	<b>9</b>	<b>9</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>37</b>	<b>37</b>
BREMEN																	
	GATWICK	CITY FLYER EXPRESS	S	A	93	0	0	69	23	8	1	0	0	11	75	5	88
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	80	14	4	2	0	0	11	77	12	88
	HEATHROW	LUFTHANSA	S	A	31	0	0	97	3	0	0	0	0	2	93	-2	30
	HEATHROW	LUFTHANSA	S	D	31	0	0	87	13	0	0	0	0	6	62	14	29
<b>TOTAL BREMEN</b>					<b>251</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>8</b>	<b>8</b>
BREST																	
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	54	20	35	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	20	39	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	1	100	-22	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	24	75	5	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	50	0	0	0	29	54	35	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	-6	100	-1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	50	50	0	0	0	0	13	75	4	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	70	30	0	0	0	0	11	15	99	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	0	20	0	83	75	8	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	34	60	24	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-1	100	-3	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	16	25	14	4
<b>TOTAL BRIDGETOWN</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>34</b>	<b>34</b>
BRINDISI																	
	GATWICK	AIR 2000	C	A	5	0	0	0	0	60	40	0	0	59	0	81	5
	GATWICK	AIR 2000	C	D	5	0	0	0	20	60	20	0	0	42	0	59	5

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BRINDISI	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	6	0	112	4	
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	12	0	96	4	
<b>TOTAL BRINDISI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>85</b>	<b>85</b>	
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	6	3	0	0	9	100	-13	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	0	3	0	0	4	69	13	13	
<b>TOTAL BRISBANE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>0</b>	<b>0</b>	
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	127	0	4	78	11	6	5	0	0	7	71	17	112	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	116	1	2	72	14	9	5	0	0	16	56	24	112	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	0	55	20	20	5	0	0	21	60	21	20	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	60	25	10	5	0	0	18	65	18	20	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	133	3	9	74	10	8	8	0	0	12	74	14	129	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	139	1	8	79	11	6	4	0	0	9	80	13	123	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	1	25	25	25	25	0	0	37	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	5	0	0	60	20	20	0	0	0	12	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	67	12	12	8	0	0	16	77	11	70	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	72	0	0	83	10	4	3	0	0	6	85	6	66	
<b>TOTAL BRISTOL</b>					<b>709</b>	<b>5</b>	<b>24</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>15</b>	
BRUGGEN																		
BRUSSELS	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	50	0	1	68	24	2	6	0	0	11	65	13	49	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	50	0	1	64	14	18	4	0	0	14	69	10	49	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	143	0	1	64	25	10	1	0	0	14	66	15	143	
	HEATHROW	BMI BRITISH MIDLAND	S	D	143	0	1	70	23	6	1	0	0	10	65	13	143	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	95	0	0	95	5	0	0	0	0	-2	74	12	94	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	95	0	0	75	15	7	3	0	0	11	68	13	96	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	70	0	0	71	19	7	3	0	0	14	46	22	50	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	70	0	0	77	20	3	0	0	0	8	68	11	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	84	11	3	2	0	0	6	70	13	135	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	73	15	11	0	0	0	8	70	12	135	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	97	0	1	53	27	16	4	0	0	21	60	16	43	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	96	0	1	60	15	21	4	0	0	16	69	15	45	
	STANSTED	KLM UK LTD	S	A	75	0	2	75	19	7	0	0	0	8	71	9	76	
	STANSTED	KLM UK LTD	S	D	75	0	2	52	35	13	0	0	0	17	35	26	77	
	BIRMINGHAM	SABENA	S	A	78	0	2	67	22	10	1	0	0	13	0	0	0	
	BIRMINGHAM	SABENA	S	D	78	0	2	55	31	12	3	0	0	17	0	0	0	
	EDINBURGH	SABENA	S	A	88	0	0	77	19	3	0	0	0	8	74	8	58	
	EDINBURGH	SABENA	S	D	88	0	0	36	31	31	2	0	0	24	17	27	58	
	GATWICK	SABENA	S	A	113	0	1	78	14	6	2	0	0	8	65	14	62	
	GATWICK	SABENA	S	D	113	0	1	84	11	3	2	1	0	12	71	14	62	
	GLASGOW	SABENA	S	A	88	0	0	84	16	0	0	0	0	7	75	7	57	
	GLASGOW	SABENA	S	D	88	0	0	45	33	19	1	1	0	23	16	26	57	
	HEATHROW	SABENA	S	A	248	1	6	54	28	13	6	0	0	19	57	17	255	
	HEATHROW	SABENA	S	D	250	1	4	64	19	11	6	0	0	16	59	17	255	
	LONDON CITY	SABENA	S	A	94	0	6	87	9	2	2	0	0	7	73	8	71	
	LONDON CITY	SABENA	S	D	94	0	5	61	22	15	2	0	0	17	65	13	71	
	MANCHESTER	SABENA	S	A	114	0	0	83	11	4	3	0	0	6	82	4	102	
	MANCHESTER	SABENA	S	D	114	0	0	67	23	10	1	0	0	11	73	12	103	
	NEWCASTLE	SABENA	S	A	85	0	0	69	20	11	0	0	0	13	75	11	79	
	NEWCASTLE	SABENA	S	D	85	0	0	62	26	12	0	0	0	12	66	12	79	
	STANSTED	SABENA	S	A	71	0	7	80	8	7	4	0	0	8	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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																		
	STANSTED	SABENA	S	D	70	0	8	56	26	10	9	0	0	21	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	90	6	3	0	0	3	87	8	31		
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	58	23	13	6	0	17	45	21	31		
<b>TOTAL BRUSSELS</b>					<b>3364</b>	<b>3</b>	<b>52</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>14</b>	<b>14</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	44	0	0	73	18	7	2	0	8	63	24	43		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	44	0	0	59	34	7	0	0	14	58	23	43		
	HEATHROW	TAROM	S	A	35	0	0	29	20	34	17	0	36	56	22	36		
	HEATHROW	TAROM	S	D	36	0	0	56	17	11	14	3	29	50	35	36		
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>26</b>	<b>26</b>	
BUHEL																		
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	10	6	3	0	11	74	9	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	13	6	3	0	12	60	18	62		
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	27	0	0	93	7	0	0	0	1	0	0	0		
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	27	0	0	85	4	7	4	0	11	0	0	0		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	61	24	10	5	0	15	68	14	63		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	74	23	0	2	2	12	78	11	63		
<b>TOTAL BUDAPEST</b>					<b>303</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>13</b>		
BUENOS AIRES																		
BURGAS																		
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	20	40	40	0	0	26	60	19	5		
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	20	40	20	20	0	33	60	21	5		
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	7	0	0	0		
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	14	0	0	0		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	3	80	48	5		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	0	40	60	0	0	38	40	75	5		
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	-7	60	14	5		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
BURGAS	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	28	40	22	5
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-6	90	-2	10
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	12	20	32	10
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8	60	61	5
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	60	58	5
<b>TOTAL BURGAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>31</b>	<b>31</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	10	0	0	30	20	30	10	10	0	62	10	56	10	
	HEATHROW	BMI BRITISH MIDLAND	C	D	10	0	0	0	0	80	10	10	0	75	30	28	10	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	80	20	0	0	50	0	173	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	26	20	26	5	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>57</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>43</b>	<b>43</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	-11	65	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	3	10	0	0	11	48	24	31	
	HEATHROW	EGYPT AIR	S	A	31	0	0	52	29	13	6	0	0	18	23	35	31	
	HEATHROW	EGYPT AIR	S	D	31	0	0	6	29	42	23	0	0	44	6	62	31	
	MANCHESTER	EGYPT AIR	S	A	5	0	0	40	20	0	40	0	0	44	0	0	0	
	MANCHESTER	EGYPT AIR	S	D	5	0	0	20	20	20	20	20	0	89	0	0	0	
<b>TOTAL CAIRO</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>32</b>	<b>32</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	0	0	11	111	78	2	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	0	11	0	0	12	56	16	9	
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>67</b>	<b>9</b>	<b>9</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	23	0	0	87	9	0	0	4	0	9	77	3	22	
	HEATHROW	AIR CANADA	S	D	26	0	0	85	0	12	0	4	0	16	61	15	23	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	81	10	0	10	0	0	9	65	21	31	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	68	16	13	3	0	0	16	81	8	31	
<b>TOTAL CALGARY</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>12</b>	
CALVI																		
	GATWICK	AIR 2000	C	A	5	0	0	20	0	60	20	0	0	34	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	35	0	0	0	
	STANSTED	KLM UK LTD	C	A	5	0	0	0	20	80	0	0	0	41	20	48	5	
	STANSTED	KLM UK LTD	C	D	5	0	0	40	60	0	0	0	0	14	40	29	5	
<b>TOTAL CALVI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>30</b>	<b>34</b>	<b>34</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	40	1	2	83	8	8	3	0	0	9	92	9	38	
	GLASGOW	LOGANAIR	S	D	40	0	2	85	8	5	3	0	0	6	97	-1	39	
<b>TOTAL CAMPBELTOWN</b>					<b>80</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>4</b>	<b>4</b>	
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	9	86	-11	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	71	10	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	75	0	0	76	100	-23	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	0	20	0	60	20	0	105	100	8	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	20	0	40	20	20	0	75	50	60	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	75	0	25	0	0	35	50	47	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	25	0	0	25	140	50	43	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	25	0	0	0	25	75	40	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	0	127	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	19	0	122	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	16	50	26	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	50	36	4	
<b>TOTAL CANCUN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>60</b>	<b>35</b>	<b>35</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	86	14	0	0	0	0	0	82	-2	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	18	5	0	0	0	9	89	11	18	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	1	38	54	0	8	0	0	19	64	15	14	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	14	0	0	93	0	0	7	0	0	9	67	15	18	
<b>TOTAL CAPE TOWN</b>					<b>71</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>10</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	31	0	0	58	10	23	10	0	0	18	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	45	29	13	13	0	0	25	0	0	0
<b>TOTAL CARCASSONNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>18</b>	<b>11</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	100	0	0	0	0	0	7	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	60	0	1	82	10	5	3	0	0	5	58	26	48
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	60	0	1	80	10	10	0	0	0	11	73	20	48
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	2	88	6	0	6	0	0	9	87	4	47
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	50	0	3	84	6	4	6	0	0	8	85	6	47
<b>TOTAL CARDIFF WALES</b>					<b>224</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>16</b>	<b>16</b>
CASABLANCA MOHAMED V	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	77	16	3	3	0	0	12	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	48	19	23	10	0	0	28	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	16	39	26	16	3	0	44	35	27	31
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	48	3	29	16	3	0	34	58	23	31
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>22</b>	<b>22</b>
CATANIA (FONTANAROSSA)	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	22	33	79	3
	GATWICK	AIR 2000	C	D	4	0	0	0	0	50	50	0	0	76	0	131	2
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	40	20	20	20	0	0	29	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	40	0	0	76	40	9	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	20	80	0	0	0	0	16	100	10	5
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	20	0	40	40	0	0	49	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	40	0	40	20	0	0	35	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	0	40	20	20	20	0	95	20	67	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	63	60	36	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	40	0	0	44	0	95	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	60	0	40	0	0	45	0	59	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>22</b>	<b>19</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>64</b>	<b>64</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
CHANIA																		
	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	30	25	24	4	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	45	50	28	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	25	0	0	16	25	127	4		
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	42	25	132	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	13	0	25	0	13	13	51	8		
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	25	13	13	0	22	25	46	8		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	1	33	0	33	33	0	47	25	33	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	1	67	0	0	33	0	54	75	16	4		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	34	25	45	4		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	75	0	0	35	0	39	4		
<b>TOTAL CHANIA</b>					<b>46</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>13</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>27</b>	<b>53</b>	<b>53</b>	
CHARLOTTE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	10	0	0	-2	87	-2	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	32	6	3	0	18	71	26	31		
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>12</b>		
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	14	0	0	93	7	0	0	0	-10	70	7	10		
	HEATHROW	AIR INDIA	S	D	13	0	0	31	23	23	23	0	35	36	28	11		
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	81	10	10	0	0	-5	90	7	31		
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	94	6	0	0	0	2	81	18	31		
	GLASGOW	AMERICAN AIRLINES	S	A	31	0	0	68	3	13	16	0	13	87	9	31		
	GLASGOW	AMERICAN AIRLINES	S	D	31	0	0	94	6	0	0	0	3	87	9	31		
	HEATHROW	AMERICAN AIRLINES	S	A	123	1	0	86	5	7	2	0	-8	75	3	92		
	HEATHROW	AMERICAN AIRLINES	S	D	123	1	0	80	9	8	3	0	10	75	12	93		
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	84	6	3	0	6	-3	74	9	31		
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	65	23	0	6	6	25	90	7	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	3	3	2	0	-13	92	-9	61		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	65	27	5	3	0	16	26	31	62		
	HEATHROW	UNITED AIRLINES	S	A	71	0	0	62	11	13	14	0	21	89	8	62		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	71	0	0	41	44	14	1	0	0	20	69	16	62
<b>TOTAL CHICAGO (O'HARE)</b>					<b>725</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>10</b>	<b>10</b>
CINCINNATI	GATWICK	DELTA AIRLINES	S	A	31	0	0	71	23	6	0	0	4	71	26	31	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	77	13	10	0	0	10	58	20	31	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>23</b>	<b>23</b>	
COLOGNE (BONN)	HEATHROW	BMI BRITISH MIDLAND	S	A	41	0	0	93	5	0	2	0	4	97	4	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	41	0	0	78	12	5	5	0	11	84	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	70	21	5	3	0	10	70	10	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	82	11	3	3	0	5	82	8	56	
	GATWICK	CITY FLYER EXPRESS	S	A	109	0	0	64	25	10	1	0	13	64	16	78	
	GATWICK	CITY FLYER EXPRESS	S	D	108	0	1	70	19	9	2	0	12	78	13	78	
<b>TOTAL COLOGNE (BONN)</b>					<b>421</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>11</b>	
COLOMBO	HEATHROW	SRILANKAN AIRLINES	S	A	23	0	0	61	9	17	4	9	33	83	15	18	
	HEATHROW	SRILANKAN AIRLINES	S	D	23	0	0	57	22	9	0	13	48	39	50	18	
<b>TOTAL COLOMBO</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>11</b>	<b>41</b>	<b>72</b>	<b>20</b>	<b>20</b>	
CONNAUGHT	BIRMINGHAM	AER LINGUS	S	A	5	0	0	100	0	0	0	0	-6	100	-6	5	
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	100	0	0	0	0	8	67	16	3	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	65	10	10	10	6	27	48	64	31	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	65	6	13	13	3	32	58	65	31	
	STANSTED	RYANAIR	S	A	86	0	0	38	22	26	12	2	33	80	7	101	
	STANSTED	RYANAIR	S	D	86	0	0	30	22	35	12	1	39	73	15	102	
<b>TOTAL CONNAUGHT</b>					<b>243</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>24</b>	<b>11</b>	<b>2</b>	<b>33</b>	<b>71</b>	<b>23</b>	<b>23</b>	
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	52	0	0	92	8	0	0	0	3	88	4	26	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	31	0	0	94	6	0	0	0	8	62	24	26	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
COPENHAGEN	GLASGOW	BMI BRITISH MIDLAND	S	A	52	0	0	94	6	0	0	0	0	-5	81	5	52
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	0	0	98	2	0	0	0	0	1	87	8	52
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	74	19	6	0	0	0	8	62	16	26
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	77	16	3	3	0	0	12	77	8	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	79	15	5	2	0	0	7	79	16	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	79	11	10	0	0	0	12	66	13	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	71	21	7	1	0	0	11	79	7	117
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	82	13	6	0	0	0	6	83	9	117
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	46	0	0	89	7	2	2	0	0	5	93	1	42
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	46	0	0	91	4	2	2	0	0	7	95	2	42
	STANSTED	GO FLY LTD	S	A	52	0	0	90	2	4	4	0	0	-2	0	0	0
	STANSTED	GO FLY LTD	S	D	52	0	0	90	4	0	6	0	0	8	0	0	0
	GATWICK	MAERSK AIR	S	A	44	0	0	91	9	0	0	0	0	3	73	16	26
	GATWICK	MAERSK AIR	S	D	44	0	0	91	5	2	2	0	0	7	50	19	26
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	5	0	0	80	20	0	0	0	0	13	100	-15	5
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	5	0	0	60	40	0	0	0	0	14	80	-12	5
	HEATHROW	SAS	S	A	150	0	0	83	11	4	1	0	0	6	86	5	150
	HEATHROW	SAS	S	D	155	0	0	91	7	1	1	0	0	3	83	7	156
	MANCHESTER	SAS	S	A	83	0	0	88	10	1	1	0	0	2	82	3	82
	MANCHESTER	SAS	S	D	83	0	0	76	12	8	4	0	0	9	84	3	83
	HEATHROW	VARIG	S	A	13	0	0	38	23	23	15	0	0	30	64	17	14
	HEATHROW	VARIG	S	D	13	0	0	8	8	46	23	15	0	77	50	30	14
<b>TOTAL COPENHAGEN</b>					<b>1402</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	<b>7</b>
CORFU	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-35	60	48	5
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-3	80	19	5
	GATWICK	AIR 2000	C	A	18	0	0	39	33	28	0	0	0	20	18	71	22
	GATWICK	AIR 2000	C	D	19	0	0	74	16	11	0	0	0	11	32	55	22

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 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	5	0	0	40	20	0	40	0	0	48	56	5	9	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	31	56	10	9	
	MANCHESTER	AIR 2000	C	A	13	0	0	77	23	0	0	0	0	2	31	64	13	
	MANCHESTER	AIR 2000	C	D	14	0	0	71	29	0	0	0	0	6	23	67	13	
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-25	80	-5	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-11	80	12	5	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	75	0	0	0	38	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	0	0	60	40	0	0	53	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	11	0	0	45	18	9	18	9	0	48	90	4	10	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	11	0	0	36	18	18	18	9	0	51	90	12	10	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	77	8	0	15	0	0	15	69	8	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	62	23	8	8	0	0	18	86	7	14	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	83	50	20	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	94	100	-3	2	
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	25	25	0	0	55	75	3	4	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	25	13	38	25	0	0	59	75	10	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	23	0	0	52	17	17	13	0	0	26	64	81	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	82	5	5	9	0	0	14	64	7	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	9	100	-10	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	-1	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	80	11	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	40	20	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	24	0	0	42	17	21	13	4	4	56	31	146	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	24	0	0	71	8	0	17	0	4	47	85	94	13	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	19	0	0	79	5	0	5	11	0	29	36	43	14	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	19	0	0	68	11	5	11	5	0	34	29	85	14	

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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)
CORFU	GATWICK	EXCEL AIRWAYS LTD	C	A	19	0	0	53	16	5	11	16	0	60	25	56	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	20	0	0	55	10	5	25	5	0	54	25	66	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	28	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	40	20	20	0	79	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	19	0	0	26	21	26	21	0	5	65	33	45	12
	GATWICK	LEISURE INTERNATIONAL	C	D	19	0	0	37	16	26	16	0	5	54	33	58	12
	MANCHESTER	LEISURE INTERNATIONAL	C	A	18	0	0	28	33	17	11	11	0	62	46	96	13
	MANCHESTER	LEISURE INTERNATIONAL	C	D	19	0	0	21	32	21	16	11	0	64	23	101	13
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	25	50	25	0	95	0	190	4
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	0	0	40	60	0	0	74	50	172	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	-3	50	139	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	90	10	0	0	0	0	3	50	122	4
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	38	15	38	8	0	0	27	29	27	17
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	67	13	20	0	0	0	12	53	27	17
	LUTON	MONARCH AIRLINES	C	A	19	0	0	84	11	5	0	0	0	-1	89	99	9
	LUTON	MONARCH AIRLINES	C	D	18	0	0	83	11	6	0	0	0	5	100	-8	9
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	11	33	11	0	0	29	86	1	7
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	70	10	10	10	0	0	20	63	14	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-9	100	-9	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	1	80	4	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	20	30	30	20	0	0	36	50	22	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	30	40	0	0	0	27	30	38	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	11	22	11	0	72	50	16	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	0	20	0	30	0	81	70	14	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	15	75	51	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	9	50	83	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-2	60	17	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	60	11	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-12	100	-23	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	-4	100	-8	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	41	100	-25	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	24	100	-12	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL CORFU</b>					<b>671</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>55</b>	<b>44</b>	<b>44</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	31	0	0	90	3	0	6	0	0	1	68	25	31	
	BIRMINGHAM	AER LINGUS	S	D	52	0	0	96	4	0	0	0	0	5	75	19	52	
	HEATHROW	AER LINGUS	S	A	140	0	0	76	11	9	4	0	0	12	64	21	140	
	HEATHROW	AER LINGUS	S	D	140	0	0	73	16	5	6	0	0	14	61	21	140	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	9	64	16	13	7	0	0	13	74	16	76	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	77	0	1	79	8	8	5	0	0	9	81	9	78	
	GATWICK	CITY FLYER EXPRESS	S	A	98	0	0	61	21	13	3	1	0	16	38	28	73	
	GATWICK	CITY FLYER EXPRESS	S	D	98	0	0	51	31	14	4	0	0	20	34	30	73	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	10	0	0	90	0	10	0	0	0	6	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	8	0	0	75	25	0	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	147	0	1	41	23	20	12	3	0	33	80	8	142	
	STANSTED	RYANAIR	S	D	148	0	1	38	24	27	10	1	0	30	70	15	141	
<b>TOTAL CORK</b>					<b>1018</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>18</b>	
CUNEO																		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	23	0	0	22	13	22	35	0	9	105	50	36	22	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	23	0	0	52	17	17	4	4	4	47	50	29	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	5	9	0	5	0	13	77	94	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	9	0	0	0	6	45	122	22	
<b>TOTAL DACCA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>56</b>	<b>70</b>	<b>70</b>	
DALAMAN																		
	BIRMINGHAM	AIR 2000	C	A	7	1	1	100	0	0	0	0	0	-33	44	26	9	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	56	44	0	0	0	0	12	50	20	8	
	GATWICK	AIR 2000	C	A	14	0	0	86	7	0	7	0	0	8	18	65	17	
	GATWICK	AIR 2000	C	D	15	0	0	60	33	0	7	0	0	16	13	52	16	
	GLASGOW	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	1	25	74	4	
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	6	50	58	4	
	MANCHESTER	AIR 2000	C	A	20	2	1	90	0	10	0	0	0	-10	50	63	22	
	MANCHESTER	AIR 2000	C	D	23	1	0	52	22	22	4	0	0	15	43	97	21	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	13	25	92	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	0	40	40	0	0	47	25	95	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	9	0	0	0	22	44	11	11	11	135	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	10	0	0	10	40	30	0	10	10	111	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	9	0	0	100	0	0	0	0	0	-10	10	178	10	
	GATWICK	AIRWORLD AVIATION LTD	C	D	9	0	0	100	0	0	0	0	0	-1	0	156	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	18	0	0	89	11	0	0	0	0	-4	38	84	13	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	18	0	0	72	17	11	0	0	0	9	58	76	12	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	26	77	12	13	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	33	11	0	0	28	69	16	13	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	11	11	56	11	0	87	23	57	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	33	11	33	0	0	60	23	54	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	25	25	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	11	75	10	4	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						AUG 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	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	33	11	0	0	40	100	-3	5
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	11	44	11	33	0	0	51	80	8	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	72	22	0	6	0	0	5	53	25	17
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	78	17	0	6	0	0	10	59	31	17
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	11	60	40	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	20	20	54	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	13	100	-1	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	14	75	14	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	29	0	0	14	24	28	31	3	0	56	10	158	41
	GATWICK	CALEDONIAN AIRWAYS	C	D	27	0	0	59	11	4	22	4	0	38	24	142	42
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	24	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	0	40	40	20	0	0	47	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	0	43	21	21	14	0	0	30	62	45	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	0	50	14	21	14	0	0	33	38	54	13
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	40	10	30	10	10	0	68	0	36	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	60	10	0	20	10	0	55	25	30	4
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	5	0	0	0	20	60	20	0	0	45	0	0	0
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	0	40	60	0	0	68	0	0	0
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	9	0	0	100	0	0	0	0	0	-4	0	0	0
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	9	0	0	56	33	0	11	0	0	17	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	60	0	20	20	0	0	19	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	80	0	0	0	35	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	20	80	0	0	0	0	17	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	20	20	20	40	0	0	57	75	128	4
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	20	0	60	0	0	69	25	144	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	40	0	40	0	0	41	44	41	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	48	44	48	9
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	53	13	27	7	0	0	21	0	41	8
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	57	21	14	7	0	0	16	13	32	8



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	5	80	17	5
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	12	80	27	5
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-10	0	53	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-1	75	5	4
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	10	10	20	0	0	18	78	-3	9
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	56	11	11	22	0	0	26	63	12	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	84	75	97	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	0	25	99	100	-2	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	22	22	0	0	40	46	80	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	21	46	57	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-28	75	-17	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	75	8	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-16	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	53	18	18	12	0	0	28	32	36	22
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	76	18	6	0	0	0	9	41	28	22
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	-4	75	18	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	5	100	-3	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	54	50	76	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	63	50	77	4
	GATWICK	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	-15	0	56	5
	GATWICK	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	-2	80	11	5
	GLASGOW	ONUR AIR	C	A	4	0	0	50	25	0	25	0	0	41	80	8	5
	GLASGOW	ONUR AIR	C	D	4	0	0	25	50	0	25	0	0	43	60	14	5
	MANCHESTER	ONUR AIR	C	A	9	0	0	67	11	0	11	11	0	47	33	38	9
	MANCHESTER	ONUR AIR	C	D	9	0	0	33	0	44	11	11	0	73	0	68	9
	NEWCASTLE	ONUR AIR	C	A	9	0	0	22	11	22	33	0	11	78	100	-25	9
	NEWCASTLE	ONUR AIR	C	D	9	0	0	11	22	22	33	11	0	84	22	33	9
	EDINBURGH	PEGASUS AIRLINES	C	A	4	0	0	75	0	0	25	0	0	26	100	-19	5
	EDINBURGH	PEGASUS AIRLINES	C	D	4	0	0	0	25	50	25	0	0	69	40	16	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	GATWICK	PEGASUS AIRLINES	C	A	11	0	2	55	27	0	18	0	0	18	100	-17	3
	GATWICK	PEGASUS AIRLINES	C	D	13	0	0	54	15	15	15	0	0	20	67	16	3
	GLASGOW	PEGASUS AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-11	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	9	0	0	56	33	0	11	0	0	19	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	9	0	0	56	22	11	11	0	0	28	0	0	0
	NEWCASTLE	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-8	100	-14	2
	NEWCASTLE	PEGASUS AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-5	100	-9	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	-5	78	17	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	20	0	0	0	0	5	78	38	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	-4	100	-3	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-2	75	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	-7	44	58	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-9	78	31	9
<b>TOTAL DALAMAN</b>					<b>803</b>	<b>4</b>	<b>4</b>	<b>58</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>56</b>	<b>56</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	62	0	0	77	10	5	6	2	0	1	97	-22	61
	GATWICK	AMERICAN AIRLINES	S	D	62	0	0	73	18	6	3	0	0	15	75	11	61
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	81	6	0	13	0	0	2	0	0	0
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	65	10	10	13	3	0	34	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	3	16	6	0	0	7	81	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	26	6	10	0	0	24	48	22	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>2</b>	<b>2</b>
DAMASCUS																	
	HEATHROW	SYRIANAIR	S	A	14	1	0	43	21	21	14	0	0	34	62	7	13
	HEATHROW	SYRIANAIR	S	D	12	2	0	8	75	17	0	0	0	22	8	35	13
<b>TOTAL DAMASCUS</b>					<b>26</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>34</b>	<b>64</b>	<b>64</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	9	0	0	33	11	33	22	0	0	34	40	35	10
	HEATHROW	ALLIANCE	S	D	9	0	0	56	44	0	0	0	0	13	60	24	10

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
DAR-ES-SALAAM	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	77	47	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	9	77	68	13		
<b>TOTAL DAR-ES-SALAAM</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>45</b>	<b>45</b>		
DEAUVILLE																		
<b>TOTAL DEAUVILLE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>34</b>	<b>34</b>		
DELHI																		
DETROIT	GATWICK	AMERICAN TRANS AIR	C	A	4	0	0	25	0	0	75	0	72	80	15	5		
	GATWICK	AMERICAN TRANS AIR	C	D	5	0	0	0	40	0	60	0	79	20	46	5		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	3	3	0	-1	77	9	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	6	13	3	0	15	63	17	30		
	GATWICK	NORTHWEST AIRLINES	S	A	55	0	3	55	7	13	24	2	30	60	19	62		
	GATWICK	NORTHWEST AIRLINES	S	D	54	0	0	59	17	11	13	0	24	71	19	62		
<b>TOTAL DETROIT</b>					<b>180</b>	<b>2</b>	<b>3</b>	<b>64</b>	<b>10</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>23</b>	<b>66</b>	<b>18</b>	<b>18</b>		
DHAHRAN	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	1	92	4	0	0	4	-6	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	1	46	31	19	4	0	20	0	0	0		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	33	33	22	11	0	24	75	9	8		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	78	11	11	0	0	6	38	31	8		
<b>TOTAL DHAHRAN</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>60</b>	<b>11</b>	<b>11</b>		
DIJON																		
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	3	0	-4	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	39	3	0	3	19	0	0	0		
	HEATHROW	GULF AIR	S	A	4	0	0	75	25	0	0	0	6	78	23	9		
	HEATHROW	GULF AIR	S	D	4	0	0	75	25	0	0	0	7	56	21	9		
	HEATHROW	QATAR AIRWAYS	S	A	31	0	0	65	10	16	3	6	28	81	8	31		
	HEATHROW	QATAR AIRWAYS	S	D	31	0	0	58	19	13	10	0	23	87	4	31		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DOHA																		
<b>TOTAL DOHA</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>9</b>	<b>9</b>	
DONEGAL																		
DORTMUND																		
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	5	0	0	0	0	20	40	0	40	448	0	137	4	
	GATWICK	CAMEROON AIRLINES	S	D	5	0	1	0	40	20	20	0	20	266	0	73	5	
<b>TOTAL DOUALA</b>					<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>357</b>	<b>0</b>	<b>101</b>	<b>101</b>	
DRESDEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	21	0	0	52	43	0	5	0	0	14	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	0	71	24	5	0	0	7	0	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	17	0	1	6	35	59	0	0	32	0	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	17	0	1	59	41	0	0	0	13	0	0	0	0	
	HEATHROW	LUFTHANSA	S	D	26	0	0	62	31	8	0	0	11	96	4	26		
<b>TOTAL DRESDEN</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>34</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>4</b>	<b>4</b>		
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	0	0	0	3	22	94	-9	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	3	0	0	7	83	8	18		
	GATWICK	EMIRATES	S	A	31	0	0	35	13	29	16	6	44	56	18	27		
	GATWICK	EMIRATES	S	D	31	0	0	16	42	35	3	3	40	30	32	27		
	HEATHROW	EMIRATES	S	A	61	0	0	74	13	7	7	0	9	63	16	62		
	HEATHROW	EMIRATES	S	D	61	1	0	57	21	16	5	0	20	44	43	62		
	MANCHESTER	EMIRATES	S	A	31	0	0	87	6	6	0	0	0	74	3	31		
	MANCHESTER	EMIRATES	S	D	31	0	0	74	13	13	0	0	10	74	13	31		
<b>TOTAL DUBAI</b>					<b>308</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>60</b>	<b>20</b>	<b>20</b>		
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	159	0	0	95	1	3	1	0	0	82	9	145		
	BIRMINGHAM	AER LINGUS	S	D	138	0	0	87	9	4	1	0	6	78	17	126		
	EDINBURGH	AER LINGUS	S	A	140	0	0	92	6	1	1	0	3	87	6	133		
	EDINBURGH	AER LINGUS	S	D	140	0	0	88	9	3	1	0	8	64	14	133		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Matched	Plan (8)										
DUBLIN	GLASGOW	AER LINGUS	S	A	124	0	0	98	1	1	0	0	0	-4	81	7	98
	GLASGOW	AER LINGUS	S	D	124	0	0	98	2	0	0	0	0	-1	82	12	98
	HEATHROW	AER LINGUS	S	A	417	1	0	75	17	5	4	0	0	11	62	18	421
	HEATHROW	AER LINGUS	S	D	409	1	7	75	11	9	4	0	0	12	64	17	419
	MANCHESTER	AER LINGUS	S	A	171	0	0	94	4	2	0	0	0	-1	81	10	150
	MANCHESTER	AER LINGUS	S	D	171	0	0	93	6	1	0	0	0	1	76	17	145
	NEWCASTLE	AER LINGUS	S	A	88	0	0	90	6	2	2	0	0	0	88	2	88
	NEWCASTLE	AER LINGUS	S	D	88	0	0	89	5	5	1	1	0	7	90	7	88
	STANSTED	AER LINGUS	S	A	186	0	0	91	5	3	1	0	0	1	72	10	124
	STANSTED	AER LINGUS	S	D	186	0	0	83	10	5	2	0	0	10	73	14	124
	HEATHROW	BMI BRITISH MIDLAND	S	A	257	2	0	51	23	18	7	0	0	24	44	25	284
	HEATHROW	BMI BRITISH MIDLAND	S	D	258	1	0	55	24	16	6	0	0	21	55	21	285
	GATWICK	CITY FLYER EXPRESS	S	A	191	1	0	66	21	8	4	0	0	14	53	29	124
	GATWICK	CITY FLYER EXPRESS	S	D	191	1	0	64	22	9	5	0	0	16	60	26	124
	LONDON CITY	CITY JET	S	A	186	0	8	73	5	16	6	0	0	14	72	11	182
	LONDON CITY	CITY JET	S	D	186	2	8	67	19	6	8	0	0	19	52	21	181
	BIRMINGHAM	RYANAIR	S	A	154	0	0	87	8	4	1	0	0	5	85	7	183
	BIRMINGHAM	RYANAIR	S	D	154	0	0	69	21	8	2	0	0	14	70	14	182
	GATWICK	RYANAIR	S	A	124	5	0	77	15	5	3	0	0	9	64	20	125
	GATWICK	RYANAIR	S	D	124	4	0	73	18	6	4	0	0	13	63	21	124
	LUTON	RYANAIR	S	A	145	1	0	73	17	8	2	0	0	10	87	3	117
	LUTON	RYANAIR	S	D	145	0	0	67	21	10	1	0	0	14	85	9	120
	MANCHESTER	RYANAIR	S	A	154	0	0	88	9	1	1	0	0	3	80	8	158
	MANCHESTER	RYANAIR	S	D	154	0	0	84	12	3	1	0	0	4	75	8	155
	STANSTED	RYANAIR	S	A	387	2	1	66	16	13	4	0	0	13	70	14	371
	STANSTED	RYANAIR	S	D	389	1	3	45	28	20	7	1	0	24	58	20	368
<b>TOTAL DUBLIN</b>					<b>5743</b>	<b>24</b>	<b>29</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>15</b>	<b>15</b>
DUBROVNIK	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	1	100	0	0	0	0	0	-9	33	165	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	25	72	4

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
DUBROVNIK																	
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	80	0	0	20	0	0	3	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	80	0	0	20	0	0	19	0	0	0
	STANSTED	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	-12	0	0	0
	STANSTED	CROATIA AIRLINES	S	D	5	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL DUBROVNIK</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>119</b>	<b>119</b>
DUNDEE																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	23	0	2	96	0	0	4	0	0	1	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	19	0	1	53	26	21	0	0	0	19	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	A	20	0	1	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	21	0	0	71	14	14	0	0	0	9	0	0	0
<b>TOTAL DUNDEE</b>					<b>83</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>12</b>	<b>12</b>
DURBAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	11	6	0	0	0	0	72	3	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	94	0	6	0	0	0	4	82	7	17
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	8	0	0	63	25	13	0	0	0	16	57	26	14
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	85	0	8	8	0	0	12	38	41	13
<b>TOTAL DURBAN</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>17</b>	<b>17</b>
DUSSELDORF																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	108	0	0	83	10	6	1	0	0	5	84	3	107
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	107	0	0	84	12	2	2	0	0	8	90	4	107
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	76	17	5	2	0	0	8	70	12	117
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	86	10	3	1	0	0	6	78	10	117
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	82	0	0	88	9	1	2	0	0	3	61	20	79
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	82	0	0	83	12	2	2	0	0	8	71	16	82
	GATWICK	CITY FLYER EXPRESS	S	A	103	0	1	80	17	4	0	0	0	5	52	21	67
	GATWICK	CITY FLYER EXPRESS	S	D	103	0	1	71	17	11	2	0	0	13	70	13	67
	NEWCASTLE	GILL AIRWAYS	S	A	26	0	0	81	15	4	0	0	0	12	76	9	21

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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	26	0	0	81	12	8	0	0	0	10	100	2	21
	STANSTED	KLM UK LTD	S	A	82	0	0	89	6	2	1	1	0	2	77	11	82
	STANSTED	KLM UK LTD	S	D	82	0	0	78	16	4	2	0	0	11	74	16	82
	HEATHROW	LUFTHANSA	S	A	118	0	1	72	20	7	1	0	0	9	63	13	103
	HEATHROW	LUFTHANSA	S	D	98	0	1	90	8	2	0	0	0	4	97	2	98
	MANCHESTER	LUFTHANSA	S	A	25	0	1	80	20	0	0	0	0	8	69	9	51
	MANCHESTER	LUFTHANSA	S	D	25	0	1	56	40	4	0	0	0	15	65	15	51
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	72	0	2	75	14	7	4	0	0	9	86	2	73
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	71	0	2	70	21	6	3	0	0	13	89	6	73
	MANCHESTER	LUFTHANSA CITY LINE	S	A	24	0	2	83	13	0	4	0	0	7	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	D	24	0	2	88	8	0	4	0	0	5	0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1496</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	<b>10</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	97	0	0	82	11	6	0	0	0	6	84	7	96
	EDINBURGH	BMI BRITISH MIDLAND	S	D	97	0	0	70	23	6	1	0	0	14	81	13	95
	GLASGOW	BMI BRITISH MIDLAND	S	A	91	4	1	68	10	16	5	0	0	16	90	3	90
	GLASGOW	BMI BRITISH MIDLAND	S	D	92	4	0	68	12	15	4	0	0	15	92	4	90
<b>TOTAL EAST MIDLANDS</b>					<b>377</b>	<b>9</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>7</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	0	73	17	8	2	0	0	11	68	14	238
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	0	75	16	8	2	0	0	10	76	10	238
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	165	0	2	72	19	7	2	0	0	11	59	17	164
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	165	0	2	84	10	3	3	0	0	10	82	10	165
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	221	0	5	87	9	2	3	0	0	4	88	5	184
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	221	0	4	82	10	4	5	0	0	10	87	6	198
	HEATHROW	BRITISH AIRWAYS PLC	S	A	321	0	1	84	11	3	2	0	0	6	43	22	323
	HEATHROW	BRITISH AIRWAYS PLC	S	D	321	0	1	87	10	2	2	0	0	3	72	12	323
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	113	0	4	84	12	2	3	0	0	7	77	12	110
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	113	0	4	90	5	2	3	0	0	2	88	6	109
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	130	0	0	67	16	12	5	0	0	12	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	130	0	1	39	22	22	13	0	4	84	0	0	0
	LONDON CITY	KLM UK LTD	S	A	95	0	2	96	3	1	0	0	0	-2	90	2	72
	LONDON CITY	KLM UK LTD	S	D	95	0	2	61	36	3	0	0	0	14	75	14	72
	STANSTED	KLM UK LTD	S	A	151	1	4	68	15	8	9	1	0	15	85	3	150
	STANSTED	KLM UK LTD	S	D	152	1	4	61	18	14	7	1	0	21	59	20	149
<b>TOTAL EDINBURGH</b>					<b>2872</b>	<b>5</b>	<b>37</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>12</b>	<b>12</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	15	0	0	60	27	13	0	0	0	12	79	10	14
	HEATHROW	AIR CANADA	S	D	14	0	0	79	0	7	14	0	0	20	92	7	13
<b>TOTAL EDMONTON</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>8</b>	<b>8</b>
EINDHOVEN																	



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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	24	1	1	38	13	8	42	0	0	33	36	25	22
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	25	0	2	44	8	36	12	0	0	27	64	20	22
	GATWICK	B A S E BUSINESS AIRLINES	S	A	12	0	2	67	25	8	0	0	0	15	0	0	0
	GATWICK	B A S E BUSINESS AIRLINES	S	D	12	0	2	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	25	0	7	84	12	4	0	0	0	-1	52	17	25
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	24	0	7	96	4	0	0	0	0	-10	60	16	25
	HEATHROW	KLM	S	A	41	0	1	80	12	2	5	0	0	13	86	11	42
	HEATHROW	KLM	S	D	41	0	1	63	29	0	7	0	0	14	90	11	42
	STANSTED	KLM EXEL	S	A	33	0	30	55	24	18	3	0	0	18	0	0	0
	STANSTED	KLM EXEL	S	D	32	0	31	66	25	6	3	0	0	13	0	0	0
<b>TOTAL EINDHOVEN</b>					<b>269</b>	<b>1</b>	<b>84</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>15</b>	<b>15</b>
ENTEBBE																	
ESBJERG																	
<b>TOTAL ESBJERG</b>					<b>2</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-17</b>	<b>100</b>	<b>-17</b>	<b>-17</b>
EXETER	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	65	0	2	85	9	6	0	0	0	7	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	67	0	2	73	9	16	1	0	0	14	0	0	0
<b>TOTAL EXETER</b>					<b>132</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FARO	BIRMINGHAM	AIR 2000	C	A	14	0	0	43	29	7	14	7	0	48	43	25	14	
	BIRMINGHAM	AIR 2000	C	D	14	0	0	64	7	14	0	14	0	41	64	38	14	
	GATWICK	AIR 2000	C	A	41	0	0	39	37	15	7	2	0	26	33	52	36	
	GATWICK	AIR 2000	C	D	42	0	0	52	26	5	14	2	0	32	33	64	36	
	GLASGOW	AIR 2000	C	A	10	0	0	40	10	40	10	0	0	30	60	31	10	
	GLASGOW	AIR 2000	C	D	9	0	0	56	33	11	0	0	0	13	67	15	9	
	LUTON	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	17	67	9	9	
	LUTON	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	12	78	12	9	
	MANCHESTER	AIR 2000	C	A	23	0	0	61	22	9	9	0	0	19	33	89	18	
	MANCHESTER	AIR 2000	C	D	23	0	0	74	4	0	22	0	0	24	44	84	18	
	NEWCASTLE	AIR 2000	C	A	9	0	0	33	22	11	33	0	0	46	11	98	9	
	NEWCASTLE	AIR 2000	C	D	9	0	0	67	33	0	0	0	0	8	44	61	9	
	STANSTED	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	13	50	40	4	
	STANSTED	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	24	0	62	4	
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	81	10	6	3	0	0	6	74	10	31	
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	65	26	10	0	0	0	13	65	24	31	
	GATWICK	AIRWORLD AVIATION LTD	C	A	9	0	0	78	11	0	0	11	0	34	40	63	5	
	GATWICK	AIRWORLD AVIATION LTD	C	D	9	0	0	67	11	11	0	11	0	43	40	68	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	-4	80	8	10	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	-4	70	32	10	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	80	20	0	0	46	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	0	0	60	40	0	0	60	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	7	75	3	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	100	-2	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	44	22	22	0	0	49	89	8	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	22	22	0	0	44	78	18	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	0	25	0	0	33	100	3	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	49	100	1	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	17	0	44	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	0	33	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FARO	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	57	7	14	21	0	0	34	78	15	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	64	7	0	21	7	0	40	78	20	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	22	100	-5	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	19	100	-1	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	43	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	40	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	40	0	0	48	8	18	20	5	3	53	60	49	43	
	GATWICK	CALEDONIAN AIRWAYS	C	D	40	0	0	45	20	8	18	8	3	55	34	67	41	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	18	0	0	50	44	6	0	0	0	10	53	44	19	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	18	0	0	39	33	17	11	0	0	28	44	53	18	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	75	14	4	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	8	100	3	5	
	EDINBURGH	DUO AIRWAYS LTD	C	A	5	0	0	20	80	0	0	0	0	14	80	5	5	
	EDINBURGH	DUO AIRWAYS LTD	C	D	5	0	0	0	100	0	0	0	0	25	20	24	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	0	0	13	25	0	60	44	33	9	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	25	0	0	38	38	0	108	10	37	10	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-9	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	40	0	0	73	10	8	10	0	0	16	89	-1	54	
	GATWICK	GB AIRWAYS LTD	S	D	40	0	0	60	20	10	10	0	0	25	72	20	54	
	HEATHROW	GB AIRWAYS LTD	S	A	23	0	0	61	9	30	0	0	0	16	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	23	0	0	65	22	9	4	0	0	13	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	18	0	0	56	17	28	0	0	0	18	17	33	18	
	GATWICK	LEISURE INTERNATIONAL	C	D	18	0	0	61	33	6	0	0	0	14	44	23	18	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	9	0	0	22	11	44	22	0	0	41	25	47	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	8	1	0	38	50	13	0	0	0	18	50	34	4	
	STANSTED	LEISURE INTERNATIONAL	C	A	14	0	0	7	14	29	50	0	0	63	57	27	14	
	STANSTED	LEISURE INTERNATIONAL	C	D	14	0	0	14	7	29	50	0	0	64	69	8	13	
	BIRMINGHAM	MONARCH AIRLINES	C	A	23	0	0	26	26	30	17	0	0	35	43	27	23	
	BIRMINGHAM	MONARCH AIRLINES	C	D	23	0	0	39	22	22	17	0	0	32	57	20	23	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
FARO	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	26	50	25	4
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	28	75	13	4
	GATWICK	MONARCH AIRLINES	C	A	32	0	0	19	25	34	19	0	3	60	5	95	22
	GATWICK	MONARCH AIRLINES	C	D	32	0	0	44	13	25	16	0	3	57	9	61	22
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-2	20	35	5
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	11	40	44	5
	LUTON	MONARCH AIRLINES	C	A	9	0	0	67	33	0	0	0	0	4	77	-3	13
	LUTON	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	8	64	21	14
	MANCHESTER	MONARCH AIRLINES	C	A	34	0	0	38	38	15	6	0	3	30	22	30	23
	MANCHESTER	MONARCH AIRLINES	C	D	34	0	0	59	15	12	12	0	3	32	39	30	23
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-8	75	17	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	1	75	37	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	49	75	16	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	40	20	0	0	39	75	35	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	20	0	0	33	0	34	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	20	20	20	0	106	80	8	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	60	10	10	20	0	0	29	25	89	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	20	10	10	0	0	27	11	85	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	60	20	20	0	106	40	24	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	20	20	0	98	40	35	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	0	234	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	12	20	232	5
	BIRMINGHAM	SATA	C	A	3	0	0	0	33	67	0	0	0	31	0	0	0
	BIRMINGHAM	SATA	C	D	4	0	0	25	50	25	0	0	0	20	0	0	0
	LUTON	SATA	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	LUTON	SATA	C	D	5	0	0	40	60	0	0	0	0	14	0	0	0
	NEWCASTLE	SATA	C	A	5	0	0	40	40	20	0	0	0	18	0	0	0
	NEWCASTLE	SATA	C	D	5	0	0	20	60	0	20	0	0	26	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	14	0	0	0	0	2	86	18	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	7	0	0	0	0	-4	79	12	14

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	5	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
	GATWICK	TRANSAER	C	A	4	0	0	0	75	0	0	25	0	67	33	86	3
	GATWICK	TRANSAER	C	D	4	0	0	50	25	0	0	25	0	66	25	109	4
	MANCHESTER	TRANSAER	C	A	4	0	0	25	25	0	25	0	25	166	67	31	9
	MANCHESTER	TRANSAER	C	D	4	0	0	50	0	0	0	25	25	181	33	46	9
<b>TOTAL FARO</b>					<b>1138</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>52</b>	<b>37</b>	<b>37</b>
FIGARI																	
	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	60	20	0	0	43	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	5	0	0	20	40	40	0	0	0	29	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	80	20	0	0	55	0	135	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	24	40	38	5
<b>TOTAL FIGARI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>55</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>20</b>	<b>87</b>	<b>87</b>
FLORENCE																	
	GATWICK	MERIDIANA AIR	S	A	61	0	1	66	8	20	5	2	0	23	52	20	31
	GATWICK	MERIDIANA AIR	S	D	60	1	2	43	32	13	10	2	0	29	31	36	26
<b>TOTAL FLORENCE</b>					<b>121</b>	<b>1</b>	<b>3</b>	<b>55</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>42</b>	<b>27</b>	<b>27</b>
FORT LAUDERDALE																	
FRANKFURT MAIN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	124	0	0	77	17	6	1	0	0	8	91	2	124
	HEATHROW	BMI BRITISH MIDLAND	S	D	124	0	0	75	19	5	2	0	0	7	79	8	124
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	67	23	9	1	0	0	12	85	4	87
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	61	24	13	2	0	0	14	82	12	87
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	77	0	0	84	12	4	0	0	0	6	88	3	77
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	77	0	0	94	4	3	0	0	0	6	90	5	77
	GLASGOW	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	77	15	7	1	0	0	7	76	12	142
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	79	17	4	0	0	0	8	75	13	142

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
FRANKFURT MAIN																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	87	0	0	84	13	3	0	0	0	1	77	7	82	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	86	0	0	72	21	7	0	0	0	9	67	14	84	
	STANSTED	KLM UK LTD	S	A	102	1	6	78	7	6	9	0	0	11	92	1	83	
	STANSTED	KLM UK LTD	S	D	103	0	5	62	15	10	14	0	0	23	78	11	83	
	BIRMINGHAM	LUFTHANSA	S	A	57	0	0	77	18	5	0	0	0	6	97	-2	61	
	BIRMINGHAM	LUFTHANSA	S	D	57	0	0	96	2	2	0	0	0	3	100	1	61	
	HEATHROW	LUFTHANSA	S	A	248	0	0	75	19	4	2	0	0	10	85	5	186	
	HEATHROW	LUFTHANSA	S	D	248	0	0	84	10	4	1	0	0	5	87	7	186	
	LONDON CITY	LUFTHANSA	S	A	46	0	1	61	28	11	0	0	0	15	86	5	66	
	LONDON CITY	LUFTHANSA	S	D	45	1	2	11	49	40	0	0	0	28	32	24	66	
	MANCHESTER	LUFTHANSA	S	A	93	0	0	92	8	0	0	0	0	1	91	-2	93	
	MANCHESTER	LUFTHANSA	S	D	93	0	0	90	10	0	0	0	0	3	89	5	93	
<b>TOTAL FRANKFURT MAIN</b>					<b>2139</b>	<b>3</b>	<b>14</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	<b>7</b>	
FUERTEVENTURA																		
	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	25	40	4	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	6	25	32	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	15	50	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	75	11	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	0	26	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	15	100	8	4	
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	0	86	14	0	0	0	0	-2	100	-11	4	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	6	100	-2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	69	50	20	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	73	50	21	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	20	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	38	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	14	100	-16	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	40	75	6	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	8	0	0	63	38	0	0	0	0	10	75	10	4	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	13	100	3	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-18	75	28	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	2	75	35	4	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	13	13	0	13	0	34	75	21	8	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	0	25	0	13	0	47	88	20	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	75	-6	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	41	75	16	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	11	33	0	11	88	40	56	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	0	44	0	44	0	11	113	40	67	10	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-17	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	0	15	23	0	0	44	44	58	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	0	23	15	0	0	33	56	39	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	59	50	71	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	25	80	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0	
<b>TOTAL FUERTEVENTURA</b>					<b>187</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>62</b>	<b>28</b>	<b>28</b>	
FUNCHAL																		
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	56	33	11	0	0	0	15	44	26	9	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	67	11	22	0	0	0	14	44	30	9	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-27	0	122	8	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-7	13	116	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	6	3	3	83	0	17	0	0	0	-26	75	4	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	89	0	0	11	0	0	3	25	50	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	79	0	0	14	7	0	20	88	-1	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	71	7	14	7	0	0	22	75	14	8	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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	5	0	0	60	0	0	40	0	0	55	75	-4	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	46	75	10	4
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	62	15	15	8	0	0	21	64	15	14
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	77	23	0	0	0	0	11	29	34	14
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	13	75	43	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	75	45	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	19	0	56	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-1	50	30	4
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	-3	75	2	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-1	75	9	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	1	0	39	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	0	75	22	4
	GLASGOW	SATA	C	A	5	0	0	80	20	0	0	0	0	1	0	0	0
	GLASGOW	SATA	C	D	5	0	0	100	0	0	0	0	0	-9	0	0	0
	NEWCASTLE	SATA	C	A	5	0	0	100	0	0	0	0	0	-12	0	0	0
	NEWCASTLE	SATA	C	D	5	0	0	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL FUNCHAL</b>					<b>175</b>	<b>3</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>32</b>	<b>32</b>



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
GABORONE	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-9	89	9	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	0	11	0	0	9	70	16	10
<b>TOTAL GABORONE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>12</b>
GALWAY	MANCHESTER	EASTERN AIRWAYS	S	A	30	0	1	97	0	3	0	0	0	-4	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	D	31	0	0	84	13	3	0	0	0	4	0	0	0
<b>TOTAL GALWAY</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	165	1	0	84	12	2	2	0	0	8	79	11	165
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	165	0	0	60	28	10	2	0	0	18	60	18	164
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	167	0	1	76	13	8	2	0	0	12	69	14	137
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	166	0	2	84	11	2	2	0	0	8	86	9	137
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	166	0	0	86	11	3	1	0	0	2	73	9	157
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	166	0	0	90	5	2	2	1	0	6	81	9	156
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	54	31	8	0	0	8	97	77	6	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	0	0	0	8	73	62	119	13
	NEWCASTLE	CITY FLYER EXPRESS	S	A	103	0	1	81	11	8	1	0	0	9	73	10	99
	NEWCASTLE	CITY FLYER EXPRESS	S	D	108	0	1	87	7	5	1	0	0	4	77	10	114
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	75	25	0	0	0	0	6	75	30	4
<b>TOTAL GATWICK</b>					<b>1238</b>	<b>2</b>	<b>7</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>16</b>	<b>16</b>
GDANSK	GATWICK	LOT-POLISH AIRLINES	S	A	9	0	0	56	44	0	0	0	0	5	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	8	0	1	75	25	0	0	0	0	11	0	0	0
<b>TOTAL GDANSK</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>35</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>
GENEVA																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
GENEVA																		
	MANCHESTER	AIR ENGIADINA	S	A	34	0	0	53	21	18	9	0	0	18	46	24	41	
	MANCHESTER	AIR ENGIADINA	S	D	33	0	0	70	21	6	3	0	0	11	56	19	41	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	86	10	1	2	0	0	4	74	11	88	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	78	13	5	2	2	0	14	65	18	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	0	86	10	3	1	0	0	7	75	8	141	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	0	86	8	4	3	0	0	7	77	10	142	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	57	0	0	95	4	2	0	0	0	-2	48	14	27	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	57	0	0	70	18	12	0	0	0	9	74	10	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	48	26	16	10	0	0	23	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	26	16	3	0	0	19	0	0	0	
	LONDON CITY	SWISS AIRLINES	S	A	78	0	0	86	10	1	3	0	0	5	92	4	78	
	LONDON CITY	SWISS AIRLINES	S	D	77	0	1	66	23	6	4	0	0	16	70	16	54	
	HEATHROW	SWISSAIR	S	A	124	0	0	84	10	4	2	0	0	4	81	6	124	
	HEATHROW	SWISSAIR	S	D	124	0	0	77	18	6	0	0	0	7	81	9	124	
<b>TOTAL GENEVA</b>					<b>1104</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>11</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	84	8	5	2	0	2	8	65	30	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	50	18	27	5	0	0	20	45	26	62	
<b>TOTAL GENOA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>55</b>	<b>28</b>	<b>28</b>	
GEORGETOWN (GUYANA)																		
GERONA																		
	GATWICK	AIR 2000	C	A	8	0	0	63	13	13	13	0	0	18	33	71	9	
	GATWICK	AIR 2000	C	D	8	0	0	75	0	13	13	0	0	19	30	70	10	
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	24	0	75	4	
	GLASGOW	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	38	20	61	5	
	MANCHESTER	AIR 2000	C	A	7	0	0	86	0	0	14	0	0	24	56	50	9	
	MANCHESTER	AIR 2000	C	D	8	0	0	75	13	0	0	13	0	32	40	54	10	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						AUG 1997				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
GERONA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	22	80	-13	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	25	80	5	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	24	67	41	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	24	67	21	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	32	75	56	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	38	100	4	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	43	75	-1	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	46	75	13	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	1	0	69	8	8	0	0	15	103	78	1	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	1	0	77	8	8	0	0	8	33	78	13	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	0	20	0	59	89	1	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	52	78	7	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	73	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	69	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	32	75	36	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	38	50	85	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	209	80	37	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	0	25	205	67	75	3	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-20	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	33	67	41	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	0	25	25	0	0	50	50	61	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	100	-20	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-7	100	-2	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
GERONA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	2	90	0	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	4	100	1	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	-10	80	7	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	60	11	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	-8	56	9	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-6	60	16	10	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-13	0	0	0	
<b>TOTAL GERONA</b>					<b>249</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>63</b>	<b>27</b>	<b>27</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	49	0	0	69	16	4	6	4	0	21	70	64	27	
	GATWICK	GB AIRWAYS LTD	S	D	49	0	0	76	10	6	4	4	0	25	70	15	27	
	MANCHESTER	GB AIRWAYS LTD	S	A	5	0	0	80	0	20	0	0	0	8	80	3	5	
	MANCHESTER	GB AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	0	60	16	5	
	LUTON	MONARCH AIRLINES	S	A	17	0	0	94	6	0	0	0	0	-1	62	24	13	
	LUTON	MONARCH AIRLINES	S	D	17	0	0	71	24	6	0	0	0	9	69	28	13	
<b>TOTAL GIBRALTAR</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>29</b>	<b>29</b>	
GLASGOW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	31	0	0	100	0	0	0	0	0	4	85	10	26	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	52	0	0	94	6	0	0	0	0	-2	77	9	26	
	HEATHROW	BMI BRITISH MIDLAND	S	A	242	0	0	78	16	4	2	0	0	10	73	13	241	
	HEATHROW	BMI BRITISH MIDLAND	S	D	241	1	0	80	13	4	2	0	0	8	82	9	242	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	66	0	0	76	18	5	2	0	0	11	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	62	0	0	90	8	2	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	166	0	4	88	8	2	2	0	0	3	83	9	137	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	167	0	4	84	9	3	3	0	1	18	76	11	137	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	190	1	3	96	2	2	1	0	0	0	86	8	200	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	192	0	3	93	4	3	0	0	0	4	88	6	204	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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	BRITISH AIRWAYS PLC	S	A	320	0	2	90	7	2	2	0	0	3	73	14	321
	HEATHROW	BRITISH AIRWAYS PLC	S	D	319	0	6	90	5	3	2	0	0	3	77	10	321
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	113	0	0	88	7	3	3	0	0	5	68	13	111
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	113	0	0	92	4	2	2	0	0	2	79	11	112
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	108	0	1	67	13	11	6	3	0	18	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	106	1	2	32	27	22	17	2	0	39	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	109	0	0	79	11	6	3	1	0	11	88	4	57
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	109	0	0	42	32	14	11	1	0	28	79	13	57
	STANSTED	KLM UK LTD	S	A	120	0	4	73	9	15	3	0	0	9	90	0	133
	STANSTED	KLM UK LTD	S	D	122	0	2	48	24	19	9	0	0	25	79	11	130
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	30	0	0	0
	MANCHESTER	ROYAL AIRLINES	C	A	3	0	2	33	33	0	33	0	0	29	0	0	0
	MANCHESTER	ROYAL AIRLINES	C	D	3	0	2	67	0	33	0	0	0	24	0	0	0
<b>TOTAL GLASGOW</b>					<b>2962</b>	<b>6</b>	<b>39</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>
GOTEBORG	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	94	0	0	3	3	0	1	77	21	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	1	0	90	6	0	3	0	0	8	83	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	93	3	2	0	2	0	0	74	9	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	92	3	3	2	0	0	2	80	8	61
	GLASGOW	MALMO AVIATION	S	A	4	0	0	25	50	0	0	25	0	62	0	0	0
	GLASGOW	MALMO AVIATION	S	D	5	0	0	60	0	20	0	20	0	52	0	0	0
	LONDON CITY	MALMO AVIATION	S	A	51	0	0	86	12	2	0	0	0	2	0	0	0
	LONDON CITY	MALMO AVIATION	S	D	51	0	0	59	29	8	4	0	0	18	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	5	0	0	80	20	0	0	0	0	-2	100	-11	5
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	5	0	0	80	20	0	0	0	0	3	100	2	5
	HEATHROW	SAS	S	A	67	0	0	81	16	1	1	0	0	6	88	1	67
	HEATHROW	SAS	S	D	67	0	0	85	13	0	1	0	0	4	90	2	67
<b>TOTAL GOTEBORG</b>					<b>439</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	<b>7</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GRAND CAYMAN	GATWICK	BRITISH AIRWAYS PLC	S	A	9	4	0	78	11	0	11	0	0	6	56	19	9
<b>TOTAL GRAND CAYMAN</b>					<b>9</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>28</b>	<b>28</b>
GRAZ	LUTON	DEBONAIR AIRWAYS LTD	C	A	6	0	2	50	33	17	0	0	0	17	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	C	D	5	1	0	60	0	40	0	0	0	23	0	0	0
<b>TOTAL GRAZ</b>					<b>11</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>10</b>	<b>10</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	40	40	20	0	0	0	15	90	10	10
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	5	44	25	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	34	0	67	4
<b>TOTAL GRENADA</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>26</b>	<b>26</b>
GUERNSEY	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	0	0	86	14	0	0	0	0	8	71	11	14
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	16	0	2	88	6	0	6	0	0	4	81	5	16
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	18	0	1	83	11	6	0	0	0	6	94	4	17
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	36	0	0	64	14	11	11	0	0	19	65	21	40
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	36	0	0	64	19	11	6	0	0	16	54	30	41
	GATWICK	CITY FLYER EXPRESS	S	A	112	0	0	83	7	5	4	0	0	9	63	25	93
	GATWICK	CITY FLYER EXPRESS	S	D	112	0	0	79	11	6	4	0	0	12	55	27	93
	MANCHESTER	CITY FLYER EXPRESS	C	A	5	0	0	100	0	0	0	0	0	-11	80	0	5
	MANCHESTER	CITY FLYER EXPRESS	C	D	5	0	0	100	0	0	0	0	0	-7	80	-2	5
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	52	19	26	3	0	0	22	56	42	45
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	67	13	17	3	0	0	17	63	45	43
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	123	0	1	81	7	6	7	0	0	12	80	13	117
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	121	0	2	79	12	6	4	0	0	11	79	24	119
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	58	13	16	10	3	0	24	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	92	8	0	0	0	0	4	0	0	0
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	68	10	10	13	0	0	19	0	0	0

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								AUG 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)											
GUERNSEY	LUTON	FLYBE.BRITISH EUROPEAN	S	D	52	0	0	73	15	8	4	0	0	15	0	0	0
	STANSTED	KLM UK LTD	S	A	92	0	1	85	1	7	7	1	0	5	57	48	35
	STANSTED	KLM UK LTD	S	D	91	1	2	59	13	15	11	1	0	25	44	42	36
<b>TOTAL GUERNSEY</b>					<b>982</b>	<b>1</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>22</b>	<b>22</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	77	3	16	3	0	0	12	65	15	31
	HEATHROW	AIR CANADA	S	D	31	0	0	90	6	3	0	0	0	6	81	11	31
<b>TOTAL HALIFAX INT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>13</b>
HAMBURG	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	21	0	0	100	0	0	0	0	0	3	100	1	20
	GLASGOW	BRITISH AIRWAYS PLC	S	D	21	0	0	100	0	0	0	0	0	2	100	-1	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	20	4	1	0	0	9	82	6	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	84	10	6	0	0	0	6	90	5	91
	GATWICK	DEUTSCHE BA	S	A	57	0	0	89	11	0	0	0	0	1	85	6	71
	GATWICK	DEUTSCHE BA	S	D	57	0	0	72	23	5	0	0	0	11	93	2	72
	STANSTED	GILL AIRWAYS	S	A	39	0	1	51	21	13	15	0	0	28	0	0	0
	STANSTED	GILL AIRWAYS	S	D	40	0	1	63	20	5	10	3	0	24	0	0	0
	HEATHROW	LUFTHANSA	S	A	93	0	0	77	17	5	0	0	0	8	75	6	93
	HEATHROW	LUFTHANSA	S	D	92	0	1	96	2	2	0	0	0	0	91	2	93
	MANCHESTER	LUFTHANSA CITY LINE	S	A	52	0	0	94	0	4	2	0	0	1	88	1	26
	MANCHESTER	LUFTHANSA CITY LINE	S	D	51	0	1	90	2	6	2	0	0	8	81	9	26
<b>TOTAL HAMBURG</b>					<b>711</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>3</b>	<b>3</b>
HANOVER	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	21	0	0	86	14	0	0	0	0	2	95	-2	20
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	86	10	5	0	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	85	12	4	0	0	0	4	80	7	35
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	92	0	6	2	0	0	2	81	10	36
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	1	90	3	0	0	3	3	33	70	12	30
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	97	0	3	0	0	0	2	48	26	31
	HEATHROW	LUFTHANSA	S	A	62	0	0	71	23	6	0	0	0	7	92	4	62
	HEATHROW	LUFTHANSA	S	D	62	0	0	92	8	0	0	0	0	1	77	14	61
<b>TOTAL HANOVER</b>					<b>333</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>10</b>
HARARE	GATWICK	AIR ZIMBABWE	S	A	18	0	0	72	11	6	11	0	0	4	62	12	21



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
HARARE																		
	GATWICK	AIR ZIMBABWE	S	D	18	0	0	56	22	17	6	0	0	20	57	17	21	
	HEATHROW	AIR ZIMBABWE	S	A	4	0	0	75	0	0	25	0	0	-15	0	0	0	
	HEATHROW	AIR ZIMBABWE	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL HARARE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>15</b>	<b>15</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	8	0	0	100	0	0	0	0	0	-26	100	-23	5	
	GATWICK	AIR ALGERIE	C	D	8	0	0	63	25	13	0	0	0	13	80	11	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	3	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	40	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>1</b>	<b>1</b>	
HAUGESUND																		
HAVANA																		
	GATWICK	CUBANA	S	A	13	0	0	46	0	38	8	8	0	40	54	6	13	
	GATWICK	CUBANA	S	D	13	0	1	15	15	46	8	15	0	64	46	16	13	
	MANCHESTER	CUBANA	S	A	4	0	0	50	0	0	25	25	0	86	0	0	0	
	MANCHESTER	CUBANA	S	D	4	0	0	50	0	0	25	25	0	109	0	0	0	
<b>TOTAL HAVANA</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>6</b>	<b>32</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>63</b>	<b>50</b>	<b>28</b>	<b>28</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	238	0	0	64	25	9	3	0	0	14	76	10	238	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	238	0	0	66	23	9	2	0	0	15	71	15	238	
	GLASGOW	BMI BRITISH MIDLAND	S	A	240	1	1	63	29	5	3	0	0	15	77	11	241	
	GLASGOW	BMI BRITISH MIDLAND	S	D	242	0	0	80	16	2	2	0	0	9	83	9	241	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	224	0	9	87	8	4	1	0	0	6	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	225	0	8	94	3	3	0	0	0	-2	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	321	1	3	84	12	3	2	0	0	7	71	12	323	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	321	1	3	73	20	6	2	0	0	13	41	24	322	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	319	0	9	80	13	4	3	0	0	10	71	14	321	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	320	0	7	93	4	2	2	0	0	5	82	9	319	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	3	0	100	0	0	0	0	27	0	32	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
HEATHROW																	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	295	0	0	84	11	3	2	0	0	6	73	11	286
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	296	0	2	92	5	2	1	0	0	3	84	7	286
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	166	0	0	89	7	4	1	0	0	5	86	6	159
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	164	0	2	96	2	0	2	0	0	2	94	3	159
<b>TOTAL HEATHROW</b>					<b>3611</b>	<b>3</b>	<b>47</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</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	0	40	29	26	3	0	2	38	73	6	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	66	23	8	3	0	0	14	53	32	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	61	29	10	0	0	0	10	82	4	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	3	6	6	0	0	12	76	10	62
	HEATHROW	FINNAIR	S	A	93	0	0	62	24	13	1	0	0	11	71	9	93
	HEATHROW	FINNAIR	S	D	93	0	0	76	16	6	1	0	0	8	82	9	93
	MANCHESTER	FINNAIR	S	A	27	4	4	89	11	0	0	0	0	2	97	-3	31
	MANCHESTER	FINNAIR	S	D	28	3	3	57	32	11	0	0	0	11	90	1	31
	STANSTED	FINNAIR	C	A	10	0	0	70	0	10	20	0	0	26	75	1	16
	STANSTED	FINNAIR	C	D	10	1	0	20	0	50	30	0	0	55	56	20	16
<b>TOTAL HELSINKI</b>					<b>510</b>	<b>8</b>	<b>7</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>8</b>	<b>8</b>
HERAKLION																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	4	100	-18	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	39	100	1	4
	GATWICK	AIR 2000	C	A	13	0	0	46	15	31	8	0	0	21	23	63	13
	GATWICK	AIR 2000	C	D	12	0	0	33	25	33	8	0	0	28	23	61	13
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	40	25	29	4
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	26	50	10	4
	MANCHESTER	AIR 2000	C	A	9	0	0	56	11	0	22	11	0	54	31	53	13
	MANCHESTER	AIR 2000	C	D	8	0	0	25	25	13	25	13	0	73	38	52	13
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	21	50	65	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	32	25	73	4

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HERAKLION	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	88	0	0	13	0	0	20	25	111	4
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	50	38	0	13	0	0	29	25	104	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	9	0	0	78	11	11	0	0	0	15	89	3	9
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	63	25	13	0	0	0	11	67	4	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	40	40	0	0	60	0	51	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	35	25	50	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	13	25	50	0	0	54	0	76	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	33	11	0	0	27	25	69	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	31	50	13	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	60	20	0	0	40	100	9	2
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	25	0	38	38	0	0	57	50	18	2
	LUTON	BRITANNIA AIRWAYS	C	D	10	0	0	10	30	40	20	0	0	46	100	-1	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	25	13	0	0	21	25	58	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	22	22	0	0	36	38	40	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	89	50	28	2
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	25	50	0	0	79	50	39	2
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	80	2	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	16	100	4	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	22	0	0	73	0	18	5	5	0	14	14	116	14
	GATWICK	CALEDONIAN AIRWAYS	C	D	20	0	0	60	25	5	10	0	0	22	7	119	14
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	18	0	0	61	17	6	17	0	0	19	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	16	0	0	69	6	13	13	0	0	25	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	0	25	25	271	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	0	25	25	259	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	25	0	50	0	142	25	28	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	0	50	0	50	0	153	25	29	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-7	25	97	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	0	103	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-6	25	26	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	18	0	34	4

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HERAKLION	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	57	100	-3	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	25	0	69	100	3	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	60	20	20	0	83	0	65	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	0	25	0	84	0	41	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	12	44	70	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	31	56	75	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	0	33	0	0	40	50	66	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	53	50	79	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-12	75	-2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	7	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	28	100	2	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	25	100	-5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	0	50	9	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	19	50	11	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	7	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GLASGOW	TRANSAER	C	A	4	0	0	0	25	0	25	50	0	135	0	0	0	
	GLASGOW	TRANSAER	C	D	4	0	0	0	25	0	25	50	0	142	0	0	0	
	NEWCASTLE	TRANSAER	C	A	4	0	0	75	25	0	0	0	0	-1	20	123	5	
	NEWCASTLE	TRANSAER	C	D	4	0	0	75	25	0	0	0	0	1	20	115	5	
<b>TOTAL HERAKLION</b>					<b>374</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>39</b>	<b>40</b>	<b>52</b>	<b>52</b>	
HOLGUIN (FRANK PAIS)	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	0	50	0	0	69	0	243	2	
<b>TOTAL HOLGUIN (FRANK PAIS)</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>69</b>	<b>0</b>	<b>243</b>	<b>243</b>	
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	-8	92	4	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	1	75	11	36	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	62	0	0	89	5	2	3	2	0	4	92	-10	53	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	62	0	0	87	8	5	0	0	0	4	75	33	53	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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)																		
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	84	6	6	3	0	0	9	77	7	30	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	29	45	23	3	0	0	24	63	16	30	
	HEATHROW	UNITED AIRLINES	S	A	31	0	1	90	6	0	3	0	0	-5	74	3	31	
	HEATHROW	UNITED AIRLINES	S	D	30	1	0	37	40	23	0	0	0	20	52	15	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	3	0	0	0	-11	90	-16	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	6	3	0	0	0	4	84	7	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>371</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>7</b>	<b>7</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	55	6	23	13	0	3	37	84	3	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	52	26	10	10	0	3	37	29	32	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	61	0	1	69	10	10	10	0	2	27	79	7	57	
	GATWICK	CONTINENTAL AIRLINES	S	D	61	0	1	69	26	3	2	0	0	14	72	17	57	
<b>TOTAL HOUSTON</b>					<b>184</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>69</b>	<b>14</b>	<b>14</b>	
HURGHADA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	5	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	13	0	0	0	
<b>TOTAL HURGHADA</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>9</b>	<b>100</b>	<b>2</b>	<b>2</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 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)												
IBIZA	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	20	0	20	0	20	101	60	38	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	20	0	20	0	20	107	50	50	6	
	GATWICK	AIR 2000	C	A	17	0	0	76	12	0	6	6	0	23	47	41	17	
	GATWICK	AIR 2000	C	D	17	0	0	59	18	12	6	6	0	37	35	45	17	
	GLASGOW	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	31	60	12	10	
	GLASGOW	AIR 2000	C	D	5	0	0	60	0	40	0	0	0	18	60	22	10	
	MANCHESTER	AIR 2000	C	A	9	0	0	56	22	11	11	0	0	19	77	34	13	
	MANCHESTER	AIR 2000	C	D	9	0	0	44	33	0	22	0	0	21	69	64	13	
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	7	40	46	5	
	NEWCASTLE	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	11	40	55	5	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	20	40	0	40	0	0	42	50	18	4	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	20	0	40	40	0	0	55	25	30	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	17	0	1	65	18	12	6	0	0	19	25	16	8	
	GATWICK	AIRWORLD AVIATION LTD	C	D	18	0	0	67	17	6	6	6	0	21	100	-5	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	13	0	0	77	0	15	8	0	0	11	22	60	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	13	0	0	77	15	0	8	0	0	11	22	57	9	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	2	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	10	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	40	40	0	20	0	0	31	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	60	0	20	20	0	0	29	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	23	0	0	57	9	0	17	13	4	69	64	19	14	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	22	0	1	73	0	0	9	14	5	64	79	11	14	
	GATWICK	BRITANNIA AIRWAYS	C	A	36	0	0	36	22	19	19	3	0	37	59	33	32	
	GATWICK	BRITANNIA AIRWAYS	C	D	36	0	0	64	11	17	6	3	0	22	69	25	32	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	22	0	0	22	56	89	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	0	25	0	0	24	67	10	9	
	LUTON	BRITANNIA AIRWAYS	C	A	18	0	0	50	6	17	28	0	0	40	50	76	14	
	LUTON	BRITANNIA AIRWAYS	C	D	18	0	0	56	17	6	22	0	0	35	57	30	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	45	1	0	49	7	20	9	9	7	91	63	49	32	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	44	0	0	55	11	11	9	9	5	69	72	41	32	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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	NEWCASTLE	BRITANNIA AIRWAYS	C	A	14	0	0	71	14	0	14	0	0	31	85	8	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	92	8	0	0	0	0	3	85	-1	13
	STANSTED	BRITANNIA AIRWAYS	C	A	18	0	0	44	22	11	17	6	0	43	44	49	9
	STANSTED	BRITANNIA AIRWAYS	C	D	17	0	0	47	24	6	18	6	0	37	78	14	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	80	20	0	0	0	0	0	80	-3	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	80	20	0	0	0	0	5	80	11	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	80	20	0	0	0	0	2	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	-4	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	20	0	0	40	10	5	30	10	5	86	35	107	23
	GATWICK	CALEDONIAN AIRWAYS	C	D	20	0	0	30	5	5	45	15	0	96	33	115	24
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	12	60	48	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	20	60	67	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	2	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	20	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	23	0	0	61	0	17	22	0	0	37	8	59	13
	GATWICK	LEISURE INTERNATIONAL	C	D	23	0	0	43	13	17	22	4	0	48	21	32	14
	MANCHESTER	LEISURE INTERNATIONAL	C	A	10	0	0	20	20	30	30	0	0	48	25	44	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	10	0	0	20	0	20	60	0	0	70	50	45	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	30	30	30	10	0	0	33	57	20	14
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	30	40	20	10	0	0	28	64	16	14
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	57	13	9	22	0	0	32	56	23	18
	GATWICK	MONARCH AIRLINES	C	D	23	0	0	35	17	22	26	0	0	49	50	33	18
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	17	100	-21	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	18	100	-5	5
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	63	16	0	16	5	0	34	55	26	22
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	42	26	5	21	5	0	40	45	27	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	11	0	11	74	100	-5	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	11	0	11	82	100	6	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	14	0	29	0	0	39	46	53	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	64	7	0	29	0	0	40	50	59	14

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
IBIZA	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	60	0	0	67	0	41	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	60	0	0	62	20	38	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	32	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	20	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	25	0	0	52	0	8	24	12	4	61	50	81	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	0	1	57	0	9	22	9	4	71	53	57	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	10	0	0	100	0	0	0	0	0	-3	100	-14	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	10	0	0	100	0	0	0	0	0	1	80	25	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	10	60	39	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	60	36	5	
	MANCHESTER	SPANAIR	C	A	5	0	0	20	0	40	40	0	0	56	0	0	0	
	MANCHESTER	SPANAIR	C	D	5	0	0	20	20	20	40	0	0	55	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-12	100	-9	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-11	100	-10	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	100	0	0	0	0	0	-11	83	-3	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	11	0	0	0	0	-8	89	0	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	31	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	40	0	0	50	0	0	0	
<b>TOTAL IBIZA</b>					<b>966</b>	<b>1</b>	<b>3</b>	<b>58</b>	<b>12</b>	<b>9</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>57</b>	<b>37</b>	<b>37</b>	
INNSBRUCK	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	11	25	27	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	63	14	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	0	0	25	0	68	75	17	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	100	-3	4	
	MANCHESTER	DEBONAIR AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	18	0	0	0	
	MANCHESTER	DEBONAIR AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	15	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	0	20	0	0	28	80	6	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	0	20	20	0	68	60	10	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	20	20	20	20	20	0	69	80	10	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	40	40	0	20	0	0	44	60	13	5	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
INNSBRUCK																		
	BIRMINGHAM	TYROLEAN AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	26	0	0	0	
	BIRMINGHAM	TYROLEAN AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	38	0	0	0	
	EDINBURGH	TYROLEAN AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	21	0	0	0	
	EDINBURGH	TYROLEAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	13	0	0	0	
<b>TOTAL INNSBRUCK</b>					<b>66</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>6</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>20</b>	<b>20</b>	
INVERNESS																		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	93	0	0	65	14	13	8	1	0	21	0	0	0	
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	93	0	0	71	13	9	6	1	0	17	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	1	83	0	13	4	0	0	6	95	-1	20	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	0	60	24	12	4	0	0	16	38	27	21	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	40	20	37	3	0	0	25	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	42	19	35	3	0	0	25	0	0	0	
	STANSTED	GILL AIRWAYS	C	A	2	0	1	50	0	50	0	0	0	23	0	60	1	
<b>TOTAL INVERNESS</b>					<b>300</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>14</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>18</b>	<b>18</b>	
ISLAMABAD																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	0	0	0	8	80	62	14	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	31	0	8	0	8	100	62	14	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	0	0	8	71	69	4	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	31	31	31	0	0	8	106	15	26	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	11	22	33	22	11	0	70	44	19	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	1	1	0	38	50	13	0	0	39	67	14	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	44	0	0	11	22	150	11	154	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	22	33	0	11	11	84	44	122	9	
<b>TOTAL ISLAMABAD</b>					<b>87</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>25</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>88</b>	<b>48</b>	<b>40</b>	<b>40</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	40	2	7	58	20	10	10	3	0	27	0	0	0	
	GLASGOW	LOGANAIR	S	D	40	3	6	65	20	5	10	0	0	19	0	0	0	
<b>TOTAL ISLAY</b>					<b>80</b>	<b>5</b>	<b>13</b>	<b>61</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>27</b>	<b>27</b>	
ISLE OF MAN																		

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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)											
ISLE OF MAN																	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	88	8	4	0	0	4	79	10	52	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	77	15	6	2	0	10	77	15	52	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	30	0	1	80	10	3	3	0	16	53	26	30	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	84	6	10	0	0	8	55	29	31	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	83	0	0	86	8	2	4	0	9	59	21	83	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	83	0	0	89	6	2	2	0	2	64	18	83	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	81	6	10	3	0	9	74	27	31	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	74	13	10	3	0	12	40	36	30	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	87	0	1	86	7	3	2	1	9	69	16	86	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	88	0	0	90	6	2	1	1	3	74	20	88	
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	S	A	5	0	0	100	0	0	0	0	-8	100	-9	5	
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	S	D	5	0	0	20	40	0	40	0	38	100	1	5	
<b>TOTAL ISLE OF MAN</b>					<b>578</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>67</b>	<b>20</b>	<b>20</b>	
ISTANBUL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	58	26	10	5	2	21	23	33	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	8	3	3	0	8	63	13	62	
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	10	2	0	20	10	30	40	0	45	0	43	14	
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	10	0	3	0	10	50	40	0	67	7	56	14	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	18	0	0	22	11	44	22	0	38	21	40	14	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	18	0	0	6	22	50	22	0	44	21	40	14	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	5	0	0	20	20	0	40	20	101	0	68	4	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	20	20	40	20	109	0	77	4	
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	16	0	0	25	25	13	38	0	46	31	81	16	
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	18	0	0	22	6	33	39	0	58	14	85	14	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	76	0	0	43	32	22	1	1	21	28	37	72	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	77	0	0	79	17	1	1	1	12	50	28	72	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	41	24	29	6	0	26	31	24	13	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: I								AUG 1997					
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE				Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
										MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours					3h 1m to 6 hours	More than 6 hours
										Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ISTANBUL		MANCHESTER		THY TURK HAVA YOLLARI TURKISH		S	D	17	0	0	47	29	18	6	0	0	23	38	32	13			
<b>TOTAL ISTANBUL</b>								<b>412</b>	<b>5</b>	<b>3</b>	<b>52</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>37</b>	<b>37</b>			
IVANO-FRANKOVSK		MANCHESTER		UKRAINE INTERNATIONAL AIRLINES		C	A	2	0	0	100	0	0	0	0	0	8	0	0	0			
<b>TOTAL IVANO-FRANKOVSK</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>			
IZMIR (ADNAM MENDERES)		BIRMINGHAM		AIR 2000		C	A	5	0	0	40	20	0	40	0	0	48	63	4	8			
		BIRMINGHAM		AIR 2000		C	D	5	0	0	20	0	20	40	20	0	88	88	10	8			
		GATWICK		AIRWORLD AVIATION LTD		C	A	8	0	0	75	25	0	0	0	0	7	50	41	4			
		GATWICK		AIRWORLD AVIATION LTD		C	D	8	0	1	88	13	0	0	0	0	2	50	30	4			
		MANCHESTER		AIRWORLD AVIATION LTD		C	A	12	0	0	75	25	0	0	0	0	1	33	65	9			
		MANCHESTER		AIRWORLD AVIATION LTD		C	D	14	0	0	93	0	7	0	0	0	1	63	60	8			
		GATWICK		CALEDONIAN AIRWAYS		C	A	4	0	0	50	0	25	25	0	0	24	40	31	5			
		GATWICK		CALEDONIAN AIRWAYS		C	D	5	0	0	40	0	0	60	0	0	57	60	20	5			
		NEWCASTLE		ISTANBUL HAVA YOLLARI		C	A	5	0	0	100	0	0	0	0	0	-30	0	0	0			
		NEWCASTLE		ISTANBUL HAVA YOLLARI		C	D	5	0	0	20	20	60	0	0	0	26	0	0	0			
		STANSTED		KIBRIS TURKISH AIRLINES - KTHY		C	A	9	0	0	44	33	0	11	11	0	49	56	84	9			
		STANSTED		KIBRIS TURKISH AIRLINES - KTHY		C	D	9	0	0	22	44	11	11	11	0	65	38	109	8			
		GATWICK		MONARCH AIRLINES		C	A	5	0	0	100	0	0	0	0	0	-4	85	5	13			
		GATWICK		MONARCH AIRLINES		C	D	5	0	0	100	0	0	0	0	0	8	75	13	12			
		MANCHESTER		MONARCH AIRLINES		C	A	5	0	0	80	20	0	0	0	0	-6	25	59	4			
		MANCHESTER		MONARCH AIRLINES		C	D	5	0	0	60	40	0	0	0	0	12	0	100	4			
		GLASGOW		ONUR AIR		C	A	4	0	0	75	0	25	0	0	0	12	0	34	4			
		GLASGOW		ONUR AIR		C	D	4	0	0	25	25	50	0	0	0	24	0	39	4			
		MANCHESTER		ONUR AIR		C	A	4	0	0	75	25	0	0	0	0	6	50	21	4			
		MANCHESTER		ONUR AIR		C	D	4	0	0	25	50	0	25	0	0	42	25	58	4			
		NEWCASTLE		ONUR AIR		C	A	4	0	0	100	0	0	0	0	0	-13	100	-3	4			
		NEWCASTLE		ONUR AIR		C	D	4	0	0	75	25	0	0	0	0	8	100	1	4			

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								AUG 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)											
IZMIR (ADNAM MENDERES)	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	10	0	0	30	10	20	40	0	0	64	56	38	9
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	10	0	0	10	20	30	30	10	0	74	11	66	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>155</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>28</b>	<b>28</b>

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	7	22	11	4	0	28	86	42	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	81	15	4	0	0	0	9	77	13	22
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>26</b>	<b>26</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	6	0	0	0	0	-9	100	-9	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	12	6	0	0	0	12	56	16	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	22	0	0	86	9	0	5	0	0	9	57	12	23
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	22	0	0	32	23	36	9	0	0	29	9	37	23
<b>TOTAL JEDDAH</b>					<b>79</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>16</b>	<b>16</b>
JERBA	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	0	50	50	0	0	0	0	5	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	HEATHROW	TUNISAIR	S	A	4	0	0	50	25	25	0	0	0	18	0	0	0
	HEATHROW	TUNISAIR	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL JERBA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>-5</b>	<b>-5</b>
JEREZ	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	7	85	3	13
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	67	22	11	0	0	0	14	100	5	9
<b>TOTAL JEREZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>-1</b>	<b>-1</b>
JERSEY	EDINBURGH	BA CITIEXPRESS (IOM) LTD	C	A	5	0	0	60	20	0	20	0	0	22	0	0	0
	EDINBURGH	BA CITIEXPRESS (IOM) LTD	C	D	5	0	0	60	20	0	0	20	0	63	0	0	0
	GLASGOW	BA CITIEXPRESS (IOM) LTD	C	A	4	0	1	25	50	25	0	0	0	22	0	0	0
	GLASGOW	BA CITIEXPRESS (IOM) LTD	C	D	5	0	0	60	0	20	20	0	0	28	0	0	0
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	A	10	0	0	20	20	30	30	0	0	46	0	0	0
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	D	10	0	0	40	20	30	10	0	0	28	0	0	0
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	C	A	5	0	0	20	20	20	40	0	0	54	40	52	5
	NEWCASTLE	BA CITIEXPRESS (IOM) LTD	C	D	5	0	0	100	0	0	0	0	0	1	40	55	5
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	44	0	1	64	5	14	18	0	0	22	42	59	57

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	53	0	0	72	11	13	4	0	0	6	48	58	58	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	8	0	0	50	13	13	25	0	0	35	13	43	8	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	8	0	0	13	25	25	38	0	0	52	0	67	8	
	GLASGOW	BMI BRITISH MIDLAND	S	A	24	0	0	29	25	33	13	0	0	31	45	58	29	
	GLASGOW	BMI BRITISH MIDLAND	S	D	24	0	0	38	21	33	8	0	0	32	45	45	29	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	6	0	0	50	17	17	17	0	0	28	15	41	13	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	1	1	50	0	0	50	0	0	59	20	33	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	60	0	0	40	0	0	52	40	70	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	82	10	4	2	2	1	14	60	27	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	88	6	4	1	1	0	4	73	20	124	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	20	0	0	35	25	10	15	15	0	55	43	21	23	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	20	0	0	45	5	30	15	5	0	45	64	16	28	
	NEWCASTLE	BRITISH AIRWAYS PLC	C	A	5	0	0	60	0	20	20	0	0	25	40	104	5	
	NEWCASTLE	BRITISH AIRWAYS PLC	C	D	5	0	0	60	20	0	20	0	0	35	0	60	5	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	5	0	0	100	0	0	0	0	0	-1	100	-14	5	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	5	0	0	60	40	0	0	0	0	9	80	7	5	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	92	0	0	51	30	9	5	4	0	27	54	37	87	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	91	1	1	68	19	8	4	1	0	12	76	16	86	
	GATWICK	CITY FLYER EXPRESS	S	A	149	0	0	59	21	13	6	1	0	21	39	26	174	
	GATWICK	CITY FLYER EXPRESS	S	D	148	0	0	74	11	7	7	1	0	16	59	19	173	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	36	0	0	61	17	17	6	0	0	18	50	25	36	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	31	0	0	71	13	13	3	0	0	13	73	12	26	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	0	0	40	40	20	0	146	30	75	10	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	0	0	40	40	0	20	136	30	42	10	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	61	0	0	33	30	18	18	2	0	37	49	39	51	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	63	0	0	57	21	14	6	2	0	26	57	41	53	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	143	0	1	66	17	7	10	0	0	17	59	31	135	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	143	0	1	69	13	11	6	0	0	15	68	28	137	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	21	0	0	67	19	14	0	0	0	10	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
JERSEY																		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	81	15	4	0	0	0	6	0	0	0	
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	61	1	1	70	13	11	5	0	0	12	0	0	0	
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	41	0	0	49	34	10	7	0	0	21	0	0	0	
	NEWCASTLE	KLM UK LTD	C	A	5	0	0	0	0	60	40	0	0	57	20	23	5	
	NEWCASTLE	KLM UK LTD	C	D	5	0	0	0	20	40	40	0	0	57	20	41	5	
	STANSTED	KLM UK LTD	S	A	107	0	1	66	10	10	11	1	1	25	71	33	93	
	STANSTED	KLM UK LTD	S	D	107	0	1	44	30	16	9	1	0	28	69	16	93	
<b>TOTAL JERSEY</b>					<b>1873</b>	<b>3</b>	<b>11</b>	<b>63</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>31</b>	<b>31</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	0	80	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	16	0	0	0	0	6	80	9	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	42	2	4	24	21	40	10	5	0	44	46	46	37	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	38	0	4	74	16	5	3	0	3	32	71	26	35	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	93	3	0	3	0	0	-5	60	12	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	3	3	0	0	0	-1	80	5	30	
<b>TOTAL JOHANNESBURG</b>					<b>203</b>	<b>3</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>19</b>	<b>19</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	5	0	0	0	20	40	40	0	0	49	0	82	5	
	GATWICK	AIR 2000	C	D	5	0	0	0	20	80	0	0	0	38	0	90	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	0	60	0	0	95	0	125	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	0	0	40	20	0	109	60	77	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	25	20	100	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	44	20	107	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	27	0	76	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	32	60	54	5	
<b>TOTAL KALAMATA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>20</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>88</b>	<b>88</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	11	0	44	0	11	113	67	7	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	1	0	11	22	22	22	22	0	94	44	40	9	
<b>TOTAL KARACHI</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>6</b>	<b>103</b>	<b>56</b>	<b>23</b>	<b>23</b>	
KATHMANDU																		
	GATWICK	ROYAL NEPAL AIRLINES	S	A	9	0	0	11	44	22	22	0	0	39	30	27	10	
	GATWICK	ROYAL NEPAL AIRLINES	S	D	9	0	0	44	33	0	22	0	0	24	60	19	10	
<b>TOTAL KATHMANDU</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>0</b>	<b>32</b>	<b>43</b>	<b>34</b>	<b>34</b>	
KAVALLA																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	0	50	0	50	0	0	58	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	25	0	0	33	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	25	25	0	76	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	84	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	100	-8	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	18	75	5	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	6	75	8	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	75	14	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	6	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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						Actual (7)	Plan (8)										
KAVALLA	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	31	0	0	0
<b>TOTAL KAVALLA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>17</b>	<b>17</b>
KEFALLINIA	GATWICK	AIR 2000	C	A	5	0	0	20	40	40	0	0	0	23	0	66	5
	GATWICK	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	14	40	53	5
	MANCHESTER	AIR 2000	C	A	5	0	0	60	0	0	20	20	0	50	0	87	5
	MANCHESTER	AIR 2000	C	D	5	0	0	60	0	0	20	20	0	57	20	82	5
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	-3	0	55	5
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	60	40	0	0	0	0	9	60	33	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	0	20	0	0	-1	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	60	20	0	20	0	0	23	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	40	75	17	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	26	75	9	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	61	50	22	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	49	50	15	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	50	25	0	95	75	6	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	0	25	0	76	100	4	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	41	100	-2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	49	100	-1	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	21	0	79	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	40	43	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	1	1	100	0	0	0	0	0	-41	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-32	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	20	60	0	0	96	20	52	5
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	40	0	60	0	0	91	60	19	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	23	50	23	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	75	16	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	21	50	1	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)												
KEFALLINIA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	71	50	40	4	
<b>TOTAL KEFALLINIA</b>					<b>127</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>37</b>	<b>37</b>	
KEFLAVIK	STANSTED	AIR ATLANTA ICELANDIC	C	A	4	0	0	75	25	0	0	0	0	-10	0	0	0	
	STANSTED	AIR ATLANTA ICELANDIC	C	D	4	0	1	0	0	0	100	0	0	106	0	0	0	
	GLASGOW	ICELANDAIR	S	A	31	0	0	68	6	10	16	0	0	23	42	37	26	
	GLASGOW	ICELANDAIR	S	D	31	0	0	87	3	3	0	3	3	45	62	25	26	
	HEATHROW	ICELANDAIR	S	A	40	0	0	68	10	20	3	0	0	12	73	6	40	
	HEATHROW	ICELANDAIR	S	D	40	0	0	40	15	33	13	0	0	32	55	18	40	
<b>TOTAL KEFLAVIK</b>					<b>150</b>	<b>5</b>	<b>1</b>	<b>63</b>	<b>9</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>58</b>	<b>21</b>	<b>21</b>	
KERRY COUNTY	STANSTED	RYANAIR	S	A	55	0	0	25	38	25	11	0	0	30	77	16	31	
	STANSTED	RYANAIR	S	D	55	0	0	29	33	33	5	0	0	28	74	16	31	
<b>TOTAL KERRY COUNTY</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>35</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>23</b>	<b>23</b>	
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	5	0	0	40	40	0	20	0	0	24	0	0	0	
	HEATHROW	SUDAN AIRWAYS	S	D	5	0	0	0	20	20	60	0	0	83	0	0	0	
<b>TOTAL KHARTOUM</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KIEV (BORISPOL)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	64	18	18	0	0	0	11	59	24	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	50	32	9	9	0	0	22	41	42	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	22	0	0	50	32	14	5	0	0	22	86	6	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	23	0	0	61	17	9	13	0	0	26	59	19	22	
<b>TOTAL KIEV (BORISPOL)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>22</b>	<b>22</b>	
KILIMANJARO	HEATHROW	ALLIANCE	S	A	5	0	0	0	0	40	60	0	0	66	0	61	4	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	5	0	0	60	40	0	0	0	0	18	33	26	3	
<b>TOTAL KILIMANJARO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>14</b>	<b>46</b>	<b>46</b>	
KINGSTON	HEATHROW	AIR JAMAICA	S	A	22	1	0	45	14	18	14	5	5	79	33	50	18	
	HEATHROW	AIR JAMAICA	S	D	22	1	0	32	36	14	18	0	0	38	56	31	18	
<b>TOTAL KINGSTON</b>					<b>44</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>44</b>	<b>40</b>	<b>40</b>	
KIRKWALL	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	81	4	12	4	0	0	11	50	40	26	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	38	42	12	8	0	0	24	23	29	26	
<b>TOTAL KIRKWALL</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>37</b>	<b>35</b>	<b>35</b>	
KISHINEV	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	5	0	1	80	0	20	0	0	0	12	0	0	0	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	5	0	1	40	60	0	0	0	0	20	0	0	0	
<b>TOTAL KISHINEV</b>					<b>10</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KOS	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-20	75	44	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	8	0	26	4	
	GATWICK	AIR 2000	C	A	9	0	0	44	33	11	11	0	0	19	0	92	13	
	GATWICK	AIR 2000	C	D	9	0	0	44	22	22	11	0	0	27	31	67	13	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	1	25	49	8	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	27	38	62	8	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	0	50	0	0	38	25	120	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	39	50	65	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	1	0	100	0	0	0	0	0	-8	0	57	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	50	0	0	0	0	4	0	76	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-1	100	-5	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	75	7	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	33	60	23	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	44	22	11	0	0	39	56	23	9	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					AUG 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)												
KOS	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	20	60	0	0	73	50	23	2	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	0	20	40	40	0	0	59	0	33	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	11	0	67	22	0	0	45	56	33	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	22	22	44	11	0	0	34	56	31	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	17	0	0	29	18	35	18	0	0	45	11	243	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	0	59	29	12	0	0	0	16	22	209	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	22	44	11	22	0	0	41	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	44	11	22	22	0	0	52	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	50	25	25	0	0	38	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	1	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	24	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-18	50	115	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15	25	114	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	44	0	119	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	58	0	144	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	22	11	11	0	49	20	108	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	0	44	22	0	0	49	11	123	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-18	40	14	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	50	20	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-2	25	63	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-11	50	24	4	
<b>TOTAL KOS</b>					<b>229</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>76</b>	<b>76</b>	
KRAKOW	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	0	53	29	6	12	0	0	18	56	43	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	47	41	12	0	0	0	17	56	42	9	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
KRAKOW	GATWICK	LOT-POLISH AIRLINES	S	A	18	0	0	94	0	0	6	0	0	4	86	5	21
	GATWICK	LOT-POLISH AIRLINES	S	D	18	0	0	50	39	6	6	0	0	21	52	19	21
<b>TOTAL KRAKOW</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>20</b>	<b>20</b>
KRISTIANSAND (KJEVIK)	GATWICK	MAERSK AIR	S	A	26	0	0	73	23	4	0	0	9	65	13	26	
	GATWICK	MAERSK AIR	S	D	26	0	0	81	19	0	0	0	8	58	20	26	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>16</b>	<b>16</b>	
KRISTIANSTAD	STANSTED	RYANAIR	S	A	57	0	0	63	19	12	4	2	15	0	0	0	
	STANSTED	RYANAIR	S	D	57	0	0	40	14	28	16	2	36	0	0	0	
<b>TOTAL KRISTIANSTAD</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	52	19	19	8	0	2	28	69	9	62
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	73	19	6	0	2	14	53	17	62	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>61</b>	<b>13</b>	<b>13</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	100	0	0	0	0	-19	90	-6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	80	17	3	0	0	9	74	15	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	39	0	2	77	13	8	3	0	8	37	42	38	
	HEATHROW	KUWAIT AIRWAYS	S	D	37	0	1	32	49	16	3	0	21	44	32	39	
<b>TOTAL KUWAIT</b>					<b>136</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>22</b>	<b>22</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LA CORUNA	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	0	20	0	0	24	40	42	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	0	0	80	20	0	0	44	40	31	5
<b>TOTAL LA CORUNA</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>34</b>	<b>72</b>	<b>13</b>	<b>13</b>
LAGOS	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	96	0	4	0	0	0	-6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	24	40	24	4	8	0	45	0	0	0
<b>TOTAL LAGOS</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	5	0	0	40	20	0	20	20	0	100	0	95	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	5	0	0	20	40	20	20	0	0	47	33	35	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	25	13	38	13	13	0	69	20	82	5
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	13	13	38	13	25	0	105	60	64	5
<b>TOTAL LAHORE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>27</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>82</b>	<b>25</b>	<b>68</b>	<b>68</b>
LAMETIA-TERME	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	20	40	20	20	0	0	34	0	84	4
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	0	60	40	0	0	0	28	0	87	4
<b>TOTAL LAMETIA-TERME</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>85</b>	<b>85</b>
LARNACA	BIRMINGHAM	AIR 2000	S	A	4	0	0	75	25	0	0	0	0	6	0	30	4
	BIRMINGHAM	AIR 2000	S	D	4	0	0	50	0	50	0	0	0	22	75	11	4
	GATWICK	AIR 2000	S	A	22	0	0	64	18	14	0	5	0	18	18	73	22
	GATWICK	AIR 2000	S	D	21	0	0	67	14	14	0	5	0	24	27	59	22
	MANCHESTER	AIR 2000	S	A	9	0	0	89	0	11	0	0	0	-6	13	107	8
	MANCHESTER	AIR 2000	S	D	9	0	0	78	11	0	11	0	0	13	50	35	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	29	80	29	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	39	80	38	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	30	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	30	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	28	67	18	3

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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)											
LARNACA	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	40	0	0	0	25	67	16	3
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	44	44	11	0	0	12	100	5	5	
	LUTON	BRITANNIA AIRWAYS	C	D	10	0	0	50	30	20	0	0	17	80	5	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	0	11	11	51	89	-1	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	24	60	13	10	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	37	60	10	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	22	80	7	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	41	0	0	49	20	27	5	0	17	76	6	37	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	0	0	59	24	12	5	0	17	36	21	36	
	GATWICK	CALEDONIAN AIRWAYS	C	A	27	0	0	41	4	22	22	11	61	24	200	17	
	GATWICK	CALEDONIAN AIRWAYS	C	D	27	0	0	41	7	11	37	4	57	22	145	18	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	40	20	0	46	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	40	40	0	20	0	42	0	0	0	
	LUTON	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	25	50	25	155	0	0	0	
	LUTON	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	25	25	50	182	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	8	0	31	46	15	101	13	109	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	13	0	0	8	15	23	46	8	85	11	111	9	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	8	0	2	50	25	25	0	0	18	44	41	9	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	8	0	2	0	0	63	38	0	61	22	54	9	
	GATWICK	CYPRUS AIRWAYS	S	A	13	0	0	38	8	23	31	0	45	50	21	14	
	GATWICK	CYPRUS AIRWAYS	S	D	13	0	0	0	0	54	46	0	72	14	44	14	
	HEATHROW	CYPRUS AIRWAYS	S	A	66	0	0	32	18	33	14	2	45	55	19	67	
	HEATHROW	CYPRUS AIRWAYS	S	D	66	1	1	21	18	38	20	0	55	48	23	66	
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	33	33	11	11	0	61	100	-2	9	
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	11	22	22	33	0	95	33	40	9	
	STANSTED	CYPRUS AIRWAYS	S	A	8	0	0	88	0	0	0	13	49	75	-7	4	
	STANSTED	CYPRUS AIRWAYS	S	D	8	0	0	0	38	50	0	13	83	0	29	4	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	0	25	0	75	0	62	0	0	0	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	63	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	16	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	25	25	50	0	0	52	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	23	60	20	5
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	25	50	25	0	0	54	40	26	5
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	6	45	32	20
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	9	0	0	78	0	22	0	0	0	10	14	54	21
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	9	1	1	67	0	11	11	0	11	98	47	47	17
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	10	0	0	20	30	20	20	0	10	119	39	71	18
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	20	20	60	0	0	0	32	0	0	0
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	20	40	20	20	0	0	30	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	1	1	50	0	50	0	0	0	12	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	100	0	0	0	0	25	0	0	0
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	17	25	42	12
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	17	25	37	12
	MANCHESTER	MONARCH AIRLINES	C	A	16	0	0	75	0	6	13	0	6	35	50	24	6
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	56	31	0	0	6	6	44	50	18	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	20	0	0	35	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	24	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	25	50	78	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	27	50	21	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	40	0	0	67	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	33	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	13	13	40	27	7	0	64	0	108	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	27	13	33	20	7	0	52	0	111	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	6	75	21	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	23	75	31	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LARNACA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	1	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-8	100	4	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-9	100	-5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	-8	25	17	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	6	75	13	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0	
<b>TOTAL LARNACA</b>					<b>773</b>	<b>4</b>	<b>7</b>	<b>43</b>	<b>17</b>	<b>21</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>44</b>	<b>41</b>	<b>41</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	0	0	80	0	0	93	50	84	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	0	20	20	40	20	0	111	60	49	5	
	GATWICK	AIR 2000	C	A	10	0	0	50	10	30	10	0	0	24	0	74	4	
	GATWICK	AIR 2000	C	D	10	0	0	20	30	10	40	0	0	47	0	53	5	
	GLASGOW	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	-6	50	8	4	
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	5	100	-4	5	
	MANCHESTER	AIR 2000	C	A	15	0	0	73	13	0	7	7	0	16	33	111	12	
	MANCHESTER	AIR 2000	C	D	15	0	0	60	20	7	7	7	0	24	29	112	14	
	NEWCASTLE	AIR 2000	C	A	5	0	0	40	0	0	60	0	0	49	25	113	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	20	0	60	0	0	73	20	110	5	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	0	0	0	80	20	0	113	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	0	20	0	60	20	0	110	0	0	0	
	GATWICK	AIR EUROPA	C	A	14	1	1	29	21	29	14	0	7	64	33	35	9	
	GATWICK	AIR EUROPA	C	D	15	1	0	20	27	27	13	7	7	80	40	40	10	
	GLASGOW	AIR EUROPA	C	A	4	0	0	25	0	0	50	25	0	110	50	33	2	
	GLASGOW	AIR EUROPA	C	D	2	0	1	50	0	0	50	0	0	40	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	3	0	1	33	0	0	67	0	0	62	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	4	0	0	25	0	0	75	0	0	77	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	-3	20	75	5	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	2	20	82	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	0	90	0	0	10	0	0	-2	80	16	5	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						AUG 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																	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	10	0	0	90	0	0	10	0	0	5	80	6	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	0	25	0	13	76	50	30	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	11	0	11	69	50	30	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	33	33	22	0	0	45	11	71	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	22	33	22	0	0	42	38	58	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	69	100	1	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	20	40	0	0	56	100	9	4
	LUTON	BRITANNIA AIRWAYS	C	A	11	0	0	73	9	0	18	0	0	38	100	2	4
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	54	23	0	15	8	0	42	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	53	18	18	12	0	0	24	47	45	15
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	61	17	11	11	0	0	24	36	51	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	36	75	11	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	25	50	14	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	21	75	18	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	40	0	0	0	30	75	28	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	43	75	131	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	48	67	14	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	80	0	0	10	10	0	45	100	-5	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	80	0	0	10	10	0	50	100	7	4
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	2	0	96	4
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	20	0	0	0	0	8	0	70	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	20	20	40	0	0	46	44	39	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	0	40	40	0	0	53	40	35	10
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	50	0	20	30	0	0	22	25	47	8
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	10	40	10	0	0	30	56	33	9
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	27	0	155	5
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	0	41	0	139	5
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-1	25	51	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	50	48	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	29	67	18	9

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	33	11	0	11	0	37	89	10	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	18	0	0	67	17	11	6	0	0	8	50	46	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	17	11	11	0	0	22	54	46	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	11	33	11	11	0	56	44	28	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	40	30	10	10	10	0	46	67	16	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	3	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	12	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	15	15	31	31	8	0	75	57	30	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	23	23	15	31	8	0	76	38	36	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	24	0	88	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	25	40	68	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	40	20	281	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	61	40	71	5
	EDINBURGH	SPANAIR	C	A	5	0	0	80	0	0	20	0	0	18	100	-4	5
	EDINBURGH	SPANAIR	C	D	5	0	0	20	20	40	20	0	0	48	80	7	5
	MANCHESTER	SPANAIR	C	A	5	0	0	60	20	20	0	0	0	9	0	0	0
	MANCHESTER	SPANAIR	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0
	NEWCASTLE	SPANAIR	C	A	5	0	0	80	20	0	0	0	0	-2	0	0	0
	NEWCASTLE	SPANAIR	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	93	7	0	0	0	0	-3	63	69	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	100	0	0	0	0	0	0	67	43	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-6	40	49	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	9	40	60	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	25	0	0	96	4	0	0	0	0	-7	81	11	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	0	100	0	0	0	0	0	-6	74	23	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-16	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	0	0	0	0
	GATWICK	TRANSAER	C	A	5	0	0	100	0	0	0	0	0	-13	25	350	4
	GATWICK	TRANSAER	C	D	5	0	0	100	0	0	0	0	0	4	0	377	4
<b>TOTAL LAS PALMAS</b>					<b>641</b>	<b>2</b>	<b>3</b>	<b>58</b>	<b>14</b>	<b>10</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>50</b>	<b>51</b>	<b>51</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 VEGAS	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	7	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
<b>TOTAL LAS VEGAS</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>19</b>	<b>124</b>	<b>124</b>
LEEDS BRADFORD	GLASGOW	BMI BRITISH MIDLAND	S	A	64	1	1	100	0	0	0	0	0	1	92	4	63
	GLASGOW	BMI BRITISH MIDLAND	S	D	64	1	1	97	3	0	0	0	0	1	90	5	63
	HEATHROW	BMI BRITISH MIDLAND	S	A	135	0	1	87	8	3	1	1	0	6	75	12	137
	HEATHROW	BMI BRITISH MIDLAND	S	D	132	0	1	88	6	5	2	0	0	5	82	9	131
	EDINBURGH	GILL AIRWAYS	S	A	39	0	1	97	3	0	0	0	0	4	98	1	40
	EDINBURGH	GILL AIRWAYS	S	D	39	0	1	92	3	3	3	0	0	8	98	2	40
<b>TOTAL LEEDS BRADFORD</b>					<b>474</b>	<b>2</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>9</b>
LEIPZIG	HEATHROW	LUFTHANSA	S	A	5	0	0	80	0	20	0	0	0	12	79	7	42
	HEATHROW	LUFTHANSA	S	D	25	1	0	96	4	0	0	0	0	1	92	7	26
<b>TOTAL LEIPZIG</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>6</b>	<b>6</b>
LEMNOS	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	25	75	0	0	0	0	18	75	10	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-3	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
<b>TOTAL LEMNOS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>9</b>
LIBREVILLE	GATWICK	AIR GABON	S	A	5	0	0	0	20	40	40	0	0	53	0	66	4
	GATWICK	AIR GABON	S	D	5	0	0	100	0	0	0	0	0	7	40	27	5
<b>TOTAL LIBREVILLE</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>44</b>	<b>44</b>
LIEGE																	
LILLE																	
LILONGWE	GATWICK	AIR MALAWI	S	A	4	0	0	50	25	25	0	0	0	25	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)												
LILONGWE																		
	GATWICK	AIR MALAWI	S	D	4	0	0	0	50	25	25	0	0	37	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	70	10	20	0	0	0	10	67	115	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	0	0	11	0	38	80	19	5	
<b>TOTAL LILONGWE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>81</b>	<b>81</b>	
LINZ																		
LISBON																		
	GATWICK	AB AIRLINES	S	A	31	0	0	52	23	10	13	3	0	35	75	15	52	
	GATWICK	AB AIRLINES	S	D	31	0	0	39	26	16	16	3	0	41	69	23	52	
	HEATHROW	AIR PORTUGAL	S	A	93	0	0	78	16	2	3	0	0	11	73	21	92	
	HEATHROW	AIR PORTUGAL	S	D	93	0	0	85	5	6	2	1	0	11	73	21	92	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	20	0	0	0	6	20	87	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	60	40	0	0	0	0	8	60	27	5	
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	0	50	0	0	50	0	150	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	0	50	0	0	50	0	133	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	0	74	16	5	4	0	0	12	87	1	98	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	98	0	0	80	11	6	3	0	0	11	79	11	98	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	1	1	100	0	0	0	0	0	-38	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	77	13	0	6	3	0	21	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	71	19	0	10	0	0	20	0	0	0	
	STANSTED	GO FLY LTD	S	A	62	0	0	69	16	8	5	2	0	16	0	0	0	
	STANSTED	GO FLY LTD	S	D	62	0	0	69	23	3	2	3	0	19	0	0	0	
	MANCHESTER	PORTUGALIA	S	A	25	0	0	72	12	8	8	0	0	14	60	23	20	
	MANCHESTER	PORTUGALIA	S	D	20	0	1	75	5	15	5	0	0	10	60	25	20	
<b>TOTAL LISBON</b>					<b>698</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>17</b>	
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	31	0	0	77	19	3	0	0	0	9	71	17	31	
	HEATHROW	ADRIA AIRWAYS	S	D	31	0	0	55	26	19	0	0	0	13	68	21	31	
	MANCHESTER	ADRIA AIRWAYS	S	A	4	0	0	75	25	0	0	0	0	-3	100	-16	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	ADRIA AIRWAYS	S	D	4	0	0	50	50	0	0	0	0	16	75	15	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	0	15	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	69	15	15	0	0	0	17	0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>17</b>	<b>17</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	96	0	1	93	6	0	0	1	0	2	94	-3	72	
	EDINBURGH	KLM UK LTD	S	D	95	0	2	82	17	1	0	0	0	8	86	10	72	
	MANCHESTER	KLM UK LTD	S	A	67	0	0	99	1	0	0	0	0	-9	0	0	0	
	MANCHESTER	KLM UK LTD	S	D	67	0	0	99	1	0	0	0	0	-3	0	0	0	
<b>TOTAL LONDON CITY</b>					<b>325</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>3</b>	<b>3</b>	
LONDONDERRY																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	32	0	3	75	9	3	13	0	0	8	77	12	35	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	33	0	2	70	12	6	12	0	0	16	75	17	36	
	GLASGOW	LOGANAIR	S	A	41	1	1	49	12	22	12	5	0	38	0	0	0	
	GLASGOW	LOGANAIR	S	D	42	0	0	38	29	14	14	5	0	39	0	0	0	
<b>TOTAL LONDONDERRY</b>					<b>148</b>	<b>1</b>	<b>6</b>	<b>56</b>	<b>16</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>80</b>	<b>12</b>	<b>12</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	1	1	97	0	0	3	0	0	-22	97	-21	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	58	29	10	3	0	0	17	94	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	90	5	3	1	0	0	-4	86	5	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	81	11	6	2	0	0	10	49	18	92	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	84	6	6	3	0	0	-3	71	10	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	48	29	13	10	0	0	24	45	31	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	90	5	2	2	2	0	-10	89	-4	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	60	18	16	5	0	2	23	52	21	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>433</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>14</b>	<b>14</b>	
LUGANO																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LUSAKA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	0	8	8	0	29	60	32	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	6	71	15	7
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>22</b>	<b>22</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	130	0	0	55	19	15	10	0	0	23	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	130	0	0	45	24	23	8	0	0	26	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	107	0	2	49	20	15	15	2	0	33	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	53	18	14	11	4	0	31	0	0	0
<b>TOTAL LUTON</b>					<b>476</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>20</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>15</b>	<b>15</b>
LUXEMBOURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	88	12	0	0	0	0	2	79	10	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	96	4	0	0	0	0	-2	71	10	28
	GATWICK	CITY FLYER EXPRESS	S	A	86	0	0	59	29	8	3	0	0	16	70	12	73
	GATWICK	CITY FLYER EXPRESS	S	D	85	0	1	72	14	12	2	0	0	14	58	15	73
	HEATHROW	LUXAIR	S	A	62	0	0	69	26	5	0	0	0	12	81	9	62
	HEATHROW	LUXAIR	S	D	62	0	0	73	27	0	0	0	0	7	92	4	62
	MANCHESTER	LUXAIR	S	A	21	0	0	62	29	10	0	0	0	15	86	6	21
	MANCHESTER	LUXAIR	S	D	21	0	0	71	29	0	0	0	0	8	95	-1	21
	STANSTED	LUXAIR	S	A	47	0	0	83	15	0	2	0	0	10	89	4	47
	STANSTED	LUXAIR	S	D	47	0	0	77	17	4	2	0	0	10	96	1	47
<b>TOTAL LUXEMBOURG</b>					<b>483</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>8</b>
LUXOR	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	21	44	20	9
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	40	0	0	0	29	67	25	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	7	56	43	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	60	0	0	0	25	44	23	9
	HEATHROW	EGYPT AIR	S	A	5	0	0	40	20	40	0	0	0	24	25	10	4
	HEATHROW	EGYPT AIR	S	D	5	0	0	40	40	20	0	0	0	22	75	12	4
<b>TOTAL LUXOR</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>23</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>37</b>	<b>37</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
LVOV																		
	MANCHESTER	UKRAINE INTERNATIONAL AIRLINES	C	A	2	0	0	50	0	50	0	0	0	23	75	9	4	
	MANCHESTER	UKRAINE INTERNATIONAL AIRLINES	C	D	2	0	0	50	0	50	0	0	0	25	50	13	4	
<b>TOTAL LVOV</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>24</b>	<b>63</b>	<b>11</b>	<b>11</b>	
LYON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	76	17	4	1	1	0	10	62	13	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	78	13	4	4	0	0	10	84	9	93	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	77	16	3	3	0	0	9	90	6	31	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	77	10	10	3	0	0	13	97	6	31	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	81	0	2	83	11	4	2	0	0	4	80	5	87	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	81	0	2	81	12	2	4	0	0	6	84	5	87	
<b>TOTAL LYON</b>					<b>410</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>7</b>	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	73	0	0	52	23	22	3	0	0	21	83	8	71
	STANSTED	KLM EXEL	S	D	73	0	0	49	29	19	3	0	0	19	96	0	71
<b>TOTAL MAASTRICHT</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>4</b>	<b>4</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	-16	89	-20	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	30	60	0	10	0	0	21	56	28	9
<b>TOTAL MADRAS/CHENNAI</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>32</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>4</b>	<b>4</b>
MADRID	MANCHESTER	AIR EUROPA	C	D	2	0	0	0	50	0	50	0	0	86	0	49	2
	STANSTED	AIR EUROPA	C	D	2	2	1	0	0	0	100	0	0	78	0	167	2
	EDINBURGH	AVIACO	C	A	5	0	0	80	20	0	0	0	9	20	26	5	
	EDINBURGH	AVIACO	C	D	5	0	0	60	40	0	0	0	11	20	33	5	
	EDINBURGH	BMI BRITISH MIDLAND	C	A	5	0	0	80	0	20	0	0	-3	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	40	40	20	0	0	18	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	88	5	4	2	0	1	75	10	92	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	75	13	8	3	1	0	17	57	22	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	1	72	15	8	3	1	0	14	71	13	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	1	77	16	3	3	0	0	11	74	15	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	51	0	0	75	20	4	2	0	0	5	60	11	50
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	0	0	69	16	12	4	0	0	16	76	10	51
	LUTON	DEBONAIR AIRWAYS LTD	S	A	30	1	7	53	20	17	10	0	0	23	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	31	0	0	55	23	19	3	0	0	21	0	0	0
	HEATHROW	IBERIA	S	A	124	0	0	82	10	7	1	0	0	6	80	6	143
	HEATHROW	IBERIA	S	D	124	0	0	85	6	4	6	0	0	6	78	9	148
	MANCHESTER	IBERIA	S	A	31	0	0	84	10	3	3	0	0	8	0	0	0
	MANCHESTER	IBERIA	S	D	31	0	0	65	26	6	3	0	0	16	0	0	0
	GATWICK	SPANAIR	S	A	9	0	0	44	33	11	11	0	0	22	78	14	9
	GATWICK	SPANAIR	S	D	9	0	0	67	11	11	11	0	0	21	89	8	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>953</b>	<b>5</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>12</b>	
MAHON																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	14	44	39	9	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	56	33	0	11	0	0	20	33	38	9	
	GATWICK	AIR 2000	C	A	17	0	1	65	24	12	0	0	0	11	0	78	13	
	GATWICK	AIR 2000	C	D	18	0	0	72	6	22	0	0	0	15	0	63	13	
	MANCHESTER	AIR 2000	C	A	10	0	0	90	0	0	0	10	0	19	33	68	9	
	MANCHESTER	AIR 2000	C	D	10	0	0	90	0	0	0	10	0	21	33	84	9	
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	17	60	29	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	5	40	24	5	
	STANSTED	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	13	75	9	4	
	STANSTED	AIR 2000	C	D	5	0	0	40	20	40	0	0	0	26	100	2	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	8	0	0	100	0	0	0	0	0	-3	57	52	7	
	GATWICK	AIRWORLD AVIATION LTD	C	D	8	0	0	100	0	0	0	0	0	4	50	48	10	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	12	0	0	75	17	8	0	0	0	-1	11	129	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	12	0	0	92	8	0	0	0	0	2	11	104	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	64	0	14	7	7	7	135	56	16	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	14	0	0	43	0	43	7	7	0	47	78	17	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	6	44	11	39	0	0	53	22	55	18	
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	28	28	17	28	0	0	45	61	42	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	20	40	0	0	51	60	7	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	0	40	0	60	0	0	53	40	22	5	
	LUTON	BRITANNIA AIRWAYS	C	A	17	0	0	53	12	18	12	6	0	36	86	3	7	
	LUTON	BRITANNIA AIRWAYS	C	D	18	0	0	56	17	11	17	0	0	34	89	0	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	27	0	0	33	30	7	15	15	0	69	44	30	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	27	0	0	44	19	7	11	11	7	72	61	22	18	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	12	60	12	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	14	100	5	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	11	56	22	11	0	0	31	44	31	9	
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	22	11	0	0	25	78	22	9	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MAHON	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	83	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	0	50	0	50	0	0	89	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	18	0	0	50	22	11	11	6	0	36	36	41	14	
	GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	0	65	24	6	0	6	0	21	33	40	15	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	75	13	0	0	13	0	19	60	17	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	63	13	0	0	25	0	54	30	53	10	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	20	45	5	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	43	80	26	5	
	GATWICK	EUROPEAN AIR CHARTER	C	A	9	0	0	11	11	67	11	0	0	38	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	9	0	0	22	78	0	0	0	0	19	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	1	1	75	0	0	13	13	0	38	50	62	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	56	0	22	11	11	0	65	13	93	8	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	50	25	25	0	0	0	12	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	7	0	0	71	14	0	0	14	0	55	75	12	8	
	GLASGOW	FUTURA AIRLINES	C	D	7	0	0	57	29	0	0	14	0	53	33	28	6	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	6	40	21	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	50	0	0	0	32	20	33	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	12	0	1	25	33	25	8	8	0	47	46	23	13	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	12	0	1	17	25	50	0	0	8	60	36	43	14	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	25	0	0	0	15	40	17	5	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	25	80	8	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	31	31	31	8	0	0	35	29	28	14	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	31	38	31	0	0	0	26	50	16	14	
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	41	12	35	12	0	0	33	0	58	20	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	44	25	25	6	0	0	26	20	45	20	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	46	23	15	15	0	0	25	56	16	9	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	18	60	13	5	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	30	60	17	5	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	62	15	15	8	0	0	20	67	9	9	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	8	1	0	13	63	13	13	0	0	34	20	31	10	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	1	75	13	0	13	0	0	20	30	19	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	20	0	20	142	60	20	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	0	0	20	147	60	24	5	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-5	25	34	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	55	20	51	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	11	44	0	0	55	56	24	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	11	11	22	22	0	76	22	62	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	62	20	42	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	18	60	30	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	28	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	1	59	6	6	12	6	12	88	56	73	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	53	12	6	12	6	12	103	50	59	18	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-11	40	34	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	40	50	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	22	33	0	0	62	11	46	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	0	22	44	0	0	61	56	37	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	22	0	0	0	9	88	17	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	8	88	36	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-7	60	56	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-1	60	71	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	-5	100	-3	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	22	0	0	0	7	67	3	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-21	60	66	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-6	60	68	5	
	GATWICK	TRANSAER	C	A	9	0	0	56	22	22	0	0	0	13	11	115	9	
	GATWICK	TRANSAER	C	D	9	0	0	44	33	22	0	0	0	22	11	130	9	
<b>TOTAL MAHON</b>					<b>783</b>	<b>2</b>	<b>6</b>	<b>53</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>43</b>	<b>42</b>	<b>42</b>	

MALAGA

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 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																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	8	60	24	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	9	60	27	5	
	GATWICK	AIR 2000	C	A	24	0	0	38	33	21	8	0	0	25	17	105	30	
	GATWICK	AIR 2000	C	D	23	0	0	39	26	13	13	9	0	49	13	97	30	
	GLASGOW	AIR 2000	C	A	10	0	0	70	0	10	10	10	0	42	60	26	15	
	GLASGOW	AIR 2000	C	D	10	0	0	50	20	10	20	0	0	41	47	23	15	
	MANCHESTER	AIR 2000	C	A	19	0	0	47	16	5	16	16	0	67	40	54	25	
	MANCHESTER	AIR 2000	C	D	19	0	0	58	0	11	16	16	0	65	44	60	25	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	8	50	7	2	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	10	100	-7	2	
	BIRMINGHAM	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	0	7	44	40	9	
	BIRMINGHAM	AIR EUROPA	C	D	5	0	0	80	20	0	0	0	0	8	0	56	10	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	20	0	0	60	20	0	102	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	20	0	0	60	20	0	114	0	0	0	
	GATWICK	AIR EUROPA	C	A	4	0	0	0	0	75	25	0	0	67	23	83	13	
	GATWICK	AIR EUROPA	C	D	4	0	0	0	0	25	75	0	0	75	25	94	12	
	LUTON	AIR EUROPA	C	A	4	0	1	50	50	0	0	0	0	11	0	0	0	
	LUTON	AIR EUROPA	C	D	5	0	0	20	0	40	20	20	0	74	0	0	0	
	NEWCASTLE	AIR EUROPA	C	A	5	0	0	0	0	0	80	20	0	137	0	0	0	
	NEWCASTLE	AIR EUROPA	C	D	5	0	0	0	0	20	60	20	0	134	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	10	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	9	0	0	78	22	0	0	0	0	3	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	18	0	0	78	11	11	0	0	0	4	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	17	0	0	82	6	12	0	0	0	6	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	A	3	0	0	67	33	0	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	15	100	0	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	11	89	5	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	23	38	23	8	8	0	41	9	64	11	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	62	23	0	8	8	0	29	20	49	10	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	10	60	12	5	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALAGA	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	29	100	7	5
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	1	22	44	22	11	0	0	28	40	21	5
	LUTON	BRITANNIA AIRWAYS	C	D	10	0	0	90	0	0	10	0	0	12	40	26	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	50	28	0	17	0	6	46	45	43	11
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	72	6	6	17	0	0	22	73	21	11
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	11	22	0	0	38	89	0	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	11	22	0	0	38	100	0	9
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	15	60	20	5
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	20	25	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	15	0	0	47	27	20	0	0	7	43	93	-5	15
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	15	0	0	53	20	27	0	0	0	19	80	7	15
	GATWICK	CALEDONIAN AIRWAYS	C	A	39	3	4	49	15	10	13	10	3	54	19	60	37
	GATWICK	CALEDONIAN AIRWAYS	C	D	43	0	0	44	19	9	12	14	2	62	38	41	37
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	40	20	20	0	120	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	0	40	20	20	0	20	124	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	18	0	0	44	28	6	17	0	6	52	59	21	17
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	18	0	0	44	22	6	22	0	6	56	42	57	19
	GATWICK	DEUTSCHE BA	C	A	2	0	0	0	100	0	0	0	0	24	0	0	0
	GATWICK	DEUTSCHE BA	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	10	0	0	10	70	20	0	0	0	24	100	-7	5
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	10	0	0	80	10	10	0	0	0	9	100	1	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-2	0	223	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-14	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	20	60	20	0	0	0	22	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	4	0	1	100	0	0	0	0	0	6	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	2	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	LUTON	FUTURA AIRLINES	C	A	3	1	1	33	33	33	0	0	0	15	0	0	0
	LUTON	FUTURA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	53	0	1	64	13	6	8	6	4	44	90	-5	72	
	GATWICK	GB AIRWAYS LTD	S	D	53	0	1	68	17	4	6	4	2	35	75	11	76	
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	68	16	13	0	3	0	19	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	52	26	10	6	3	3	38	0	0	0	
	HEATHROW	IBERIA	S	A	30	0	0	33	37	23	3	3	0	33	90	5	31	
	HEATHROW	IBERIA	S	D	30	0	0	43	30	17	7	3	0	30	90	5	31	
	GATWICK	LEISURE INTERNATIONAL	C	A	17	0	0	65	24	6	6	0	0	12	53	17	19	
	GATWICK	LEISURE INTERNATIONAL	C	D	17	0	0	82	0	12	6	0	0	14	68	15	19	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	46	23	15	15	0	0	32	92	38	13	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	13	0	0	62	15	15	8	0	0	19	73	41	15	
	STANSTED	LEISURE INTERNATIONAL	C	A	13	0	0	46	23	0	31	0	0	41	84	40	19	
	STANSTED	LEISURE INTERNATIONAL	C	D	13	0	0	46	15	0	38	0	0	44	63	47	19	
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	0	30	40	30	0	0	44	10	49	10	
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	40	30	10	20	0	0	29	30	26	10	
	GATWICK	MONARCH AIRLINES	C	A	54	0	0	30	33	17	17	2	2	47	21	42	56	
	GATWICK	MONARCH AIRLINES	C	D	53	0	0	53	13	15	17	2	0	35	43	31	54	
	LUTON	MONARCH AIRLINES	S	A	32	0	0	91	6	0	0	3	0	3	83	9	23	
	LUTON	MONARCH AIRLINES	S	D	32	0	0	94	3	0	0	3	0	11	83	14	23	
	MANCHESTER	MONARCH AIRLINES	C	A	30	0	0	53	17	13	17	0	0	27	33	82	24	
	MANCHESTER	MONARCH AIRLINES	C	D	29	1	0	62	10	14	14	0	0	20	65	48	23	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	18	0	74	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	24	20	59	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	20	60	52	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	11	0	0	16	78	35	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	60	0	0	60	60	6	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	40	0	0	52	80	18	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	1	25	25	25	25	0	0	43	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	18	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	44	0	22	11	0	77	24	76	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	0	22	11	0	72	50	92	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	4	80	26	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	14	60	26	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	20	20	0	95	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	20	20	0	105	0	0	0
	GATWICK	PANAIR	C	A	5	0	0	40	40	20	0	0	0	20	0	0	0
	GATWICK	PANAIR	C	D	5	0	0	0	20	60	20	0	0	49	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-5	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	71	21	7	0	0	0	8	87	19	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	14	7	0	0	0	0	80	13	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	-6	0	0	0
	GATWICK	TRANSAER	C	A	24	0	0	79	17	0	4	0	0	5	57	82	14
	GATWICK	TRANSAER	C	D	24	0	0	71	13	13	4	0	0	14	22	88	18
	MANCHESTER	TRANSAER	C	A	19	0	0	79	16	0	0	0	5	19	43	107	14
	MANCHESTER	TRANSAER	C	D	19	0	0	79	11	5	0	0	5	32	36	102	14
<b>TOTAL MALAGA</b>					<b>1393</b>	<b>5</b>	<b>12</b>	<b>57</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>54</b>	<b>39</b>	<b>39</b>
MALE INTERNATIONAL	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	7	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	20	75	54	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	32	80	64	5
<b>TOTAL MALE INTERNATIONAL</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>23</b>	<b>23</b>
MALMO	LONDON CITY	MALMO AVIATION	S	A	47	4	0	89	11	0	0	0	0	3	98	-4	41



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997			
							MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
MALMO	LONDON CITY	MALMO AVIATION	S	D	47	4	0	57	40	2	0	0	0	13	68	15	41	
<b>TOTAL MALMO</b>					<b>94</b>	<b>9</b>	<b>1</b>	<b>73</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>5</b>	<b>5</b>	
MALTA	GATWICK	AIR 2000	C	A	9	0	0	33	33	22	11	0	0	26	0	132	9	
	GATWICK	AIR 2000	C	D	9	0	0	44	22	33	0	0	0	23	11	109	9	
	MANCHESTER	AIR 2000	C	A	9	0	0	78	11	0	11	0	0	12	44	77	9	
	MANCHESTER	AIR 2000	C	D	9	0	0	78	11	0	11	0	0	16	44	60	9	
	BIRMINGHAM	AIR MALTA	C	A	9	0	0	89	0	11	0	0	0	-3	80	4	5	
	BIRMINGHAM	AIR MALTA	S	A	9	0	0	56	44	0	0	0	0	8	56	26	9	
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	44	33	22	0	0	0	22	33	37	9	
	BIRMINGHAM	AIR MALTA	C	D	9	0	0	89	0	11	0	0	0	2	50	15	4	
	EDINBURGH	AIR MALTA	C	A	3	0	0	100	0	0	0	0	0	1	100	-13	2	
	GATWICK	AIR MALTA	C	A	17	0	1	71	6	12	12	0	0	12	45	27	11	
	GATWICK	AIR MALTA	S	A	54	0	0	76	11	7	6	0	0	4	68	12	57	
	GATWICK	AIR MALTA	C	D	18	0	0	61	22	6	11	0	0	20	40	27	10	
	GATWICK	AIR MALTA	S	D	54	0	0	44	33	17	6	0	0	20	57	20	58	
	GLASGOW	AIR MALTA	C	A	11	0	0	64	18	9	9	0	0	9	63	9	8	
	GLASGOW	AIR MALTA	S	A	9	0	0	56	22	22	0	0	0	14	44	29	9	
	GLASGOW	AIR MALTA	S	D	9	0	0	22	33	44	0	0	0	26	33	38	9	
	GLASGOW	AIR MALTA	C	D	10	0	1	50	20	20	10	0	0	23	38	13	8	
	HEATHROW	AIR MALTA	S	A	66	0	0	76	8	14	3	0	0	5	69	11	67	
	HEATHROW	AIR MALTA	S	D	66	0	0	53	23	18	6	0	0	20	57	21	67	
	MANCHESTER	AIR MALTA	C	A	24	0	0	67	17	13	4	0	0	9	80	4	10	
	MANCHESTER	AIR MALTA	S	A	23	0	0	83	9	9	0	0	0	0	75	25	24	
	MANCHESTER	AIR MALTA	C	D	24	0	0	63	8	21	8	0	0	21	57	18	14	
	MANCHESTER	AIR MALTA	S	D	23	0	0	52	22	26	0	0	0	16	40	39	20	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	25	50	25	0	0	0	18	50	17	8	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	25	50	25	0	0	0	16	50	19	8	
	STANSTED	AIR MALTA	C	A	4	0	0	25	50	0	25	0	0	51	25	23	4	
	STANSTED	AIR MALTA	C	D	4	0	0	25	25	25	25	0	0	62	0	50	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MALTA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	17	80	5	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	100	2	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	17	56	23	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	23	56	11	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	75	0	0	78	60	11	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	68	60	10	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	8	40	30	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	9	60	27	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-4	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-8	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	0	60	0	0	73	56	127	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	0	60	0	0	75	56	29	9	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	58	19	0	19	3	0	32	68	17	31	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	48	26	10	13	3	0	38	71	18	31	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	73	0	75	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	20	60	0	0	62	20	59	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	1	80	21	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-6	80	16	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	116	75	3	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	75	15	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-10	50	46	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	9	50	25	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	75	6	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	9	50	136	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	0	25	122	38	64	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	0	0	0	33	134	63	53	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-26	75	114	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	1	0	100	0	0	0	0	0	-7	100	0	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	53	50	90	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	59	50	70	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-16	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-3	100	-5	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	-37	60	80	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	-15	100	-6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	-10	80	42	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-6	89	-4	9	
<b>TOTAL MALTA</b>					<b>727</b>	<b>1</b>	<b>5</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>27</b>	<b>27</b>	
MANCHESTER																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-17	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	1	1	100	0	0	0	0	0	-49	0	79	1	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	72	0	0	64	22	13	0	1	0	17	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	70	1	2	77	13	9	1	0	0	12	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	63	0	3	60	32	5	2	2	0	18	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	D	66	0	0	83	12	3	2	0	0	8	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	225	0	4	90	7	3	0	0	0	7	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	224	0	4	91	5	3	1	0	0	2	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	17	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	3	75	0	0	25	0	0	24	67	17	3	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	166	0	0	86	10	1	2	1	0	8	74	12	157	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	166	0	0	90	6	3	1	0	0	6	67	14	159	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	112	1	4	83	11	4	3	0	0	8	81	11	62	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	112	1	4	77	18	3	3	0	0	12	85	10	85	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	113	0	0	72	21	5	2	0	0	11	69	17	113	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	113	0	0	86	9	3	3	0	0	5	82	8	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	296	0	2	91	7	2	1	0	0	5	74	12	287	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	295	0	0	90	6	2	1	0	0	1	79	8	287	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	62	0	4	89	8	0	3	0	0	3	79	14	56	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	62	0	4	82	11	2	5	0	0	11	69	15	59	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MANCHESTER																	
	LONDON CITY	KLM UK LTD	S	A	67	0	0	100	0	0	0	0	0	-12	0	0	0
	LONDON CITY	KLM UK LTD	S	D	67	0	0	88	12	0	0	0	0	8	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	50	0	0	43	0	0	0
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	5	0	0	0	20	60	20	0	0	47	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	1	0	20	0	40	40	0	0	59	25	42	4
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	50	0	17	33	0	0	46	40	74	5
<b>TOTAL MANCHESTER</b>					<b>2391</b>	<b>8</b>	<b>38</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>12</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	-3	83	21	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	88	12	0	0	0	0	8	33	29	18
<b>TOTAL MANILA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>23</b>	<b>23</b>
MARRAKESH																	
MARSEILLE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	86	8	4	2	0	0	1	59	20	92
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	63	20	13	3	0	0	16	54	21	92
<b>TOTAL MARSEILLE</b>					<b>186</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>8</b>	<b>57</b>	<b>20</b>	<b>20</b>
MAURITIUS																	
	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	78	11	11	0	0	0	-4	70	13	10
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	0	56	44	0	0	0	0	12	50	26	10
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	100	0	0	0	0	0	-15	0	205	4
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	20	60	0	20	0	0	47	75	126	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	-2	78	2	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	0	9	78	9	9
<b>TOTAL MAURITIUS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>39</b>	<b>39</b>
MELBOURNE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	9	78	4	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	3	0	0	0	3	83	16	18

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MELBOURNE	HEATHROW	QANTAS	S	A	8	0	0	63	13	13	13	0	0	20	76	25	17
	HEATHROW	QANTAS	S	D	31	0	0	94	6	0	0	0	0	2	73	14	41
<b>TOTAL MELBOURNE</b>					<b>101</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>6</b>	<b>77</b>	<b>14</b>	<b>14</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	0	8	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	15	0	0	0	14	0	0	0
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>10</b>	<b>10</b>
MIAMI INTERNATIONAL	GATWICK	AMERICAN AIRLINES	S	A	30	1	0	90	0	0	10	0	0	-11	0	0	0
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	87	0	10	3	0	0	11	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	68	10	6	16	0	0	11	94	-19	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	1	0	68	29	3	0	0	0	12	77	15	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	6	0	0	0	2	94	-1	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	32	45	19	3	0	0	24	55	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	83	10	7	0	0	0	-5	100	-23	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	6	0	0	0	11	68	16	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	58	29	6	6	0	0	20	68	11	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	16	3	10	0	0	20	65	19	31
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>308</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>20</b>	<b>20</b>
MIKONOS	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-1	20	57	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	0	0	0	0
<b>TOTAL MIKONOS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>57</b>	<b>57</b>
MILAN (LINATE)	STANSTED	AIR ONE	S	A	106	0	0	54	29	11	6	0	0	18	76	13	63
	STANSTED	AIR ONE	S	D	106	0	0	46	27	22	5	0	0	21	63	20	63
	HEATHROW	ALITALIA	S	A	213	0	0	63	23	10	4	0	0	17	80	5	184
	HEATHROW	ALITALIA	S	D	213	0	0	61	17	14	8	0	0	18	72	10	185

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MILAN (LINATE)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	72	15	10	3	0	0	10	62	13	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	50	29	16	5	0	0	21	52	21	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	75	16	5	4	0	0	9	79	7	154	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	76	10	9	5	0	0	13	73	12	154	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	79	8	8	6	0	0	8	58	19	52	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	71	17	6	6	0	0	14	63	14	51	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	51	0	0	92	4	2	2	0	0	-1	74	7	34	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	51	0	0	75	16	10	0	0	0	12	65	16	34	
	STANSTED	KLM UK LTD	S	A	87	1	1	52	15	24	9	0	0	23	51	24	88	
	STANSTED	KLM UK LTD	S	D	88	0	0	26	33	20	20	0	0	35	41	24	88	
<b>TOTAL MILAN (LINATE)</b>					<b>1452</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>14</b>	<b>14</b>	
MILAN (MALPENSA)																		
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	40	0	0	0	0	11	0	181	10	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	203	10	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	20	20	20	40	0	0	55	25	68	4	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	20	40	20	0	0	56	25	63	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	1	40	30	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	26	33	147	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	13	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	EUROFLY SPA	C	A	11	0	0	55	9	9	9	9	9	57	78	-13	9	
	EDINBURGH	EUROFLY SPA	C	D	9	1	2	44	11	11	22	0	11	69	56	27	9	
	STANSTED	EUROFLY SPA	C	A	2	0	0	0	0	50	50	0	0	90	50	42	2	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	0	50	50	0	0	59	50	47	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	0	20	20	20	20	20	189	55	31	11	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	0	20	0	20	163	50	27	12	
	STANSTED	GO FLY LTD	S	A	53	0	0	87	8	2	4	0	0	-3	0	0	0	
	STANSTED	GO FLY LTD	S	D	53	0	0	79	15	6	0	0	0	7	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	3	100	-1	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	9	60	51	5		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	50	0	0	24	50	197	4		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	10	100	-3	4		
	EDINBURGH	TRANSAVIA	C	A	4	0	0	0	75	0	0	25	86	0	0	0		
	EDINBURGH	TRANSAVIA	C	D	4	0	0	25	25	0	25	25	104	0	0	0		
<b>TOTAL MILAN (MALPENSA)</b>					<b>205</b>	<b>3</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>27</b>	<b>40</b>	<b>69</b>	<b>69</b>		
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	28	0	0	68	7	11	7	7	23	84	5	31		
	GATWICK	NORTHWEST AIRLINES	S	D	28	0	0	71	25	4	0	0	10	84	10	31		
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>84</b>	<b>8</b>	<b>8</b>		
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	8	62	31	0	0	25	21	24	14		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	23	38	38	0	0	25	43	27	14		
<b>TOTAL MINSK</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>32</b>	<b>25</b>	<b>25</b>		
MITILINI																		
	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	21	0	109	8		
	GATWICK	AIR 2000	C	D	4	0	0	0	25	50	25	0	48	38	53	8		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	0	25	75	0	0	31	0	0	0		
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	63	13	13	13	0	17	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	75	25	0	0	0	10	0	0	0		
<b>TOTAL MITILINI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>26</b>	<b>58</b>	<b>58</b>		
MOENCHENGLADBACH																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	56	2	1	45	38	16	2	0	17	0	0	0		
	LUTON	DEBONAIR AIRWAYS LTD	S	D	50	2	2	68	22	8	2	0	13	0	0	0		
	LONDON CITY	VLM (BELGIUM)	S	A	101	0	2	60	33	7	0	0	13	80	10	101		
	LONDON CITY	VLM (BELGIUM)	S	D	101	0	2	46	41	14	0	0	17	59	15	101		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MOENCHENGLADBACH																		
<b>TOTAL MOENCHENGLADBACH</b>						<b>308</b>	<b>4</b>	<b>7</b>	<b>54</b>	<b>34</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	<b>13</b>
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-13	25	83	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	26	0	87	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	25	25	0	50	0	0	78	25	384	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	0	40	0	0	56	20	72	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	69	25	369	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	40	0	40	0	0	51	50	35	4	
<b>TOTAL MOMBASA</b>						<b>30</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>20</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>143</b>	<b>143</b>	
MONASTIR																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	0	20	0	20	20	134	60	54	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	0	0	20	20	20	149	60	41	5	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	20	0	0	0	2	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	0	0	25	121	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	0	0	25	120	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	40	75	9	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	42	75	14	4	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	0	33	33	17	17	0	69	0	76	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	40	0	0	46	40	39	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	66	0	91	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	20	60	0	0	0	32	20	33	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	7	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	29	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	29	14	7	7	0	37	57	14	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	0	14	7	7	0	45	64	18	14	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	31	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)
MONASTIR	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	0	20	0	0	36	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	36	14	14	36	0	0	51	44	25	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	14	50	0	29	7	0	58	44	25	9
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	5	0	0	100	0	0	0	0	0	-3	78	13	9
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	5	0	0	60	20	20	0	0	0	18	56	22	9
	GATWICK	NOUVELAIR TUNISIE	C	A	8	0	0	13	38	25	25	0	0	44	65	23	23
	GATWICK	NOUVELAIR TUNISIE	C	D	11	0	0	36	27	18	18	0	0	35	65	29	23
	GLASGOW	NOUVELAIR TUNISIE	C	A	5	0	0	60	20	20	0	0	0	9	80	42	5
	GLASGOW	NOUVELAIR TUNISIE	C	D	5	0	0	80	0	20	0	0	0	14	60	49	5
	STANSTED	NOUVELAIR TUNISIE	C	A	4	0	0	50	0	25	25	0	0	48	100	0	4
	STANSTED	NOUVELAIR TUNISIE	C	D	4	0	0	0	0	50	50	0	0	73	100	7	4
<b>TOTAL MONASTIR</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>46</b>	<b>59</b>	<b>29</b>	<b>29</b>
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	83	6	11	0	0	0	2	46	67	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	35	18	29	18	0	0	35	36	70	14
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	0	67	0	33	0	0	42	25	26	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	0	0	25	113	0	95	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	20	0	89	0	79	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	20	0	0	32	0	31	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	16	60	15	5
<b>TOTAL MONTEGO BAY</b>					<b>63</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>17</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>37</b>	<b>48</b>	<b>48</b>
MONTPELLIER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	36	0	0	89	0	8	3	0	0	2	56	14	36
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	36	0	0	42	25	17	17	0	0	30	50	22	36
<b>TOTAL MONTPELLIER</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>18</b>	<b>18</b>
MONTREAL (DORVAL)																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 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)											
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	31	1	0	52	39	6	3	0	0	18	0	0	0
	HEATHROW	AIR CANADA	S	D	31	0	0	39	39	16	6	0	0	25	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	13	0	0	0	0	-1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	16	13	10	0	0	22	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTREAL (MIRABEL)																	
	STANSTED	ROYAL AIRLINES	C	A	5	0	0	80	0	0	0	0	20	232	0	0	0
	STANSTED	ROYAL AIRLINES	C	D	5	0	0	20	40	20	0	0	20	96	0	0	0
<b>TOTAL MONTREAL (MIRABEL)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>164</b>	<b>70</b>	<b>7</b>	<b>7</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	45	0	0	20	40	31	4	2	2	41	78	21	46
	HEATHROW	AEROFLOT	S	D	45	0	0	44	24	18	9	2	2	37	38	35	45
	STANSTED	AEROFLOT	S	A	3	0	0	67	33	0	0	0	0	1	100	-11	4
	STANSTED	AEROFLOT	S	D	3	0	0	33	33	33	0	0	0	20	80	5	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	74	16	6	3	0	0	3	81	-6	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	68	23	10	0	0	0	13	61	19	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	19	0	3	0	0	9	87	-1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	0	3	0	0	10	45	21	31
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>65</b>	<b>16</b>	<b>16</b>
MOUNT PLEASANT																	
	STANSTED	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	STANSTED	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	50	0	50	0	0	44	0	0	0
<b>TOTAL MOUNT PLEASANT</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	44	0	0	55	18	20	7	0	0	18	61	26	51
	HEATHROW	AIR INDIA	S	D	45	0	0	18	31	38	13	0	0	35	35	41	49
	MANCHESTER	AIR INDIA	S	A	18	0	0	28	39	22	11	0	0	29	33	43	9
	MANCHESTER	AIR INDIA	S	D	18	0	0	39	33	17	11	0	0	27	22	52	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	90	3	3	3	0	0	-7	77	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	35	6	0	0	0	14	61	17	31
<b>TOTAL MUMBAI</b>					<b>187</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>28</b>	<b>28</b>
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-6	94	-2	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	6	0	0	0	8	74	14	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	71	21	5	3	0	0	11	80	8	148
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	74	17	7	3	0	0	11	74	11	148
	LUTON	DEBONAIR AIRWAYS LTD	S	A	52	0	0	52	25	21	2	0	0	19	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	56	1	0	68	14	11	7	0	0	13	0	0	0
	GATWICK	DEUTSCHE BA	S	A	57	0	0	42	37	18	4	0	0	22	53	17	78
	GATWICK	DEUTSCHE BA	S	D	57	0	0	60	32	9	0	0	0	14	62	17	78
	BIRMINGHAM	LUFTHANSA	S	A	4	0	0	75	0	25	0	0	0	16	0	0	0
	BIRMINGHAM	LUFTHANSA	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	LUFTHANSA	S	A	155	0	0	57	25	14	4	0	0	17	73	8	165
	HEATHROW	LUFTHANSA	S	D	128	0	1	73	15	9	2	0	0	13	74	12	160
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	57	0	0	56	33	11	0	0	0	15	77	8	61
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	58	0	0	76	21	3	0	0	0	8	82	9	61
	MANCHESTER	LUFTHANSA CITY LINE	S	A	88	0	0	66	25	8	1	0	0	12	92	0	87
	MANCHESTER	LUFTHANSA CITY LINE	S	D	88	0	0	88	10	2	0	0	0	5	64	10	88
<b>TOTAL MUNICH</b>					<b>1166</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>11</b>
MUNSTER-OSNABRUCK																	
MURCIA SAN JAVIER																	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	40	20	20	20	0	0	40	80	-2	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	0	40	60	0	0	0	40	60	18	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	20	20	20	0	77	40	74	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	0	40	20	20	0	88	60	74	5
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	5	0	0	0	80	20	0	0	0	24	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	1	80	20	0	0	0	0	11	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MURCIA SAN JAVIER	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	56	28	11	6	0	0	17	89	1	18
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	50	22	22	6	0	0	23	78	11	18
<b>TOTAL MURCIA SAN JAVIER</b>					<b>67</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>27</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>18</b>	<b>18</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	-9	87	1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	13	6	0	0	0	9	55	19	31
	HEATHROW	GULF AIR	S	A	52	0	1	79	12	8	2	0	0	-1	81	-4	54
	HEATHROW	GULF AIR	S	D	52	0	1	60	23	15	2	0	0	18	69	14	54
<b>TOTAL MUSCAT</b>					<b>166</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>7</b>	<b>7</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
NAGOYA (AFB)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	92	0	8	0	0	0	-6	100	-10	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	7	57	16	14		
	HEATHROW	JAPAN AIRLINES	S	A	8	0	0	75	13	13	0	0	8	0	0	0		
	HEATHROW	JAPAN AIRLINES	S	D	8	0	0	63	13	0	25	0	27	0	0	0		
<b>TOTAL NAGOYA (AFB)</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>4</b>	<b>4</b>		
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	22	0	0	14	40	38	5		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	8	60	17	5		
	HEATHROW	KENYA AIRWAYS	S	A	35	1	0	74	9	14	3	0	1	44	75	36		
	HEATHROW	KENYA AIRWAYS	S	D	34	0	1	76	6	12	6	0	15	67	63	36		
<b>TOTAL NAIROBI</b>					<b>87</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>64</b>	<b>64</b>		
NANTES																		
	GATWICK	BRIT AIR	S	A	88	0	0	26	49	20	5	0	27	67	16	83		
	GATWICK	BRIT AIR	S	D	88	0	0	57	34	7	2	0	18	77	12	83		
<b>TOTAL NANTES</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>14</b>	<b>14</b>		
NAPLES																		
	GATWICK	AIR 2000	C	A	4	0	0	25	25	50	0	0	32	10	79	10		
	GATWICK	AIR 2000	C	D	4	0	0	75	0	0	25	0	21	10	64	10		
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	50	0	0	30	20	69	5		
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	50	0	0	27	40	54	5		
	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	75	0	0	36	40	17	5		
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	100	0	0	43	40	20	5		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	40	40	0	0	26	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	9	0	0	0		
	LUTON	BMI BRITISH MIDLAND	C	A	21	0	1	33	10	43	5	10	43	27	67	30		
	LUTON	BMI BRITISH MIDLAND	C	D	22	0	0	36	23	23	9	9	42	23	76	30		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	50	20	113	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	25	80	10	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	33	22	11	0	39	89	3	9		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
NAPLES	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	25	100	3	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	22	22	11	0	62	20	29	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	11	11	0	49	80	14	5
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	38	0	13	38	13	0	73	20	20	5
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	25	50	0	13	13	0	48	60	13	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	25	56	26	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	0	27	78	22	9
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	67	0	0	91	7	1	0	0	0	-11	82	5	61
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	67	0	0	51	28	19	1	0	0	19	65	18	62
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	83	17	0	0	0	0	-15	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	33	33	17	17	0	0	31	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	-37	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-3	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	56	0	54	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	38	60	14	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	41	0	124	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	0	103	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	33	20	99	5
LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	109	5	
MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	12	0	193	5	
MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	156	5	
<b>TOTAL NAPLES</b>					<b>348</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>17</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>42</b>	<b>42</b>
NASSAU	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	42	50	9	2
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	100	11	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	55	100	-10	3

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	D	2	0	0	50	0	0	50	0	0	57	67	11	3	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	31	0	0	20	40	46	5		
<b>TOTAL NASSAU</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>18</b>	<b>18</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	71	10	10	10	0	0	8	73	10	30	
	HEATHROW	AIR INDIA	S	D	31	0	0	23	26	32	19	0	0	38	32	45	31	
	HEATHROW	AMERICAN AIRLINES	S	A	184	1	2	80	9	5	3	2	0	-1	86	-9	186	
	HEATHROW	AMERICAN AIRLINES	S	D	185	0	1	79	16	4	1	0	0	10	70	12	186	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	6	87	-11	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	6	3	0	0	9	57	17	30	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	22	0	1	86	9	5	0	0	0	-17	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	23	0	0	65	17	9	4	0	4	34	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	1	0	73	13	8	6	0	0	7	85	1	187	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	0	76	13	6	3	2	0	15	62	21	186	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	10	3	0	0	-6	94	-23	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	67	20	7	3	3	0	23	84	11	31	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	1	0	50	50	0	0	0	28	100	7	1	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	87	0	13	0	0	0	-22	63	13	30	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	77	23	0	0	0	0	6	83	5	30	
	STANSTED	EL AL	S	A	4	0	0	50	0	25	25	0	0	29	0	0	0	
	STANSTED	EL AL	S	D	6	0	0	33	33	17	17	0	0	29	0	0	0	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	23	0	0	0	0	2	64	35	14	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	77	8	15	0	0	0	7	31	65	13	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	70	11	11	6	1	1	17	81	10	62	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	80	12	5	2	1	0	11	87	4	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	53	26	11	8	2	0	21	68	27	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	63	21	15	0	2	0	18	45	29	62	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1383</b>	<b>2</b>	<b>7</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>10</b>	<b>10</b>	
NEW YORK (NEWARK)																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
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					Actual (7)	Plan (8)											
NEW YORK (NEWARK)	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	84	10	3	3	0	0	-1	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	61	32	6	0	0	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	79	8	3	8	2	0	12	68	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	13	8	5	0	0	14	61	21	31
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	94	0	6	0	0	0	-5	52	25	31
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	81	13	6	0	0	0	10	57	27	30
	GATWICK	CONTINENTAL AIRLINES	S	A	61	0	1	69	15	8	5	0	3	20	60	25	62
	GATWICK	CONTINENTAL AIRLINES	S	D	60	0	1	68	18	5	7	0	2	25	74	24	62
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	42	39	16	3	0	0	19	0	0	0
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	94	6	0	0	0	0	9	0	0	0
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	61	13	19	6	0	0	15	48	35	31
	MANCHESTER	CONTINENTAL AIRLINES	S	D	30	1	1	77	17	3	3	0	0	11	55	30	31
	STANSTED	EL AL	S	A	4	0	1	100	0	0	0	0	0	-11	92	-8	13
	STANSTED	EL AL	S	D	2	0	1	0	100	0	0	0	0	23	31	38	13
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	68	10	13	10	0	0	13	68	9	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	71	16	3	6	3	0	24	71	17	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	39	45	10	3	3	0	25	48	53	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	29	3	0	3	0	19	52	50	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	26	3	0	0	0	5	65	17	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	13	6	3	0	0	8	61	16	31
<b>TOTAL NEW YORK (NEWARK)</b>					<b>684</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>25</b>	<b>25</b>
NEWCASTLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	2	91	6	1	2	0	0	4	87	6	159
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	91	5	3	1	0	0	0	87	5	159
	GATWICK	CITY FLYER EXPRESS	S	A	160	0	1	81	13	4	2	0	0	4	57	18	156
	GATWICK	CITY FLYER EXPRESS	S	D	160	0	1	80	11	6	3	0	0	10	71	12	156
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	40	0	0	95	3	3	0	0	0	0	91	0	53
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	40	0	0	98	0	3	0	0	0	2	92	5	53
	STANSTED	KLM UK LTD	S	A	65	0	2	94	5	0	2	0	0	-2	91	-3	66
	STANSTED	KLM UK LTD	S	D	65	0	0	78	17	3	2	0	0	9	82	4	66



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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>860</b>	<b>1</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>8</b>
NEWQUAY																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	48	19	19	13	0	0	30	74	15	31
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	61	0	1	82	8	8	2	0	0	10	77	13	60
<b>TOTAL NEWQUAY</b>					<b>92</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>14</b>
NICE																	
	GATWICK	AB AIRLINES	S	A	31	0	0	55	19	10	13	3	0	36	0	0	0
	GATWICK	AB AIRLINES	S	D	31	0	0	45	26	19	6	3	0	37	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	63	0	0	41	35	17	6	0	0	22	44	19	62
	HEATHROW	BMI BRITISH MIDLAND	S	D	63	0	0	79	11	10	0	0	0	9	76	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	135	0	1	55	25	15	5	0	0	19	47	22	98
	HEATHROW	BRITISH AIRWAYS PLC	S	D	135	0	0	66	16	13	5	0	0	16	58	19	98
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	20	60	0	20	0	0	31	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	0	40	40	20	0	0	41	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	0	0	3	29	45	19	3	0	57	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	31	0	0	23	35	29	10	3	0	40	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	119	2	0	66	13	8	12	1	0	18	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	39	31	19	9	2	0	31	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	20	20	40	20	0	0	48	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	0	20	40	40	0	0	71	0	0	0
<b>TOTAL NICE</b>					<b>780</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>20</b>	<b>20</b>
NORWICH																	
	EDINBURGH	SCOT AIRWAYS	S	A	45	0	2	82	13	2	2	0	0	11	65	15	37
	EDINBURGH	SCOT AIRWAYS	S	D	45	0	2	89	7	4	0	0	0	6	70	14	37
	LUTON	SCOT AIRWAYS	S	A	10	0	16	50	10	40	0	0	0	21	0	31	10
	LUTON	SCOT AIRWAYS	S	D	9	2	17	56	22	11	11	0	0	22	90	2	10
	MANCHESTER	SCOT AIRWAYS	S	A	40	0	2	95	5	0	0	0	0	6	86	9	37
	MANCHESTER	SCOT AIRWAYS	S	D	40	0	2	100	0	0	0	0	0	-8	92	-1	37

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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>189</b>	<b>2</b>	<b>41</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>10</b>
NUREMBERG																	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	52	0	0	71	23	6	0	0	0	8	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	52	0	0	50	25	25	0	0	0	18	0	0	0
	HEATHROW	LUFTHANSA	S	A	31	0	0	94	3	0	3	0	0	-1	94	-2	31
	HEATHROW	LUFTHANSA	S	D	31	0	0	97	3	0	0	0	0	0	94	-6	31
<b>TOTAL NUREMBERG</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>-4</b>	<b>-4</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	13	0	0	69	8	23	0	0	12	36	44	14		
	GATWICK	MERIDIANA AIR	S	D	12	0	1	42	25	25	8	0	28	14	54	14		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	7	0	52	5		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	13	0	43	5		
<b>TOTAL OLBIA</b>					<b>43</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>24</b>	<b>44</b>	<b>44</b>		
OPORTO																		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	68	19	10	3	0	15	71	21	31		
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	74	10	10	6	0	9	84	15	31		
	GATWICK	GB AIRWAYS LTD	S	A	57	0	0	77	9	11	4	0	10	81	9	52		
	GATWICK	GB AIRWAYS LTD	S	D	57	0	0	74	12	7	7	0	19	83	12	52		
	MANCHESTER	PORTUGALIA	S	D	4	0	0	100	0	0	0	0	-6	0	0	0		
<b>TOTAL OPORTO</b>					<b>180</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>13</b>	<b>13</b>		
ORLANDO																		
	GATWICK	AMERICAN TRANS AIR	C	A	19	1	1	47	5	16	16	16	0	46	68	24	22	
	GATWICK	AMERICAN TRANS AIR	C	D	15	0	1	33	27	7	33	0	43	63	32	19		
	MANCHESTER	AMERICAN TRANS AIR	C	A	17	1	1	82	0	6	12	0	-5	65	21	20		
	MANCHESTER	AMERICAN TRANS AIR	C	D	18	0	0	61	11	6	11	11	0	44	45	66	20	
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	74	7	7	7	4	20	61	115	18		
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	46	19	15	15	4	36	53	66	19		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	66	16	8	10	0	13	77	2	31		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	74	16	3	6	0	13	71	13	31		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	89	0	0	11	0	6	89	-22	27		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	54	38	8	0	0	15	78	14	27		
<b>TOTAL ORLANDO</b>					<b>299</b>	<b>2</b>	<b>3</b>	<b>66</b>	<b>15</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>20</b>	<b>56</b>	<b>44</b>	<b>44</b>		
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	23	0	0	83	13	4	0	0	-2	78	0	9		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	23	1	1	61	13	22	4	0	16	78	14	9		

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
OSAKA (KANSAI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	100	0	0	0	0	0	-6	96	-10	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	91	5	0	5	0	0	7	44	21	27	
	HEATHROW	JAPAN AIRLINES	S	A	27	0	0	85	11	0	0	4	0	3	91	-5	22	
	HEATHROW	JAPAN AIRLINES	S	D	26	0	1	65	15	15	0	4	0	21	36	28	22	
<b>TOTAL OSAKA (KANSAI)</b>					<b>144</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>8</b>	<b>8</b>	
OSLO (FORNEBU)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	26	0	0	85	8	8	0	0	0	5	62	11	26	
	HEATHROW	BMI BRITISH MIDLAND	S	D	26	0	0	77	19	4	0	0	0	9	69	16	26	
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	100	0	0	0	0	0	0	88	3	26	
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	81	15	0	4	0	0	9	92	4	26	
	STANSTED	BRAATHENS ASA	S	A	31	0	9	55	39	6	0	0	0	12	0	0	0	
	STANSTED	BRAATHENS ASA	S	D	31	0	0	74	16	10	0	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	86	11	4	0	0	0	1	84	7	57	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	63	33	0	4	0	0	15	60	21	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	60	29	10	1	0	0	12	77	9	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	70	24	5	1	0	0	11	81	9	93	
	HEATHROW	SAS	S	A	150	0	0	78	19	1	1	0	0	4	89	1	119	
	HEATHROW	SAS	S	D	145	0	0	87	10	2	1	0	0	6	82	6	112	
	MANCHESTER	SAS	S	A	26	0	0	96	4	0	0	0	0	0	77	3	26	
	MANCHESTER	SAS	S	D	26	0	0	81	12	8	0	0	0	7	69	8	26	
<b>TOTAL OSLO (FORNEBU)</b>					<b>814</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>8</b>	
OSLO (GARDERMOEN)																		
	STANSTED	BRAATHENS ASA	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0	
	LUTON	BRITANNIA AB	C	A	5	0	0	80	0	0	20	0	0	21	0	0	0	
	LUTON	BRITANNIA AB	C	D	5	0	0	20	40	20	20	0	0	43	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>108</b>	<b>108</b>	
OSTRAVA																		
OTTAWA INTERNATIONAL																		

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	26	0	0	88	12	0	0	0	0	-8	71	5	31	
	HEATHROW	AIR CANADA	S	D	22	0	0	95	5	0	0	0	0	1	52	21	31	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	14	0	0	79	14	7	0	0	0	-3	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	14	0	0	93	0	7	0	0	0	1	0	0	0	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>61</b>	<b>13</b>	<b>13</b>	
OVDA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	40	20	0	0	42	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	25	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	13	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL OVDA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PALERMO	LUTON	BMI BRITISH MIDLAND	C	A	30	0	0	30	20	20	23	7	0	53	35	53	26
	LUTON	BMI BRITISH MIDLAND	C	D	30	1	0	27	10	37	20	7	0	58	63	37	27
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	0	20	40	20	0	99	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	0	60	20	0	0	52	0	0	0
	GATWICK	MERIDIANA AIR	S	A	27	0	0	41	30	22	7	0	0	23	26	37	27
	GATWICK	MERIDIANA AIR	S	D	27	0	0	41	30	19	11	0	0	25	48	21	27
<b>TOTAL PALERMO</b>					<b>124</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>20</b>	<b>26</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>38</b>	<b>45</b>	<b>45</b>
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	C	A	23	0	0	57	17	13	13	0	0	22	75	10	24
	BIRMINGHAM	AIR 2000	C	D	23	0	0	65	17	4	13	0	0	23	55	26	22
	GATWICK	AIR 2000	C	A	40	0	0	43	23	18	18	0	0	29	25	73	36
	GATWICK	AIR 2000	C	D	40	0	0	45	25	13	18	0	0	29	23	60	35
	GLASGOW	AIR 2000	C	A	3	0	0	33	0	33	33	0	0	47	64	16	14
	MANCHESTER	AIR 2000	C	A	23	0	0	74	4	13	0	9	0	28	48	68	31
	MANCHESTER	AIR 2000	C	D	22	0	0	68	5	18	5	5	0	29	48	72	31
	NEWCASTLE	AIR 2000	C	A	9	0	0	33	56	0	11	0	0	20	67	44	9
	NEWCASTLE	AIR 2000	C	D	9	0	0	89	0	11	0	0	0	3	67	39	9
	STANSTED	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	6	25	74	4
	STANSTED	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	39	0	93	4
	BIRMINGHAM	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	0	0	60	22	10
	BIRMINGHAM	AIR EUROPA	C	D	5	0	0	40	40	0	20	0	0	29	50	22	10
	EDINBURGH	AIR EUROPA	C	A	10	0	0	40	20	0	30	10	0	55	62	12	13
	EDINBURGH	AIR EUROPA	C	D	10	0	0	20	30	10	30	10	0	65	38	31	13
	GATWICK	AIR EUROPA	C	A	14	0	1	0	43	36	7	7	7	80	29	40	21
	GATWICK	AIR EUROPA	C	D	15	0	0	13	27	27	20	7	7	82	10	63	21
	GLASGOW	AIR EUROPA	C	A	6	2	1	0	17	67	17	0	0	52	50	23	4
	GLASGOW	AIR EUROPA	C	D	5	0	1	20	20	40	20	0	0	59	50	32	2
	MANCHESTER	AIR EUROPA	C	A	22	0	1	41	18	23	18	0	0	37	53	23	19
	MANCHESTER	AIR EUROPA	C	D	23	1	0	22	26	17	35	0	0	52	45	29	20
	GATWICK	AIRWORLD AVIATION LTD	C	A	22	0	0	68	14	9	9	0	0	17	25	76	12

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					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
PALMA DE MALLORCA	GATWICK	AIRWORLD AVIATION LTD	C	D	22	0	0	82	0	5	14	0	0	17	17	81	12
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	42	0	0	69	17	10	5	0	0	9	52	36	27
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	42	0	0	74	17	7	2	0	0	8	50	31	28
	GATWICK	AVIACO	C	A	5	0	0	60	0	0	40	0	0	46	0	0	0
	GATWICK	AVIACO	C	D	5	0	0	20	20	20	40	0	0	65	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	0	20	0	0	11	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	1	67	0	33	0	0	0	21	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	36	0	0	42	22	31	6	0	0	25	51	23	41
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	58	28	14	0	0	0	16	78	13	41
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	41	0	0	51	12	10	12	7	7	74	73	16	41
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	40	0	0	58	13	8	10	8	5	62	85	8	41
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	53	2	2	34	23	19	19	4	2	60	54	27	54
	GATWICK	BRITANNIA AIRWAYS	C	D	53	2	2	58	13	8	15	4	2	43	74	17	54
	GLASGOW	BRITANNIA AIRWAYS	C	A	26	0	0	50	27	4	19	0	0	27	50	23	22
	GLASGOW	BRITANNIA AIRWAYS	C	D	26	0	0	65	8	12	15	0	0	19	74	11	23
	LUTON	BRITANNIA AIRWAYS	C	A	33	0	0	36	15	9	27	12	0	66	54	49	26
	LUTON	BRITANNIA AIRWAYS	C	D	33	0	0	30	12	18	30	9	0	63	69	17	26
	MANCHESTER	BRITANNIA AIRWAYS	C	A	70	0	0	60	10	6	14	4	6	61	56	28	62
	MANCHESTER	BRITANNIA AIRWAYS	C	D	71	0	0	62	10	11	8	3	6	52	60	28	62
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	25	0	0	56	20	20	4	0	0	16	77	5	22
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	26	0	0	77	8	8	8	0	0	13	86	0	22
	STANSTED	BRITANNIA AIRWAYS	C	A	23	0	0	57	13	0	26	4	0	41	73	11	22
	STANSTED	BRITANNIA AIRWAYS	C	D	23	0	0	70	4	9	13	4	0	33	91	4	23
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	20	40	40	0	0	0	30	60	15	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	20	20	60	0	0	0	33	20	29	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	0	20	60	20	0	0	51	40	17	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	40	20	20	20	0	0	26	80	14	5
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	0	40	40	20	0	0	40	60	111	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PALMA DE MALLORCA	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	40	40	0	0	0	29	60	9	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	0	11	56	11	22	0	100	33	195	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	33	22	22	0	22	0	65	33	182	9
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	20	60	20	0	144	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	0	20	20	40	20	0	128	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	56	11	22	11	0	12	33	58	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	78	0	11	11	0	10	11	65	9	
	GATWICK	CITY FLYER EXPRESS	C	A	5	0	0	100	0	0	0	0	0	-8	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	10	0	0	50	20	20	10	0	0	30	80	-7	5
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	10	0	0	30	50	10	10	0	0	29	60	13	5
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	78	4	10	8	0	0	11	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	50	2	0	56	14	20	10	0	0	25	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	1	0	0	75	25	0	0	55	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	40	0	40	20	0	0	36	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-11	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	40	40	0	0	0	20	100	20	34	5
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	20	20	40	0	0	20	119	20	48	5
	GATWICK	FUTURA AIRLINES	C	A	5	0	0	40	20	20	20	0	0	32	40	47	5
	GATWICK	FUTURA AIRLINES	S	A	18	0	0	50	11	33	6	0	0	27	56	35	9
	GATWICK	FUTURA AIRLINES	C	D	5	0	0	40	60	0	0	0	0	16	40	43	5
	GATWICK	FUTURA AIRLINES	S	D	18	0	0	56	17	22	6	0	0	23	67	37	9
	GLASGOW	FUTURA AIRLINES	C	A	9	0	0	56	33	0	11	0	0	18	100	4	3
	GLASGOW	FUTURA AIRLINES	C	D	9	0	0	67	0	11	22	0	0	23	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	4	1	0	100	0	0	0	0	0	1	36	58	11
	MANCHESTER	FUTURA AIRLINES	C	D	5	0	0	40	60	0	0	0	0	13	27	52	11
	STANSTED	FUTURA AIRLINES	C	A	5	0	0	60	20	20	0	0	0	17	80	7	5
	STANSTED	FUTURA AIRLINES	C	D	5	0	0	20	40	40	0	0	0	21	60	13	5
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	45	32	9	9	5	0	33	0	0	0



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						AUG 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)											
PALMA DE MALLORCA	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	73	9	5	9	5	0	26	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	44	11	11	22	0	11	110	0	53	5
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	22	22	22	22	0	11	94	20	45	5
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	0	0	25	116	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	0	0	25	174	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	15	0	0	13	13	33	40	0	0	63	78	45	9
	STANSTED	LEISURE INTERNATIONAL	C	D	15	0	0	0	20	40	40	0	0	58	78	51	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	-7	63	18	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	100	0	0	0	0	0	0	75	8	8
	GATWICK	MONARCH AIRLINES	C	A	31	0	0	48	23	16	10	3	0	30	43	51	35
	GATWICK	MONARCH AIRLINES	C	D	31	1	1	45	26	13	16	0	0	27	51	44	35
	GLASGOW	MONARCH AIRLINES	C	A	7	0	0	14	43	29	14	0	0	39	29	28	7
	GLASGOW	MONARCH AIRLINES	C	D	6	0	0	17	33	17	33	0	0	44	0	30	5
	LUTON	MONARCH AIRLINES	S	A	9	0	0	44	11	22	11	11	0	50	0	47	8
	LUTON	MONARCH AIRLINES	C	A	10	0	0	40	10	30	20	0	0	38	0	34	5
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	11	0	11	11	0	36	44	29	9
	LUTON	MONARCH AIRLINES	C	D	10	0	0	70	0	20	10	0	0	24	60	13	5
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	61	9	13	17	0	0	26	33	47	27
	MANCHESTER	MONARCH AIRLINES	C	D	24	0	0	46	21	21	13	0	0	23	48	40	27
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	19	0	0	47	21	11	11	5	5	66	73	3	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	17	0	1	53	24	12	12	0	0	22	82	17	22
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	20	0	0	0
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	46	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	32	0	0	53	22	9	3	9	3	54	29	75	34
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	33	0	0	64	9	9	9	6	3	48	45	67	33
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	28	0	0	29	4	25	32	4	7	84	37	34	30
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	28	0	0	36	7	18	29	0	11	95	47	24	30
	LUTON	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	8	15	15	0	0	17	60	128	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	14	0	0	50	29	0	21	0	0	34	0	330	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	60	0	1	35	12	17	22	13	2	64	31	112	59

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MY TRAVEL AIRWAYS UK	C	D	59	0	2	32	17	7	27	14	3	82	37	86	60
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	13	0	0	54	8	31	8	0	0	13	62	29	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	13	0	0	69	0	31	0	0	0	13	54	28	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	17	0	0	59	0	6	24	12	0	60	31	175	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	19	0	0	53	5	16	11	16	0	59	36	162	14
	BIRMINGHAM	SPANAIR	C	A	10	0	0	20	20	10	20	30	0	102	55	42	11
	BIRMINGHAM	SPANAIR	C	D	10	0	0	20	10	10	30	30	0	111	9	90	11
	GATWICK	SPANAIR	C	A	5	0	0	20	0	0	40	40	0	121	40	76	15
	GATWICK	SPANAIR	C	D	5	0	0	20	0	0	40	40	0	135	27	75	15
	GLASGOW	SPANAIR	C	A	12	0	0	8	17	8	50	0	17	152	50	45	2
	GLASGOW	SPANAIR	C	D	11	0	1	0	9	18	55	0	18	173	0	0	0
	MANCHESTER	SPANAIR	C	A	20	0	0	15	5	25	30	20	5	126	60	16	10
	MANCHESTER	SPANAIR	C	D	20	1	0	5	15	10	45	20	5	135	56	32	9
	NEWCASTLE	SPANAIR	C	A	15	0	0	20	20	13	33	7	7	100	63	45	8
	NEWCASTLE	SPANAIR	C	D	15	0	0	27	13	13	33	7	7	99	50	46	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-1	75	11	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	50	13	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	8	0	0	0	4	38	37	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	15	15	0	0	0	10	46	41	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	95	0	5	0	0	0	-2	89	2	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	91	5	0	5	0	0	-6	78	7	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	13	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	9	0	0	0
	GATWICK	VIRGIN EXPRESS	C	A	5	0	0	0	0	60	40	0	0	57	60	21	5
	GATWICK	VIRGIN EXPRESS	C	D	5	0	0	40	40	20	0	0	0	22	100	1	5
	BIRMINGHAM	VIVA	C	A	5	0	0	20	0	80	0	0	0	40	0	0	0
	BIRMINGHAM	VIVA	C	D	5	0	0	0	0	60	20	20	0	93	0	0	0
	GATWICK	VIVA	C	A	5	0	0	0	0	40	40	20	0	89	60	30	5
	GATWICK	VIVA	C	D	5	0	0	0	0	40	40	20	0	107	60	26	5
	MANCHESTER	VIVA	C	A	5	0	0	100	0	0	0	0	0	-5	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								AUG 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	MANCHESTER	VIVA	C	D	5	0	0	60	20	20	0	0	0	12	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>2318</b>	<b>12</b>	<b>17</b>	<b>50</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>44</b>	<b>52</b>	<b>43</b>	<b>43</b>
PAPHOS	BIRMINGHAM	AIR 2000	S	A	9	0	0	67	11	0	11	11	0	35	0	0	0
	BIRMINGHAM	AIR 2000	S	D	9	0	0	67	0	11	11	11	0	61	0	0	0
	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	17	0	0	0
	GATWICK	AIR 2000	S	A	18	0	0	11	17	39	33	0	0	55	0	92	17
	GATWICK	AIR 2000	S	D	18	0	0	17	0	50	33	0	0	59	11	85	18
	GATWICK	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	40	0	0	0
	GLASGOW	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	15	75	35	4
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	41	75	25	4
	MANCHESTER	AIR 2000	S	A	8	0	0	75	13	13	0	0	0	-1	13	67	8
	MANCHESTER	AIR 2000	S	D	8	0	0	38	50	0	13	0	0	23	13	67	8
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	41	75	56	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	19	75	52	4
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	9	0	0	0	0	22	67	11	0	88	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	9	0	0	0	67	33	0	0	0	28	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	0	50	50	0	0	0	29	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	100	0	0	0	0	0	-12	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	88	13	0	0	0	0	6	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	38	0	38	25	0	0	35	25	28	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	25	13	0	0	25	50	24	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	75	0	0	73	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	25	50	0	0	56	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	54	8	23	8	8	0	31	83	1	12
	LUTON	BRITANNIA AIRWAYS	C	D	14	0	0	64	7	7	14	7	0	36	93	5	14
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	50	17	11	17	6	0	33	78	59	9

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	39	28	11	11	11	0	47	56	78	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	29	0	23	2
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	75	0	0	0	32	100	1	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	29	14	0	50	0	7	87	0	180	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	36	14	14	29	7	0	74	0	153	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	44	0	11	11	33	0	99	50	54	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	22	11	22	11	33	0	100	20	63	5
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	0	104	4
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	16	0	108	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-20	67	4	9
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	17	11	42	9
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	14	0	0	50	36	7	7	0	0	0	0	60	5
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	13	1	1	46	8	23	23	0	0	19	0	87	5
	EDINBURGH	MONARCH AIRLINES	C	A	2	0	0	0	0	0	50	0	50	241	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	2	0	0	0	0	0	50	0	50	242	0	0	0
	LUTON	MONARCH AIRLINES	C	A	9	0	0	78	0	11	11	0	0	18	0	0	0
	LUTON	MONARCH AIRLINES	C	D	9	0	0	44	22	11	11	11	0	44	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-20	50	100	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	7	50	88	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	0	60	0	0	58	50	70	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	60	0	0	68	25	84	4
<b>TOTAL PAPHOS</b>					<b>370</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>35</b>	<b>61</b>	<b>61</b>
PAPHOS	PARIS (CHARLES DE GAULLE)																
	EDINBURGH	AIR FRANCE	S	A	30	0	1	17	53	17	13	0	0	32	94	1	31
	EDINBURGH	AIR FRANCE	S	D	31	0	0	29	35	13	19	0	3	51	55	16	31
	HEATHROW	AIR FRANCE	S	A	384	0	0	51	28	15	6	1	0	23	70	11	305
	HEATHROW	AIR FRANCE	S	D	380	0	0	70	16	9	4	1	0	15	76	9	305
	LONDON CITY	AIR FRANCE	S	A	39	1	1	85	10	0	5	0	0	8	100	-4	33

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PARIS (CHARLES DE GAULLE)	LONDON CITY	AIR FRANCE	S	D	40	0	0	60	30	3	8	0	0	22	85	9	33
	MANCHESTER	AIR FRANCE	S	A	124	0	0	48	31	13	6	2	0	25	84	7	118
	MANCHESTER	AIR FRANCE	S	D	124	0	0	75	14	4	6	2	0	15	82	8	119
	GATWICK	AIR GABON	S	A	5	0	0	0	40	60	0	0	0	34	20	29	5
	GATWICK	AIR GABON	S	D	5	0	0	20	40	20	20	0	0	39	50	52	2
	HEATHROW	BMI BRITISH MIDLAND	S	A	210	0	0	66	20	9	5	0	0	15	77	11	212
	HEATHROW	BMI BRITISH MIDLAND	S	D	210	0	0	72	15	8	5	0	0	13	80	10	212
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	145	0	0	63	23	11	1	1	0	16	58	17	144
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	145	0	0	70	19	9	3	0	0	14	68	14	145
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	17	0	0	76	18	6	0	0	0	9	38	23	26
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	18	0	2	72	22	6	0	0	0	11	75	22	24
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	61	0	1	44	21	23	11	0	0	26	52	22	61
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	62	0	0	56	21	13	10	0	0	22	85	10	61
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	139	0	0	67	19	6	9	0	0	18	83	7	139
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	139	0	0	79	10	4	7	0	0	14	88	6	139
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	52	0	0	81	10	2	8	0	0	10	81	6	52
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	51	0	0	84	12	0	4	0	0	10	88	9	51
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	10	19	0	0	0	12	90	6	21
	GLASGOW	BRITISH AIRWAYS PLC	S	D	4	1	0	100	0	0	0	0	0	-1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	0	65	24	7	3	1	0	14	81	10	195
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	0	82	11	4	3	1	0	7	83	7	196
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	134	0	0	64	19	12	5	0	0	15	77	9	120
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	134	0	0	66	20	10	3	0	0	14	79	12	121
	GATWICK	CAMEROON AIRLINES	S	A	5	0	0	0	20	40	20	0	20	260	25	35	4
	GATWICK	CAMEROON AIRLINES	S	D	5	0	0	0	0	0	60	0	40	460	0	163	2
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	125	0	0	84	6	6	3	1	0	9	90	0	144

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)												
PARIS (CHARLES DE GAULLE)																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	125	0	0	61	22	10	6	2	0	21	81	10	145	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	57	0	0	54	21	12	12	0	0	22	79	9	57	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	57	0	0	67	12	12	7	2	0	23	86	7	57	
	NEWCASTLE	GILL AIRWAYS	S	A	51	0	1	82	14	4	0	0	0	7	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	52	0	0	73	17	8	2	0	0	12	0	0	0	
	STANSTED	KLM UK LTD	S	A	117	0	7	68	19	10	2	1	0	12	92	-4	145	
	STANSTED	KLM UK LTD	S	D	117	1	7	56	26	13	3	2	0	21	81	9	145	
	LUTON	SCOT AIRWAYS	S	A	28	0	47	43	25	25	7	0	0	23	90	2	21	
	LUTON	SCOT AIRWAYS	S	D	28	0	39	71	18	7	4	0	0	12	55	14	20	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3868</b>	<b>4</b>	<b>140</b>	<b>66</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>9</b>	<b>9</b>	
PARIS (ORLY)																		
	HEATHROW	AIR LIB	S	A	91	0	2	82	13	3	1	0	0	5	0	0	0	
	HEATHROW	AIR LIB	S	D	90	0	3	73	11	11	4	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	94	2	1	2	0	0	0	90	-1	78	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	91	7	0	2	0	0	5	83	7	78	
<b>TOTAL PARIS (ORLY)</b>					<b>357</b>	<b>2</b>	<b>5</b>	<b>85</b>	<b>8</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>	
PERPIGNAN																		
	STANSTED	AIR CHARTER	C	D	2	0	0	0	0	100	0	0	0	41	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	5	0	0	20	60	0	20	0	0	35	80	9	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	5	0	0	20	20	40	20	0	0	42	60	16	5	
<b>TOTAL PERPIGNAN</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>70</b>	<b>12</b>	<b>12</b>	
PERTH (AUSTRALIA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	10	0	0	0	2	74	23	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	77	20	3	0	0	0	10	23	33	31	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>48</b>	<b>28</b>	<b>28</b>	
PHILADELPHIA INTERNATION																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	3	5	5	0	0	0	95	-10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	8	0	0	0	10	66	15	62	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PHILADELPHIA INTERNATIONAL																		
	GATWICK	US AIRWAYS	S	A	31	0	0	77	3	10	10	0	0	9	0	0	0	0
	GATWICK	US AIRWAYS	S	D	31	0	0	90	6	0	3	0	0	6	0	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>2</b>	<b>2</b>	<b>2</b>
PHUKET																		
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	102	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-40	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	50	50	0	0	78	0	0	0	0
<b>TOTAL PHUKET</b>					<b>7</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA																		
	GATWICK	ALITALIA	S	A	31	0	0	48	13	29	10	0	0	26	74	13	31	
	GATWICK	ALITALIA	S	D	31	0	0	35	26	29	10	0	0	31	50	18	30	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	60	40	0	0	61	40	22	5	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	40	40	0	20	0	0	29	100	6	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	76	0	0	86	7	7	1	0	0	-1	87	4	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	76	0	0	49	22	22	7	0	0	23	50	28	62	
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	64	0	14	14	7	0	36	70	4	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	57	14	14	7	7	0	45	40	18	10	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	3	40	20	40	0	0	0	25	56	14	9	
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	3	40	20	40	0	0	0	18	33	82	9	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	16	0	0	19	25	25	6	13	13	106	21	35	14	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	15	1	0	33	40	20	0	7	0	34	79	6	14	
	GLASGOW	MALMO AVIATION	C	A	5	0	0	0	0	40	60	0	0	66	0	0	0	
	GLASGOW	MALMO AVIATION	C	D	5	0	0	0	0	60	40	0	0	59	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	36	43	14	7	0	0	21	0	65	9	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	29	43	21	7	0	0	25	44	28	9	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	40	40	0	0	58	0	49	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	25	60	20	5	
	STANSTED	RYANAIR	S	A	64	0	0	58	20	19	3	0	0	17	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
PISA	STANSTED	RYANAIR	S	D	64	0	0	22	39	23	16	0	0	33	0	0	0
<b>TOTAL PISA</b>					<b>469</b>	<b>1</b>	<b>6</b>	<b>47</b>	<b>22</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>24</b>	<b>24</b>
PITTSBURGH	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	0	6	0	0	16	77	65	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	10	10	3	3	0	21	65	27	31
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>46</b>	<b>46</b>
PLYMOUTH	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	92	0	1	73	16	8	3	0	0	12	79	11	91
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	62	0	0	58	18	13	11	0	0	21	82	12	62
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	12	0	0	75	17	8	0	0	0	12	75	11	20
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	6	1	0	67	17	0	17	0	0	17	79	9	24
<b>TOTAL PLYMOUTH</b>					<b>172</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	<b>11</b>
PORLAMAR	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-20	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-28	50	22	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	23	50	35	2
<b>TOTAL PORLAMAR</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>-2</b>	<b>38</b>	<b>40</b>	<b>40</b>
PORT OF SPAIN	HEATHROW	BWIA	S	A	27	0	1	41	22	19	11	4	4	45	65	11	31
	HEATHROW	BWIA	S	D	29	2	0	31	38	21	3	3	3	45	35	24	31
<b>TOTAL PORT OF SPAIN</b>					<b>56</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>30</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>45</b>	<b>50</b>	<b>18</b>	<b>18</b>
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	68	25	8	0	0	0	13	80	9	40
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	88	10	3	0	0	0	7	88	7	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	71	23	3	3	0	0	11	77	20	62



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	D	62	0	0	65	23	8	5	0	0	15	69	17	62
	HEATHROW	CSA	S	A	62	0	0	66	21	8	5	0	0	15	73	15	62
	HEATHROW	CSA	S	D	62	0	0	73	18	8	2	0	0	10	74	9	62
	MANCHESTER	CSA	S	A	26	0	0	38	42	8	12	0	0	28	36	51	25
	MANCHESTER	CSA	S	D	26	0	0	42	50	8	0	0	0	18	56	25	25
	STANSTED	CSA	S	A	26	0	0	0	4	85	12	0	0	49	71	7	21
	STANSTED	CSA	S	D	26	0	0	81	15	4	0	0	0	8	86	9	21
<b>TOTAL PRAGUE</b>					<b>432</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	<b>16</b>
PRESTWICK	STANSTED	RYANAIR	S	A	130	0	0	69	18	8	5	0	0	12	95	2	135
	STANSTED	RYANAIR	S	D	130	0	0	56	24	12	8	0	0	20	95	5	135
<b>TOTAL PRESTWICK</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>95</b>	<b>4</b>	<b>4</b>
PREVEZA	GATWICK	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	19	56	23	9
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	17	67	24	9
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	49	75	42	4
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	47	75	4	4
	GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	7	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	0	100	0	0	116	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	40	20	40	0	0	0	25	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	11	0	189	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	13	0	240	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	40	40	10	0	10	0	37	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	40	20	20	10	10	0	54	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-7	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	17	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	9	0	66	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PREVEZA																		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	9	60	46	5	
	MANCHESTER	TRANSAER	C	A	5	0	0	80	20	0	0	0	4	40	139	5		
	MANCHESTER	TRANSAER	C	D	5	0	0	40	60	0	0	0	14	40	146	5		
<b>TOTAL PREVEZA</b>					<b>101</b>	<b>5</b>	<b>5</b>	<b>61</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>43</b>	<b>76</b>	<b>76</b>	
PUERTO PLATA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	6	75	-4	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	10	100	5	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	67	17	17	0	0	17	50	19	12		
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	13	0	0	15	69	37	13		
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	21	50	41	2		
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	6	50	20	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	1	71	16	14		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	44	0	11	0	20	53	39	15		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	8	0	0	0		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	26	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	A	3	2	1	100	0	0	0	0	-24	75	2	4		
	GATWICK	LEISURE INTERNATIONAL	C	D	4	1	1	75	25	0	0	0	12	57	32	7		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	40	0	0	60	0	69	50	28	2		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	-15	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	11	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	-1	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	29	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	60	0	0	34	44	32	9		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	19	40	76	5		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	20	50	14	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	57	25	18	4		
<b>TOTAL PUERTO PLATA</b>					<b>98</b>	<b>3</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>48</b>	<b>48</b>	
PUERTO VALLARTA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	9	100	-25	5		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PUERTO VALLARTA																		
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	27	80	6	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-16	50	3	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	25	50	22	2	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	5	75	-19	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	1	0	100	0	0	0	0	0	7	0	42	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	33	0	0	67	0	0	60	100	-40	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	33	0	0	67	0	0	114	50	11	2	
<b>TOTAL PUERTO VALLARTA</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>10</b>	<b>10</b>	
PULA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	75	26	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	50	36	4	
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	-1	0	0	0	
	STANSTED	CROATIA AIRLINES	S	D	5	0	0	40	40	20	0	0	0	17	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	25	25	25	0	123	50	13	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	0	25	25	0	112	50	26	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL PULA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>21</b>	<b>21</b>	
PUNTA CANA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	14	100	-10	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	65	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	0	50	0	98	0	0	0	
<b>TOTAL PUNTA CANA</b>					<b>7</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>57</b>	<b>73</b>	<b>11</b>	<b>11</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
RALEIGH																		
	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	84	3	6	3	3	0	-2	97	-36	31	
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	74	10	6	3	6	0	28	84	8	31	
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>-14</b>	<b>-14</b>	
REIMS																		
RENNES																		
	GATWICK	BRIT AIR	S	A	52	0	0	67	25	8	0	0	0	13	39	27	31	
	GATWICK	BRIT AIR	S	D	52	0	0	79	13	8	0	0	0	10	81	11	31	
<b>TOTAL RENNES</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>19</b>	<b>19</b>	
REUS																		
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6	25	86	4	
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	11	25	93	4	
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	25	0	25	127	50	43	4	
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	25	0	25	142	25	48	4	
	MANCHESTER	AIR 2000	C	A	8	0	0	63	0	13	25	0	0	27	50	32	8	
	MANCHESTER	AIR 2000	C	D	8	0	0	50	0	13	38	0	0	46	25	51	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	13	0	0	92	0	8	0	0	0	-14	75	-9	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	13	0	0	92	0	0	8	0	0	-1	100	0	4	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	-18	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	11	11	0	45	89	-3	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	11	11	0	49	78	13	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	22	11	0	52	100	-1	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	22	0	0	35	78	12	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	0	40	0	0	35	80	67	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	38	100	-1	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	116	100	-11	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	75	0	0	0	0	25	110	100	-4	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	71	6	12	6	6	0	15	85	12	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	71	12	6	6	6	0	27	85	31	13	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	100	0	0	0	0	0	-8	100	-15	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	-11	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	16	25	58	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	20	25	62	4
	GATWICK	MONARCH AIRLINES	C	A	2	2	0	100	0	0	0	0	0	-26	100	-17	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	100	-1	4
	MANCHESTER	MONARCH AIRLINES	C	A	3	1	0	100	0	0	0	0	0	-29	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-10	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	0	100	-12	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	75	11	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	6	67	28	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	7	88	8	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	52	100	-4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	33	0	0	0	0	9	50	17	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	11	0	11	52	83	3	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	10	0	10	0	0	15	75	11	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-17	50	40	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-5	50	50	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	20	0	61	50	87	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	75	0	108	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-9	100	-30	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	-2	100	-4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-19	100	-33	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	100	1	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-22	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL REUS</b>					<b>275</b>	<b>4</b>	<b>1</b>	<b>75</b>	<b>7</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>23</b>	<b>75</b>	<b>18</b>	<b>18</b>
RHODES	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-7	100	-12	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	18	100	0	4

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
RHODES	GATWICK	AIR 2000	C	A	13	0	0	46	23	15	15	0	0	32	15	60	13	
	GATWICK	AIR 2000	C	D	13	0	0	38	23	23	15	0	0	46	31	51	13	
	GLASGOW	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	3	50	23	4	
	GLASGOW	AIR 2000	C	D	4	0	0	25	25	50	0	0	0	26	75	12	4	
	MANCHESTER	AIR 2000	C	A	13	0	0	54	8	15	15	8	0	41	38	46	13	
	MANCHESTER	AIR 2000	C	D	13	0	0	31	31	8	23	8	0	60	46	43	13	
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	15	25	71	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	35	50	54	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	131	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	126	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	25	50	0	13	13	0	64	100	-9	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	25	13	38	13	13	0	75	100	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	9	27	27	27	9	0	65	0	60	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	27	9	18	36	9	0	61	33	44	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	67	50	35	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	24	50	40	2	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	0	25	0	87	25	23	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	77	50	15	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	20	0	0	45	10	25	10	10	0	53	44	16	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	20	0	0	30	20	30	10	10	0	61	44	31	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	23	0	42	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	32	50	27	2	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	18	0	45	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	0	44	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	22	0	0	36	23	18	14	9	0	42	17	119	18	
	GATWICK	CALEDONIAN AIRWAYS	C	D	22	0	0	50	23	9	9	9	0	45	22	91	18	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	10	0	0	50	20	10	10	0	10	95	0	268	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	40	10	40	0	0	10	101	0	108	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	50	25	25	0	113	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	51	0	0	0	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	100	0	0	0	47	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	8	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	0	20	80	0	0	103	0	99	5
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	0	60	40	0	0	76	0	77	5
	MANCHESTER	LEISURE INTERNATIONAL	C	A	8	1	0	0	25	25	50	0	0	56	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	8	1	0	38	13	0	50	0	0	49	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	67	17	8	8	0	0	10	33	50	12
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	33	42	17	8	0	0	29	17	54	12
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	13	25	0	0	0	7	50	82	4
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	25	25	0	0	0	21	50	96	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	52	75	-9	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	59	50	19	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	0	25	0	72	25	37	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	89	50	32	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	50	0	0	0	30	75	12	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	15	100	-4	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	66	0	65	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	62	0	55	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	-10	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	-7	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	20	0	39	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	48	0	0	0
	<b>TOTAL RHODES</b>					<b>391</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>20</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>47</b>	<b>36</b>	<b>56</b>
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	5	0	0	80	0	20	0	0	12	86	5	14	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	5	0	0	60	20	20	0	0	10	93	-3	14	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	96	0	0	4	0	2	44	44	16	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	26	48	26	0	0	22	78	19	18	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
RIGA	GATWICK	RIGA AIRLINES EXPRESS	S	A	18	0	0	33	39	11	17	0	0	31	64	23	22	
	GATWICK	RIGA AIRLINES EXPRESS	S	D	18	0	0	50	22	11	17	0	0	27	77	20	22	
<b>TOTAL RIGA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>19</b>	<b>19</b>	
RIMINI	GLASGOW	MALMO AVIATION	C	A	5	0	0	0	0	20	80	0	0	85	0	0	0	
	GLASGOW	MALMO AVIATION	C	D	5	0	0	20	60	20	0	0	0	23	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-10	50	22	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	75	23	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	1	67	33	0	0	0	0	8	0	30	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	75	50	18	4	
	STANSTED	RYANAIR	S	A	31	0	0	42	32	13	13	0	0	30	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	45	35	13	6	0	0	27	0	0	0	
<b>TOTAL RIMINI</b>					<b>87</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>29</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>25</b>	<b>45</b>	<b>45</b>	
RIO DE JANEIRO (GALEAO)	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	78	13	0	9	0	0	7	100	-6	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	50	21	14	14	0	0	34	75	9	4	
	HEATHROW	VARIG	S	A	17	0	0	24	24	35	12	6	0	48	54	19	13	
	HEATHROW	VARIG	S	D	17	1	0	29	24	29	18	0	0	32	58	21	19	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>18</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>16</b>	<b>16</b>	
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-13	100	-14	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	21	7	0	0	0	10	62	20	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	39	28	22	11	0	0	29	50	39	10	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	19	0	0	37	21	26	16	0	0	29	45	21	11	
<b>TOTAL RIYADH</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>15</b>	<b>15</b>	
ROME (CIAMPINO)	GATWICK	AIR 2000	C	A	10	0	0	50	40	0	10	0	0	20	22	29	9	
	GATWICK	AIR 2000	C	D	10	0	0	40	30	20	10	0	0	23	78	16	9	
	STANSTED	AIR CHARTER	C	A	2	0	0	50	0	0	50	0	0	58	0	0	0	



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	STANSTED	AIR CHARTER	C	D	4	0	0	0	25	50	25	0	0	68	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	9	60	13	5		
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	40	40	0	20	0	23	40	23	5		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	40	126	10		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	5	50	137	8		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	61	1	5	74	15	3	7	2	6	0	0	0		
	LUTON	DEBONAIR AIRWAYS LTD	S	D	62	6	5	32	11	2	18	37	100	0	0	0		
	STANSTED	GO FLY LTD	S	A	90	3	3	89	6	3	2	0	-1	0	0	0		
	STANSTED	GO FLY LTD	S	D	93	0	0	82	11	4	3	0	11	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	22	22	11	0	24	11	71	9		
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	22	11	0	19	11	67	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	33	0	0	20	11	109	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	8	78	79	9		
<b>TOTAL ROME (CIAMPINO)</b>					<b>389</b>	<b>14</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>49</b>	<b>54</b>	<b>54</b>	
ROME (FIUMICINO)																		
	EDINBURGH	AIR ONE	C	A	5	0	0	40	60	0	0	0	16	100	-13	1		
	EDINBURGH	AIR ONE	C	D	5	0	0	0	0	60	40	0	59	0	73	1		
	GATWICK	ALITALIA	S	A	31	0	0	65	29	3	3	0	13	39	21	31		
	GATWICK	ALITALIA	S	D	31	0	0	58	23	6	13	0	20	48	19	31		
	HEATHROW	ALITALIA	S	A	191	0	0	58	27	10	6	0	17	65	18	155		
	HEATHROW	ALITALIA	S	D	191	0	0	62	20	10	8	0	18	64	19	155		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	81	13	5	2	0	6	45	20	31		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	50	31	16	3	0	20	58	20	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	65	22	10	3	0	15	71	13	153		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	70	17	11	3	0	13	71	13	154		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	18	0	0	22	28	22	22	6	56	100	-4	26		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	18	0	0	28	39	11	17	6	52	19	31	26		
<b>TOTAL ROME (FIUMICINO)</b>					<b>926</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>16</b>	<b>16</b>		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ROTTERDAM																		
	GATWICK	CITY FLYER EXPRESS	S	A	81	0	1	96	1	2	0	0	0	0	76	8	82	
	GATWICK	CITY FLYER EXPRESS	S	D	82	0	1	90	5	5	0	0	0	7	76	18	82	
	HEATHROW	KLM	S	A	102	0	2	75	15	8	2	0	0	9	92	3	130	
	HEATHROW	KLM	S	D	102	0	2	83	13	0	3	1	0	5	92	-1	130	
	LONDON CITY	VLM (BELGIUM)	S	A	110	0	9	89	8	3	0	0	0	3	92	1	111	
	LONDON CITY	VLM (BELGIUM)	S	D	110	0	9	84	15	1	0	0	0	8	83	11	112	
<b>TOTAL ROTTERDAM</b>					<b>587</b>	<b>0</b>	<b>24</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	78	11	11	0	0	0	-3	100	0	9
	HEATHROW	AEGEAN AIRLINES	S	D	9	0	0	89	11	0	0	0	0	-2	100	-5	8
	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	48	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	47	0	0	0
	MANCHESTER	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	45	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	0	25	0	75	0	0	0	35	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	13	75	3	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	16	75	27	4
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	10	75	3	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	75	9	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	11	75	3	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	8	75	18	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	90	10	0	0	0	0	-2	75	28	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	6	63	32	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	32	100	-16	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	42	75	2	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	0	100	0	0	135	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	0	0	25	160	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	0	0	22	0	0	11	43	36	14
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	0	25	0	0	33	43	34	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	75	13	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	49	0	140	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	1	0	75	0	0	25	0	0	19	0	0	0
<b>TOTAL SALONIKA</b>					<b>132</b>	<b>5</b>	<b>3</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>64</b>	<b>20</b>	<b>20</b>
SALZBURG	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	15	60	5	5
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	16	60	17	5
	GATWICK	AIR 2000	C	A	9	0	0	78	11	11	0	0	0	0	54	20	13
	GATWICK	AIR 2000	C	D	9	0	0	33	44	11	11	0	0	25	46	29	13
	BIRMINGHAM	AIR JET	C	D	4	0	0	25	50	25	0	0	0	27	0	0	0

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SALZBURG																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	56	0	22	11	0	11	54	78	3	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	67	11	0	11	11	0	37	89	4	9	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	30	100	-12	5	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	60	100	0	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	10	0	0	90	0	0	10	0	0	0	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	70	20	0	10	0	0	19	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	4	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	3	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-8	50	47	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	125	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	1	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	0	25	50	25	0	0	53	0	0	0	
	GATWICK	LAUDA-AIR	S	A	49	0	1	51	33	12	4	0	0	21	53	18	55	
	GATWICK	LAUDA-AIR	S	D	49	0	0	51	35	8	6	0	0	20	56	14	55	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	1	0	33	33	0	33	0	0	28	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	0	25	0	0	33	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	3	1	0	0	0	100	0	0	0	41	67	4	3	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	50	25	0	0	58	0	30	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	20	75	4	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	75	17	4	
<b>TOTAL SALZBURG</b>					<b>225</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>23</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>18</b>	<b>18</b>	
SAMOS																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	20	20	0	0	49	0	60	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	0	40	40	20	0	0	54	40	39	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	35	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	0	20	0	54	0	0	0	
<b>TOTAL SAMOS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>48</b>	<b>37</b>	<b>34</b>	<b>34</b>	
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	-10	78	5	32	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SAN DIEGO	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	6	10	0	0	20	61	39	31
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>21</b>	<b>21</b>
SAN FRANCISCO	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	10	2	5	0	2	3	75	51	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	66	24	5	3	0	2	23	44	44	62
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	85	3	3	5	2	2	16	53	21	62
	HEATHROW	UNITED AIRLINES	S	D	61	0	0	62	23	8	3	2	2	23	76	16	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	6	3	0	0	0	-7	74	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	48	42	6	3	0	0	18	61	19	31
<b>TOTAL SAN FRANCISCO</b>					<b>309</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>63</b>	<b>29</b>	<b>29</b>
SAN JUAN (PUERTO RICO)	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	90	10	0	0	0	0	-3	50	16	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	70	20	10	0	0	0	14	40	73	5
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>47</b>	<b>47</b>
SANAA	GATWICK	YEMENIA	S	A	9	0	0	0	11	56	33	0	0	49	44	30	9
	GATWICK	YEMENIA	S	D	9	0	0	67	11	22	0	0	0	13	44	22	9
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>39</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>26</b>	<b>26</b>
SANDEFJORD(TORP)	STANSTED	RYANAIR	S	A	56	0	1	70	23	5	2	0	0	7	0	0	0
	STANSTED	RYANAIR	S	D	56	0	1	36	25	29	11	0	0	30	0	0	0
<b>TOTAL SANDEFJORD(TORP)</b>					<b>112</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>24</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	1	1	75	0	0	13	0	13	165	78	93	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	33	0	0	11	186	67	16	9
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	72	17	6	6	0	0	5	86	-10	14
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	88	12	0	0	0	0	5	92	8	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	50	10	20	20	0	0	17	78	43	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	9	56	16	9

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANFORD																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	72	6	11	11	0	0	6	93	-14	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	41	24	29	6	0	0	32	79	13	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	6	0	0	100	0	0	0	0	0	-7	75	2	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	6	0	0	17	33	33	17	0	0	36	71	9	7	
	GATWICK	CALEDONIAN AIRWAYS	C	A	19	0	0	32	26	26	16	0	0	34	54	248	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	18	0	0	50	39	11	0	0	0	16	36	248	14	
	GATWICK	LEISURE INTERNATIONAL	C	A	10	0	1	40	10	10	20	10	10	154	50	73	14	
	GATWICK	LEISURE INTERNATIONAL	C	D	11	0	1	82	0	0	18	0	0	27	7	105	14	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	14	0	0	43	14	21	21	0	0	28	40	86	15	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	13	0	0	15	23	23	31	8	0	65	46	55	13	
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	60	20	0	0	51	0	0	0	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	25	50	0	0	57	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	0	60	0	40	0	0	55	60	19	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	48	25	49	4	
	GATWICK	MONARCH AIRLINES	C	A	8	1	2	25	38	0	25	13	0	52	56	95	9	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	20	10	10	0	0	30	13	98	8	
	GLASGOW	MONARCH AIRLINES	C	A	13	0	0	54	15	8	8	0	15	79	36	128	11	
	GLASGOW	MONARCH AIRLINES	C	D	13	0	0	54	8	15	0	8	15	91	9	180	11	
	MANCHESTER	MONARCH AIRLINES	C	A	28	0	0	86	4	7	4	0	0	-8	56	19	16	
	MANCHESTER	MONARCH AIRLINES	C	D	28	0	0	68	21	11	0	0	0	12	24	86	17	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	53	20	41	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	16	100	-14	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	22	0	0	23	9	18	32	14	5	105	7	57	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	0	0	23	27	9	18	14	9	112	36	35	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	11	33	0	0	47	40	46	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	13	38	25	0	0	54	33	32	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	60	15	15	5	5	0	25	30	66	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	65	0	20	10	5	0	41	59	40	22	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	20	0	75	80	0	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	60	80	12	5	

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

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					Actual (7)	Plan (8)											
SANFORD																	
<b>TOTAL SANFORD</b>					<b>442</b>	<b>2</b>	<b>7</b>	<b>52</b>	<b>16</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>45</b>	<b>51</b>	<b>62</b>	<b>62</b>
SANTIAGO DE CHILE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	1	1	90	10	0	0	0	0	-4	100	-11	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	73	18	5	5	0	0	12	46	28	13
<b>TOTAL SANTIAGO DE CHILE</b>					<b>43</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>9</b>	<b>9</b>
SANTIAGO DE COMPOSTELA																	
	HEATHROW	BMI BRITISH MIDLAND	C	A	7	0	1	14	43	0	14	0	29	166	43	23	7
	HEATHROW	BMI BRITISH MIDLAND	C	D	7	0	0	71	0	0	29	0	0	41	57	13	7
	HEATHROW	IBERIA	S	A	31	0	0	71	13	13	3	0	0	15	55	15	31
	HEATHROW	IBERIA	S	D	31	0	0	77	10	6	6	0	0	9	71	13	31
<b>TOTAL SANTIAGO DE COMPOSTELA</b>					<b>77</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>60</b>	<b>19</b>	<b>19</b>
SANTO DOMINGO																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	11	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	18	25	41	8
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	26	63	36	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	20	0	0	42	100	-16	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	21	100	9	4
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-14	50	30	2
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	0	50	36	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	33	67	0	207	75	7	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	0	33	0	33	172	75	12	4
<b>TOTAL SANTO DOMINGO</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>7</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>42</b>	<b>67</b>	<b>26</b>	<b>26</b>
SAO PAULO (GUARULHOS)																	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	56	0	0	0	0	11	100	9	5
	GATWICK	TRANSBRASIL	S	A	8	0	0	38	38	25	0	0	0	19	56	26	9
	GATWICK	TRANSBRASIL	S	D	8	0	0	100	0	0	0	0	0	6	50	43	10
	HEATHROW	VARIG	S	A	5	0	0	20	60	20	0	0	0	21	40	28	10
	HEATHROW	VARIG	S	D	4	0	0	100	0	0	0	0	0	-5	100	0	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)											
SAO PAULO (GUARULHOS)																	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>32</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>23</b>	<b>23</b>
SAVONLINNA																	
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	82	4	9	2	2	0	-1	84	18	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	43	32	9	14	2	0	33	29	45	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>31</b>	<b>31</b>
SEOUL (KIMPO)																	
	HEATHROW	KOREAN AIR	S	A	23	0	0	96	4	0	0	0	0	-7	78	-4	27
	HEATHROW	KOREAN AIR	S	D	23	0	0	91	4	0	4	0	0	9	81	8	27
<b>TOTAL SEOUL (KIMPO)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>6</b>	<b>6</b>
SEVILLE																	
	HEATHROW	IBERIA	S	A	31	0	0	68	13	16	3	0	0	13	100	-4	31
	HEATHROW	IBERIA	S	D	31	0	0	65	23	10	3	0	0	12	94	0	31
<b>TOTAL SEVILLE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>97</b>	<b>-2</b>	<b>-2</b>
SEYCHELLES																	
	GATWICK	AIR SEYCHELLES	S	A	9	0	0	22	0	44	33	0	0	45	67	-2	9
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	11	44	22	0	11	11	88	56	63	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	7	0	0	0
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>35</b>	<b>61</b>	<b>31</b>	<b>31</b>
SFAX																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	1	0	0	0	67	0	33	169	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	25	50	0	25	151	0	0	0
<b>TOTAL SFAX</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>145</b>	<b>25</b>	<b>83</b>	<b>83</b>
SHANNON																	
	BIRMINGHAM	AB AIRLINES	S	A	31	0	0	84	3	3	10	0	0	13	0	0	0
	BIRMINGHAM	AB AIRLINES	S	D	31	0	0	77	3	10	10	0	0	19	0	0	0
	GATWICK	AB AIRLINES	S	A	88	1	0	58	17	13	7	3	2	38	56	26	87



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

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																	MATCHED	UNMATCHED
SHANNON																		
	GATWICK	AB AIRLINES	S	D	87	1	1	53	17	11	14	5	0	39	69	23	87	
	STANSTED	AB AIRLINES	S	A	31	0	0	68	16	6	6	3	0	20	0	0	0	
	STANSTED	AB AIRLINES	S	D	31	0	0	45	16	26	10	3	0	38	0	0	0	
	HEATHROW	AER LINGUS	S	A	125	0	0	73	14	5	9	0	0	15	52	25	124	
	HEATHROW	AER LINGUS	S	D	124	0	0	70	15	7	6	1	0	18	59	23	124	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	51	1	1	65	10	4	22	0	0	21	75	21	51	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	44	0	8	80	7	7	7	0	0	10	76	17	50	
<b>TOTAL SHANNON</b>					<b>643</b>	<b>4</b>	<b>10</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>24</b>	<b>24</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	45	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	55	0	0	0	
	HEATHROW	EGYPT AIR	C	A	5	0	0	20	60	20	0	0	0	22	0	0	0	
	HEATHROW	EGYPT AIR	C	D	5	0	0	20	40	20	20	0	0	35	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>38</b>	<b>38</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	76	0	0	87	7	4	3	0	0	-6	87	-4	62	
	HEATHROW	SINGAPORE AIRLINES	S	D	76	0	0	74	20	4	3	0	0	11	69	11	62	
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	86	0	14	0	0	0	-2	82	-3	17	
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	45	23	27	5	0	0	22	12	31	17	
<b>TOTAL SINGAPORE</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>6</b>	<b>6</b>	
SKIATHOS																		
	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-21	80	0	5	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	8	60	22	5	
	GATWICK	AIRWORLD AVIATION LTD	C	A	20	0	0	70	5	20	5	0	0	9	29	34	17	
	GATWICK	AIRWORLD AVIATION LTD	C	D	16	0	0	88	0	0	13	0	0	15	38	40	13	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	12	0	0	92	8	0	0	0	0	-6	54	32	13	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	12	0	0	92	8	0	0	0	0	6	62	32	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	22	44	0	0	0	21	50	52	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	3	0	187	4	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 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)											
SKIATHOS																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	0	22	22	22	22	11	238	0	173	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	56	0	0	22	11	11	200	75	8	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	2	75	7	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	11	25	35	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	25	0	0	22	50	37	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	0	25	0	0	29	50	52	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL SKIATHOS</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>46</b>	<b>43</b>	<b>43</b>	
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	23	0	0	4	26	48	17	4	0	51	13	60	23	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	23	0	0	57	17	9	17	0	0	27	39	51	23	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	36	45	14	5	0	0	19	73	18	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	64	32	5	0	0	0	15	32	32	22	
<b>TOTAL SOFIA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>41</b>	<b>41</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	45	0	1	89	7	0	4	0	0	5	94	-4	67	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	44	2	3	86	9	2	2	0	0	11	91	7	67	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	84	0	3	69	15	5	11	0	0	16	94	-4	67	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	83	1	4	71	13	5	11	0	0	15	94	2	67	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	2	78	17	5	0	0	0	8	68	19	57	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	60	0	1	82	13	5	0	0	0	8	73	17	60	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	29	0	3	97	3	0	0	0	0	-12	88	6	40	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	29	0	3	93	3	3	0	0	0	-5	87	4	39	
<b>TOTAL SOUTHAMPTON</b>					<b>434</b>	<b>4</b>	<b>21</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	4	1	0	50	25	25	0	0	0	22	75	4	4	
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	0	75	0	25	0	0	35	75	12	4	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SPLIT																		
	HEATHROW	CROATIA AIRLINES	S	A	5	0	0	20	0	40	20	20	0	96	0	52	5	
	HEATHROW	CROATIA AIRLINES	S	D	5	0	0	20	0	20	40	20	0	103	0	74	5	
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	9	0	0	0	
	STANSTED	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	9	0	0	0	
	STANSTED	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL SPLIT</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>38</b>	<b>44</b>	<b>44</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	58	0	4	86	2	10	2	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	58	0	4	64	22	10	2	2	0	18	0	0	0	
<b>TOTAL ST ETIENNE</b>					<b>116</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST KITTS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-31	20	82	5	
<b>TOTAL ST KITTS</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>-31</b>	<b>20</b>	<b>82</b>	<b>82</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	61	0	1	75	10	10	5	0	0	10	66	13	61	
	GATWICK	TRANS WORLD AIRLINES	S	D	60	2	2	90	5	2	3	0	0	8	92	6	62	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>121</b>	<b>2</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>9</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	80	-4	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	100	7	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	18	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	3	58	35	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	40	30	0	30	0	0	47	15	71	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	9	22	42	9	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>40</b>	<b>40</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	A	12	0	0	83	8	0	8	0	0	11	93	2	14	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	D	12	0	0	42	33	17	8	0	0	27	71	12	14	
	HEATHROW	AEROFLOT	S	A	5	0	0	100	0	0	0	0	0	-5	100	-3	5	
	HEATHROW	AEROFLOT	S	D	5	0	0	60	40	0	0	0	13	20	15	5		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	100	0	0	0	0	0	-8	74	18	23	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	61	30	9	0	0	17	35	50	23		
<b>TOTAL ST PETERSBURG</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>21</b>	<b>21</b>		
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	62	0	4	84	10	2	5	0	8	72	11	58		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	62	1	4	89	8	2	2	0	2	80	12	56		
	EDINBURGH	KLM UK LTD	S	A	152	0	4	71	11	12	5	1	14	79	8	155		
	EDINBURGH	KLM UK LTD	S	D	151	1	5	62	14	14	9	1	23	67	17	150		
	GLASGOW	KLM UK LTD	S	A	122	0	2	57	18	18	7	0	20	87	3	131		
	GLASGOW	KLM UK LTD	S	D	121	0	3	64	17	17	2	0	16	86	6	133		
	NEWCASTLE	KLM UK LTD	S	A	65	0	2	78	18	2	2	0	10	85	2	66		
	NEWCASTLE	KLM UK LTD	S	D	65	0	2	85	12	2	2	0	4	91	2	66		
<b>TOTAL STANSTED</b>					<b>800</b>	<b>9</b>	<b>27</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>8</b>		
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	8	0	0	88	13	0	0	0	8	81	2	26		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	9	0	0	67	33	0	0	0	12	54	23	26		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	6	3	0	9	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	13	0	0	9	0	0	0		
	HEATHROW	SAS	S	A	62	0	0	87	6	6	0	0	5	84	4	62		
	HEATHROW	SAS	S	D	62	0	0	94	6	0	0	0	1	87	5	62		
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	22	0	0	41	45	14	0	0	18	0	0	0		
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	22	0	0	73	23	5	0	0	8	0	0	0		
<b>TOTAL STAVANGER</b>					<b>247</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>7</b>	<b>7</b>		
STOCKHOLM (ARLANDA)																		

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

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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)												
STOCKHOLM (ARLANDA)																		
	LUTON	BRITANNIA AB	C	A	5	0	0	40	0	20	20	0	20	171	0	0	0	
	LUTON	BRITANNIA AB	C	D	5	0	0	40	0	20	20	20	0	98	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	89	6	1	3	0	0	3	81	19	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	75	8	12	5	0	0	17	65	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	1	66	27	7	1	0	0	10	77	6	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	1	81	14	3	2	0	0	7	76	10	150	
	LONDON CITY	MALMO AVIATION	S	A	47	0	0	74	19	6	0	0	0	9	0	0	0	
	LONDON CITY	MALMO AVIATION	S	D	47	0	0	64	26	9	2	0	0	14	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	5	0	0	80	0	0	20	0	0	24	80	14	5	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	5	0	0	60	20	0	20	0	0	28	0	36	5	
	EDINBURGH	SAS	S	A	5	0	0	80	0	20	0	0	0	6	100	-3	5	
	EDINBURGH	SAS	S	D	5	0	0	60	40	0	0	0	0	11	80	5	5	
	HEATHROW	SAS	S	A	150	0	0	71	23	6	1	0	0	7	87	5	150	
	HEATHROW	SAS	S	D	150	0	0	90	6	3	1	0	0	2	89	4	149	
	MANCHESTER	SAS	S	A	26	0	0	96	4	0	0	0	0	0	80	8	25	
	MANCHESTER	SAS	S	D	26	0	0	92	4	4	0	0	0	6	80	8	25	
	STANSTED	SAS	S	A	56	0	1	84	13	4	0	0	0	1	0	0	0	
	STANSTED	SAS	S	D	57	0	0	75	23	2	0	0	0	9	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1079</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR	S	A	87	0	1	67	14	13	7	0	0	15	82	13	62	
	STANSTED	RYANAIR	S	D	87	0	1	41	39	9	10	0	0	24	77	14	62	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>174</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>26</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>13</b>	<b>13</b>	
STORNOWAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	60	0	1	77	12	3	8	0	0	14	75	15	57	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	62	0	0	76	11	5	8	0	0	16	84	11	56	
<b>TOTAL STORNOWAY</b>					<b>122</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>13</b>	<b>13</b>	
STRASBOURG																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
STRASBOURG	LONDON CITY	AIR FRANCE	S	A	62	0	9	77	16	6	0	0	0	6	0	0	0
	LONDON CITY	AIR FRANCE	S	D	62	0	9	31	44	26	0	0	0	22	0	0	0
<b>TOTAL STRASBOURG</b>					<b>124</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>30</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>8</b>	<b>8</b>
STUTTGART	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	78	16	5	0	0	0	8	55	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	86	12	1	1	0	0	5	84	9	31
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	34	0	0	85	15	0	0	0	-3	94	-9	34	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	34	0	0	79	18	3	0	0	7	85	6	34	
	HEATHROW	LUFTHANSA	S	A	62	0	0	89	6	5	0	0	5	88	2	43	
	HEATHROW	LUFTHANSA	S	D	62	0	0	92	6	2	0	0	4	82	5	62	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	21	0	0	86	10	5	0	0	7	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	21	0	0	95	0	5	0	0	4	0	0	0	
<b>TOTAL STUTTGART</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>5</b>	<b>5</b>	
SUMBURGH	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	65	12	15	8	0	0	17	65	16	26
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	31	50	15	4	0	0	25	27	46	26
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	50	0	2	80	4	6	8	2	0	16	74	13	31
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	51	0	1	63	10	18	8	2	0	21	65	15	31
<b>TOTAL SUMBURGH</b>					<b>153</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>22</b>	<b>22</b>
SYDNEY	HEATHROW	QANTAS	S	A	54	0	0	81	6	9	2	2	0	9	82	11	45
	HEATHROW	QANTAS	S	D	31	0	0	65	26	3	6	0	0	17	62	18	21
<b>TOTAL SYDNEY</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>13</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	100	0	0	0	0	0	-5	92	-8	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	93	7	0	0	0	0	7	31	51	13
	HEATHROW	EVA AIR	S	A	13	0	0	92	8	0	0	0	0	-6	92	-7	13
	HEATHROW	EVA AIR	S	D	13	0	0	92	0	8	0	0	0	3	92	73	13
<b>TOTAL TAIPEI</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>77</b>	<b>27</b>	<b>27</b>	
TALLIN	GATWICK	ESTONIAN AIR	S	A	26	0	0	92	4	0	4	0	0	10	100	-6	26
	GATWICK	ESTONIAN AIR	S	D	26	0	0	88	4	0	8	0	0	10	92	7	26
<b>TOTAL TALLIN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>1</b>	<b>1</b>	
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	95	5	0	0	0	-14	43	120	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	64	18	9	9	0	0	20	46	31	13
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>78</b>	<b>78</b>	
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	4	0	0	75	0	25	0	0	0	14	83	18	6
	HEATHROW	ROYAL AIR MAROC	S	D	4	0	0	75	25	0	0	0	0	9	100	-8	5
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>13</b>	<b>13</b>	
TARBES-LOURDES INTERNA	LUTON	AERIS	C	A	6	0	0	33	17	0	0	33	17	147	17	99	6
	LUTON	AERIS	C	D	6	0	0	17	17	17	17	17	17	155	0	122	6
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	7	0	0	57	29	0	14	0	0	21	13	71	8
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	7	0	0	71	0	14	14	0	0	23	25	37	8
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	2	0	25	25	50	0	0	60	0	65	3
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	1	0	40	40	20	0	0	40	20	89	5
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	8	0	0	13	50	25	13	0	0	38	22	21	9
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	0	75	13	13	0	0	0	13	67	11	9
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>53</b>	<b>2</b>	<b>3</b>	<b>36</b>	<b>23</b>	<b>15</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>62</b>	<b>21</b>	<b>61</b>	<b>61</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	72	22	0	6	0	0	3	89	-13	19

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	83	11	6	0	0	0	7	63	12	19
<b>TOTAL TASHKENT</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>2</b>	<b>2</b>
TBILISI																	
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	135	0	2	90	6	2	1	0	0	3	88	6	137
	HEATHROW	BMI BRITISH MIDLAND	S	D	135	0	2	90	6	3	1	0	0	2	84	7	138
	MANCHESTER	EASTERN AIRWAYS	S	A	40	0	2	53	45	3	0	0	0	14	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	D	40	0	2	98	0	3	0	0	0	-1	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	-4	78	-12	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	33	11	33	0	0	36	70	14	10
<b>TOTAL TEESSIDE</b>					<b>367</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>6</b>
TEHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	31	8	46	15	0	0	36	50	15	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	-6	77	16	13
	HEATHROW	IRAN AIR	S	A	14	0	0	14	21	50	14	0	0	40	23	90	13
	HEATHROW	IRAN AIR	S	D	14	0	0	64	21	0	7	7	0	27	31	64	13
<b>TOTAL TEHRAN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>47</b>	<b>47</b>
TEL AVIV	GATWICK	AIR 2000	C	A	9	0	0	11	44	44	0	0	0	30	14	107	14
	GATWICK	AIR 2000	C	D	9	0	0	33	44	22	0	0	0	22	15	98	13
	GATWICK	ARKIA	C	A	3	1	0	33	33	33	0	0	0	18	0	67	3
	GATWICK	ARKIA	C	D	4	0	0	75	0	0	25	0	0	20	0	60	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	71	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	41	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	35	29	26	10	0	0	28	90	-4	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	45	39	16	0	0	0	18	39	22	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	89	8	3	0	0	0	1	81	6	36
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	86	6	6	3	0	0	2	78	7	36
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	62	0	23	15	0	0	23	33	54	12



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
TEL AVIV																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	54	8	8	31	0	0	36	46	40	13	
	GATWICK	EL AL	C	A	7	0	0	43	14	14	14	14	0	66	100	0	7	
	GATWICK	EL AL	C	D	7	0	0	57	0	14	14	14	0	64	71	4	7	
	HEATHROW	EL AL	S	A	33	0	0	82	3	3	6	6	0	16	81	6	32	
	HEATHROW	EL AL	S	D	39	0	1	72	15	5	5	3	0	16	58	14	38	
	MANCHESTER	EL AL	S	A	9	0	0	89	11	0	0	0	0	-3	63	3	8	
	MANCHESTER	EL AL	S	D	9	0	0	67	22	11	0	0	0	12	63	3	8	
	STANSTED	EL AL	S	A	39	1	5	82	3	3	10	0	3	18	95	-6	37	
	STANSTED	EL AL	S	D	45	1	4	58	24	7	11	0	0	19	58	15	43	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	60	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	24	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	75	25	0	0	0	24	0	41	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	25	0	0	0	25	0	38	4	
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	26	30	26	11	7	0	48	16	65	25	
	GATWICK	MONARCH AIRLINES	C	D	27	0	0	26	33	19	19	4	0	48	42	48	26	
	LUTON	MONARCH AIRLINES	C	A	3	0	0	33	33	33	0	0	0	21	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL TEL AVIV</b>					<b>453</b>	<b>3</b>	<b>10</b>	<b>59</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>23</b>	<b>23</b>	
TENERIFE (NORTE LOS ROD)																		
	HEATHROW	IBERIA	S	A	31	0	0	71	13	6	10	0	0	14	80	4	5	
	HEATHROW	IBERIA	S	D	31	0	0	65	23	13	0	0	0	13	0	0	0	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>4</b>	<b>4</b>	
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	100	0	0	0	0	0	-8	86	-16	14	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	5	71	15	14	
	GATWICK	AIR 2000	C	A	21	0	0	62	5	14	19	0	0	31	13	91	24	
	GATWICK	AIR 2000	C	D	20	0	0	55	15	10	20	0	0	30	25	66	24	
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	21	90	1	10	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	23	90	5	10	

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

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						Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MANCHESTER	AIR 2000	C	A	17	0	0	76	6	12	0	6	0	13	52	46	23
	MANCHESTER	AIR 2000	C	D	16	0	0	63	6	13	13	6	0	32	65	74	23
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-2	100	-2	5
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5
	EDINBURGH	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-4	75	-11	8
	EDINBURGH	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	14	38	26	8
	GLASGOW	AIR EUROPA	C	A	5	0	0	80	0	0	0	20	0	64	0	0	0
	GLASGOW	AIR EUROPA	C	D	4	0	1	75	0	0	0	25	0	89	0	0	0
	STANSTED	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	AIR EUROPA	C	D	4	0	0	0	25	75	0	0	0	31	0	0	0
	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	50	25	25	0	0	0	11	0	0	0
	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	25	25	0	50	0	0	57	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	60	0	0	40	0	0	29	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	-8	88	-6	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	19	100	-1	9
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	14	43	21	14	7	0	50	23	40	13
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	0	8	8	8	0	30	43	28	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	6	75	5	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	16	60	11	5
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	69	15	0	8	8	0	32	50	28	4
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	69	8	15	0	8	0	35	80	9	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	24	0	0	29	8	33	25	4	0	58	62	14	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	27	14	23	27	9	0	56	64	14	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	18	75	8	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	10	100	-3	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-2	25	102	4

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	25	102	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	16	0	0	88	0	6	6	0	0	-7	78	8	23	
	GATWICK	CALEDONIAN AIRWAYS	C	D	16	0	0	44	31	19	6	0	0	25	30	27	23	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	60	40	0	0	68	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	0	100	0	0	94	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	20	0	0	40	5	15	30	0	10	101	14	52	14	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	20	0	0	35	10	25	25	0	5	66	36	42	14	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	0	0	25	175	44	175	9	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	25	0	0	25	174	56	70	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	10	20	44	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	15	20	28	5	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	3	0	1	33	0	0	33	33	0	108	40	104	5	
	EDINBURGH	FUTURA AIRLINES	C	D	3	0	1	33	0	0	33	33	0	122	20	111	5	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	0	0	25	75	0	0	96	75	8	4	
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	0	0	25	75	0	0	105	60	16	5	
	NEWCASTLE	FUTURA AIRLINES	C	A	8	0	0	75	0	0	25	0	0	26	60	52	5	
	NEWCASTLE	FUTURA AIRLINES	C	D	8	1	0	63	13	0	25	0	0	26	40	55	5	
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	89	0	11	0	0	0	5	56	25	9	
	GATWICK	LEISURE INTERNATIONAL	C	D	8	0	0	88	13	0	0	0	0	7	22	50	9	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	40	20	40	0	0	0	23	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	80	0	0	20	0	0	27	60	12	5	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	50	25	0	0	0	26	80	13	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	38	8	23	31	0	0	39	29	27	14	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	42	8	25	25	0	0	38	36	23	14	
	GATWICK	MONARCH AIRLINES	C	A	26	0	0	46	27	15	8	4	0	31	30	59	27	
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	68	4	8	12	8	0	33	43	40	28	
	GLASGOW	MONARCH AIRLINES	C	A	4	1	0	50	25	25	0	0	0	13	50	35	6	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	12	20	48	5
	LUTON	MONARCH AIRLINES	S	A	8	0	0	63	25	13	0	0	0	9	78	26	9
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	78	3	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	23	70	13	10
	LUTON	MONARCH AIRLINES	S	D	8	0	0	63	25	13	0	0	0	18	44	38	9
	MANCHESTER	MONARCH AIRLINES	C	A	26	0	0	42	31	8	19	0	0	27	46	80	28
	MANCHESTER	MONARCH AIRLINES	C	D	25	0	0	72	20	0	4	4	0	14	57	86	28
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	0	0	11	74	50	47	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	0	0	13	84	75	36	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	54	23	15	0	0	8	55	33	44	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	1	0	92	0	8	0	0	0	5	89	16	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	20	20	0	93	67	26	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	25	0	115	67	22	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	60	0	0	0	0	8	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	6	0	40	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	24	50	20	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	25	20	287	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	60	36	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	33	40	164	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	35	20	170	5
	BIRMINGHAM	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	-1	100	-11	5
	BIRMINGHAM	SPANAIR	C	D	4	0	0	75	0	25	0	0	0	3	80	3	5
	EDINBURGH	SPANAIR	C	A	4	0	0	75	0	0	0	25	0	88	0	0	0
	EDINBURGH	SPANAIR	C	D	4	0	0	50	0	0	0	0	50	315	0	0	0
	GLASGOW	SPANAIR	C	A	4	0	0	75	0	0	25	0	0	46	100	-18	1
	GLASGOW	SPANAIR	C	D	4	0	0	50	0	25	25	0	0	59	0	0	0
	MANCHESTER	SPANAIR	C	A	8	0	0	88	13	0	0	0	0	8	70	6	10
	MANCHESTER	SPANAIR	C	D	8	1	0	38	25	25	13	0	0	28	40	18	10
	STANSTED	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	STANSTED	SPANAIR	C	D	4	0	0	25	25	25	25	0	0	36	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	2	89	-3	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	4	78	6	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	-3	20	87	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	-2	40	80	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	6	0	0	0	0	3	93	19	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	0	6	0	6	0	9	93	29	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	52	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	TRANSAER	C	A	4	0	0	75	25	0	0	0	0	7	0	267	5	
	GATWICK	TRANSAER	C	D	4	0	0	100	0	0	0	0	0	3	40	56	5	
	MANCHESTER	TRANSAER	C	A	9	0	0	67	11	0	11	11	0	41	67	57	9	
	MANCHESTER	TRANSAER	C	D	8	0	0	63	0	0	13	25	0	81	11	101	9	
	GATWICK	VIVA	C	A	4	0	0	100	0	0	0	0	0	1	67	11	3	
	GATWICK	VIVA	C	D	4	0	0	100	0	0	0	0	0	4	80	5	5	
	LUTON	VIVA	C	A	4	0	1	50	25	25	0	0	0	15	0	0	0	
	LUTON	VIVA	C	D	5	0	0	40	20	20	20	0	0	31	0	0	0	
	NEWCASTLE	VIVA	C	A	4	0	0	75	0	0	25	0	0	30	0	0	0	
	NEWCASTLE	VIVA	C	D	4	0	0	75	0	0	25	0	0	32	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>901</b>	<b>5</b>	<b>4</b>	<b>62</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>52</b>	<b>44</b>	<b>44</b>	
THIRA (SANTORINI)																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	80	33	5	
<b>TOTAL THIRA (SANTORINI)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>33</b>	<b>33</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	26	0	0	35	42	12	8	4	0	31	84	9	25	
	GLASGOW	LOGANAIR	S	D	26	0	0	88	4	0	4	4	0	7	96	-1	26	
<b>TOTAL TIREE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>90</b>	<b>4</b>	<b>4</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	40	20	20	20	0	0	30	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	0	20	40	0	0	50	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	-3	38	88	8	
<b>TOTAL TOBAGO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>88</b>	<b>88</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	14	0	0	21	29	36	14	0	0	36	69	9	13	
	HEATHROW	AEROFLOT	S	D	13	0	0	85	15	0	0	0	0	7	50	28	14	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	36	0	0	75	14	8	3	0	0	4	68	6	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	36	0	0	92	3	3	3	0	0	8	77	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	90	5	5	0	0	0	-4	88	-4	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	86	7	3	3	0	0	7	59	19	56	
	HEATHROW	JAPAN AIRLINES	S	A	45	0	0	56	22	18	4	0	0	17	71	4	51	
	HEATHROW	JAPAN AIRLINES	S	D	44	0	1	64	23	9	5	0	0	18	65	17	48	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	100	0	0	0	0	0	-22	96	-14	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	63	30	4	4	0	0	13	48	20	27	
<b>TOTAL TOKYO (NARITA)</b>					<b>358</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>9</b>	<b>9</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	31	0	0	71	6	19	3	0	0	13	58	21	31	
	GLASGOW	AIR CANADA	S	D	31	0	0	84	16	0	0	0	0	6	87	12	31	
	HEATHROW	AIR CANADA	S	A	121	0	0	69	15	11	5	0	0	10	59	18	116	
	HEATHROW	AIR CANADA	S	D	128	1	2	77	13	6	3	0	0	10	64	15	116	
	MANCHESTER	AIR CANADA	S	A	31	0	0	65	10	16	10	0	0	16	74	12	31	
	MANCHESTER	AIR CANADA	S	D	31	0	0	71	19	6	3	0	0	13	61	22	31	
	BIRMINGHAM	AIR TRANSAT	C	A	8	0	0	50	38	0	0	13	0	37	89	1	9	
	BIRMINGHAM	AIR TRANSAT	C	D	8	0	0	13	38	38	0	13	0	52	78	10	9	
	EDINBURGH	AIR TRANSAT	C	A	4	0	0	25	0	25	50	0	0	62	60	23	5	
	EDINBURGH	AIR TRANSAT	C	D	4	0	0	25	0	0	75	0	0	88	20	53	5	
	GATWICK	AIR TRANSAT	C	A	27	1	0	44	26	19	11	0	0	25	40	35	35	
	GATWICK	AIR TRANSAT	C	D	27	0	0	48	26	15	7	4	0	28	16	45	31	
	GLASGOW	AIR TRANSAT	C	A	18	0	1	39	11	17	28	0	6	85	53	23	19	

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					Actual (7)	Plan (8)											
TORONTO	GLASGOW	AIR TRANSAT	C	D	18	0	1	33	17	6	39	0	6	93	58	27	19
	MANCHESTER	AIR TRANSAT	C	A	19	1	0	42	26	11	16	0	5	77	32	39	19
	MANCHESTER	AIR TRANSAT	C	D	19	1	0	37	26	11	21	0	5	83	21	94	19
	NEWCASTLE	AIR TRANSAT	C	A	9	0	0	22	11	33	22	0	11	115	100	-20	4
	NEWCASTLE	AIR TRANSAT	C	D	9	0	0	22	22	22	22	0	11	145	75	10	4
	STANSTED	AIR TRANSAT	C	A	9	0	0	44	0	11	33	0	11	91	75	-10	4
	STANSTED	AIR TRANSAT	C	D	9	0	0	22	22	11	33	0	11	100	75	10	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	29	2	2	72	7	17	3	0	0	0	90	-21	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	45	26	19	10	0	0	27	68	21	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	62	20	11	4	2	0	13	73	3	40
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	58	27	11	4	0	0	19	18	30	40
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	4	0	0	50	0	0	50	0	0	48	100	-31	4
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	4	0	0	25	0	25	25	25	0	87	100	-1	4
	GATWICK	CANADA 3000 AIRLINES	C	A	35	0	0	77	11	0	11	0	0	3	87	3	30
	GATWICK	CANADA 3000 AIRLINES	C	D	35	0	0	49	29	9	11	3	0	29	52	20	31
	GLASGOW	CANADA 3000 AIRLINES	C	A	13	0	0	46	38	15	0	0	0	10	93	-18	14
	GLASGOW	CANADA 3000 AIRLINES	C	D	13	0	0	69	23	8	0	0	0	12	93	5	14
	MANCHESTER	CANADA 3000 AIRLINES	C	A	5	0	9	100	0	0	0	0	0	-6	100	-18	14
	MANCHESTER	CANADA 3000 AIRLINES	C	D	5	0	8	40	60	0	0	0	0	14	57	13	14
	NEWCASTLE	CANADA 3000 AIRLINES	C	A	4	0	0	75	0	0	25	0	0	27	0	0	0
	NEWCASTLE	CANADA 3000 AIRLINES	C	D	4	0	0	75	0	0	0	25	0	51	0	0	0
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	79	0	0	66	16	9	6	3	0	22	89	7	62
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	79	0	0	78	9	6	6	0	0	11	79	9	62
	BIRMINGHAM	ROYAL AIRLINES	C	A	4	0	0	25	25	25	0	25	0	84	25	71	4
	BIRMINGHAM	ROYAL AIRLINES	C	D	4	0	0	25	25	0	25	25	0	96	0	106	4
	GLASGOW	ROYAL AIRLINES	C	A	13	0	0	46	23	0	23	0	8	67	18	67	17
	GLASGOW	ROYAL AIRLINES	C	D	13	0	0	46	23	0	23	0	8	70	35	123	17
	MANCHESTER	ROYAL AIRLINES	C	A	17	0	0	41	6	29	12	6	6	89	44	31	9
	MANCHESTER	ROYAL AIRLINES	C	D	17	0	0	35	12	18	24	6	6	74	33	46	9
	STANSTED	ROYAL AIRLINES	C	A	23	0	0	26	22	17	26	9	0	67	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)	Actual (7)	Plan (8)										
TORONTO	STANSTED	ROYAL AIRLINES	C	D	23	0	0	26	13	17	26	13	4	121	0	0	0	
<b>TOTAL TORONTO</b>					<b>1107</b>	<b>8</b>	<b>23</b>	<b>60</b>	<b>17</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>60</b>	<b>24</b>	<b>24</b>	
TOULOUSE (BLAGNAC)	GATWICK	AIR LIB	S	A	92	0	1	62	23	10	4	1	0	20	0	0	0	
	GATWICK	AIR LIB	S	D	93	0	0	74	15	8	2	1	0	16	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	93	0	0	72	18	9	1	0	0	11	74	9	92	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	93	0	0	71	16	9	3	1	0	11	76	11	92	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>371</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>13</b>	
TREVISO	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	20	0	18	1	
	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	14	0	39	5	
	STANSTED	RYANAIR	S	A	62	0	0	61	21	11	6	0	0	18	0	0	0	
	STANSTED	RYANAIR	S	D	62	0	0	60	26	8	6	0	0	19	0	0	0	
<b>TOTAL TREVISO</b>					<b>129</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>39</b>	<b>39</b>	
TRIESTE (RONCHI DEI LEGIO)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	94	3	0	3	0	0	-8	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	77	10	6	3	3	0	18	0	0	0	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TROMSOE	HEATHROW	SAS	S	A	8	0	0	88	13	0	0	0	0	2	78	3	9	
	HEATHROW	SAS	S	D	8	0	0	88	13	0	0	0	0	-7	100	-10	8	
<b>TOTAL TROMSOE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>88</b>	<b>-3</b>	<b>-3</b>	
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	22	28	44	6	0	0	36	35	45	17	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	28	39	22	11	0	0	34	59	35	17	
	GATWICK	NOUVELAIR TUNISIE	C	A	2	0	0	100	0	0	0	0	0	-1	0	0	0	
	HEATHROW	TUNISAIR	S	A	18	0	0	33	28	17	22	0	0	36	21	23	19	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
TUNIS	HEATHROW	TUNISAIR	S	D	18	0	0	22	17	17	44	0	0	49	5	48	19
<b>TOTAL TUNIS</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>27</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>29</b>	<b>38</b>	<b>38</b>
TURIN	GATWICK	ALITALIA	S	A	48	0	0	48	29	17	6	0	0	21	0	0	0
	GATWICK	ALITALIA	S	D	48	0	0	71	8	13	8	0	0	16	0	0	0
	LONDON CITY	ALITALIA	S	A	26	0	0	96	4	0	0	0	0	-5	0	0	0
	LONDON CITY	ALITALIA	S	D	26	0	0	8	62	27	4	0	0	28	0	0	0
<b>TOTAL TURIN</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>13</b>	<b>13</b>
TURKU																	

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	0	0	50	50	0	0	63	50	47	2	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	0	0	100	0	0	112	0	68	2	
<b>TOTAL URALSK</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>87</b>	<b>25</b>	<b>58</b>	<b>58</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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)											
VAGAR																		
	GLASGOW	ATLANTIC AIRWAYS	S	A	4	0	2	50	50	0	0	0	0	14	0	0	0	
	GLASGOW	ATLANTIC AIRWAYS	S	D	4	0	2	75	25	0	0	0	0	7	0	0	0	
<b>TOTAL VAGAR</b>					<b>8</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>38</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>	
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	23	35	15	15	12	0	60	62	28	26	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	69	12	4	12	0	4	43	85	26	26	
	HEATHROW	IBERIA	S	A	31	0	0	71	13	13	3	0	14	68	12	31		
	HEATHROW	IBERIA	S	D	31	0	0	90	6	0	3	0	2	81	6	31		
<b>TOTAL VALENCIA</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>73</b>	<b>17</b>	<b>17</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	59	0	1	76	5	7	8	3	0	13	47	63	45	
	HEATHROW	AIR CANADA	S	D	52	0	1	67	10	13	10	0	0	24	42	46	45	
	GATWICK	AIR TRANSAT	C	A	14	0	0	57	14	29	0	0	14	23	133	13		
	GATWICK	AIR TRANSAT	C	D	14	0	0	43	29	21	7	0	0	26	15	127	13	
	GLASGOW	AIR TRANSAT	C	A	5	0	0	60	20	0	20	0	0	17	40	46	5	
	GLASGOW	AIR TRANSAT	C	D	5	0	0	40	20	40	0	0	0	24	20	104	5	
	MANCHESTER	AIR TRANSAT	C	A	8	0	0	88	13	0	0	0	0	-4	67	21	9	
	MANCHESTER	AIR TRANSAT	C	D	8	0	0	50	25	13	13	0	0	28	22	46	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	0	3	0	1	83	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	3	10	3	0	27	43	28	30	
	GATWICK	CANADA 3000 AIRLINES	C	A	13	0	0	100	0	0	0	0	0	-12	88	8	8	
	GATWICK	CANADA 3000 AIRLINES	C	D	13	0	0	77	23	0	0	0	0	9	63	72	8	
	GLASGOW	CANADA 3000 AIRLINES	C	A	7	0	0	100	0	0	0	0	0	-25	60	9	5	
	GLASGOW	CANADA 3000 AIRLINES	C	D	7	0	0	57	14	14	14	0	0	22	80	21	5	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	5	100	0	0	0	0	0	-48	60	51	5	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	5	100	0	0	0	0	0	-5	60	71	5	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	74	0	10	10	6	0	29	56	26	27	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	81	10	0	3	3	3	42	96	0	27	
	GLASGOW	ROYAL AIRLINES	C	A	5	0	0	0	60	0	40	0	0	68	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	5	0	0	0	0	60	20	20	0	85	0	0	0	
	MANCHESTER	ROYAL AIRLINES	C	A	5	0	0	0	20	20	40	20	0	91	0	0	0	
	MANCHESTER	ROYAL AIRLINES	C	D	5	0	0	0	20	20	60	0	0	77	0	0	0	
	STANSTED	ROYAL AIRLINES	C	A	8	0	0	38	13	0	50	0	0	45	0	0	0	
	STANSTED	ROYAL AIRLINES	C	D	8	0	0	38	13	13	38	0	0	56	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>373</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>49</b>	<b>49</b>	
VARADERO																		
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	0	0	25	0	56	25	102	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	0	50	0	131	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	100	0	0	0	0	23	0	0	0	
<b>TOTAL VARADERO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>102</b>	<b>102</b>	
VARNA																		
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	7	100	-14	5	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	20	40	0	40	0	0	44	80	8	5	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-9	80	11	5	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	21	100	2	5	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	20	80	0	0	0	0	20	0	0	0	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	40	40	0	20	0	0	28	0	0	0	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	10	0	0	100	0	0	0	0	0	-19	100	-10	5	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	10	0	0	50	40	0	10	0	0	18	100	-6	5	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	BALKAN BULGARIAN AIRLINES	C	A	5	0	0	60	0	20	20	0	0	17	20	34	5	
	GATWICK	BALKAN BULGARIAN AIRLINES	C	D	5	0	0	60	20	0	20	0	0	22	20	36	5	
	MANCHESTER	BALKAN BULGARIAN AIRLINES	C	A	5	0	0	60	20	0	20	0	0	15	0	0	0	
	MANCHESTER	BALKAN BULGARIAN AIRLINES	C	D	5	0	0	80	0	0	20	0	0	17	0	0	0	
<b>TOTAL VARNA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>8</b>	<b>8</b>	
VENICE																		
	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	88	0	83	4	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
VENICE	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	88	25	73	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	9	0	0	67	11	22	0	0	0	11	75	36	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	67	11	22	0	0	0	10	50	43	4	
	GATWICK	ALITALIA	S	A	62	0	0	50	31	16	3	0	0	18	74	9	62	
	GATWICK	ALITALIA	S	D	62	0	0	44	29	26	2	0	0	21	84	9	62	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	9	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	20	80	0	0	76	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	20	40	20	20	0	0	30	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	25	25	0	121	0	29	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	69	40	14	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	75	0	0	93	60	28	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	67	80	23	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	67	0	0	70	24	4	1	0	0	9	83	2	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	0	67	21	12	0	0	0	12	53	16	40	
	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	33	67	0	0	0	0	19	25	132	4	
	BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	6	0	0	33	33	0	33	0	0	34	25	14	4	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	6	0	0	33	50	0	17	0	0	27	25	17	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	60	20	0	0	0	25	60	96	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	0	33	33	0	0	33	266	40	56	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	0	0	33	0	33	266	20	75	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	85	0	116	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	60	20	0	0	49	20	86	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	92	20	47	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	20	20	60	0	0	86	20	22	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	4	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	C	A	4	0	1	0	50	0	50	0	0	62	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997			
							MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
VENICE	STANSTED	RYANAIR	C	D	5	0	0	0	60	20	20	0	0	53	0	0	0	
<b>TOTAL VENICE</b>					<b>393</b>	<b>1</b>	<b>15</b>	<b>51</b>	<b>25</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>63</b>	<b>23</b>	<b>23</b>	
VERONA	MANCHESTER	AIR 2000	C	A	5	0	0	20	0	40	20	20	0	72	40	30	5	
	MANCHESTER	AIR 2000	C	D	5	0	0	20	40	0	20	20	0	73	80	22	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	75	25	0	0	0	0	4	25	57	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	75	25	0	0	0	0	5	25	55	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	22	11	11	0	58	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	0	11	0	44	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	84	0	0	73	11	12	5	0	0	9	86	3	66	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	0	62	25	11	2	0	0	15	60	22	67	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	80	20	0	0	0	0	8	60	7	5	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	5	100	0	5	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	14	0	0	7	43	36	14	0	0	37	0	105	5	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	14	0	0	43	29	21	7	0	0	23	0	93	5	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	75	25	0	0	0	0	3	100	-17	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	9	75	10	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	44	0	11	33	11	0	82	78	9	9	
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	33	44	0	11	11	0	58	67	24	9	
	GLASGOW	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	8	80	-16	5	
	GLASGOW	LEISURE INTERNATIONAL	C	D	5	0	0	20	20	40	20	0	0	44	60	18	5	
	NEWCASTLE	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	0	25	25	0	111	25	22	4	
	NEWCASTLE	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	0	50	25	0	155	25	21	4	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	22	11	11	11	0	47	44	59	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	33	22	0	11	0	45	78	46	9	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	0	33	11	0	11	66	44	34	9	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	0	22	0	0	11	57	67	29	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-5	60	25	5	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	60	18	5	
<b>TOTAL VERONA</b>					<b>332</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>61</b>	<b>25</b>	<b>25</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	120	0	3	63	20	16	2	0	0	11	69	12	100	
	HEATHROW	AUSTRIAN AIRLINES	S	D	120	0	3	75	12	10	3	0	0	9	68	14	103	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	85	11	3	0	0	2	90	0	61		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	52	29	16	3	0	19	50	33	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	76	13	9	2	0	10	76	8	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	68	23	5	3	0	12	73	13	93		
	GATWICK	LAUDA-AIR	S	A	17	0	0	41	24	35	0	0	20	42	20	19		
	GATWICK	LAUDA-AIR	S	D	17	0	0	59	24	18	0	0	18	32	25	19		
	MANCHESTER	LAUDA-AIR	S	A	47	0	0	60	26	15	0	0	14	83	3	47		
	MANCHESTER	LAUDA-AIR	S	D	47	0	0	60	23	15	0	2	21	57	15	47		
	STANSTED	VIVA	C	A	9	0	0	0	22	33	44	0	0	68	0	0	0	
	STANSTED	VIVA	C	D	9	0	0	0	22	33	44	0	0	69	0	0	0	
<b>TOTAL VIENNA</b>					<b>696</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>13</b>	<b>13</b>	
VILNIUS																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	67	17	6	11	0	0	19	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	82	18	0	0	0	7	0	0	0		
	HEATHROW	LITHUANIA AIRLINES	S	A	27	0	0	93	7	0	0	0	1	100	-10	22		
	HEATHROW	LITHUANIA AIRLINES	S	D	27	0	0	93	7	0	0	0	2	77	14	22		
<b>TOTAL VILNIUS</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>2</b>	<b>2</b>	
VOLOS																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	14	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	35	0	0	0	
<b>TOTAL VOLOS</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>40</b>	<b>34</b>	<b>34</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	0	74	16	10	0	0	0	7	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	61	29	6	3	0	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	11	3	0	0	0	3	89	3	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	11	3	0	0	0	6	82	10	62	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	46	8	31	15	0	0	26	77	34	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	62	38	0	0	0	0	12	50	37	14	
	HEATHROW	LOT-POLISH AIRLINES	S	A	73	0	0	81	14	3	3	0	0	7	77	8	70	
	HEATHROW	LOT-POLISH AIRLINES	S	D	74	0	0	88	4	7	1	0	0	4	78	9	69	
	MANCHESTER	LOT-POLISH AIRLINES	S	A	11	0	1	82	9	0	9	0	0	9	69	8	13	
	MANCHESTER	LOT-POLISH AIRLINES	S	D	11	0	1	55	27	9	9	0	0	23	8	40	13	
<b>TOTAL WARSAW</b>					<b>384</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>12</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	0	67	16	7	3	3	3	44	85	4	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	24	6	2	0	0	15	49	25	61	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	69	12	13	5	1	0	14	67	28	93	
	HEATHROW	UNITED AIRLINES	S	D	92	1	0	59	21	13	8	0	0	21	58	17	93	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	10	6	3	0	0	4	77	5	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	19	10	3	0	0	16	29	21	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>370</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>62</b>	<b>18</b>	<b>18</b>	
WATERFORD																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	5	0	0	60	20	20	0	0	0	12	90	-3	10	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	5	0	0	80	0	20	0	0	0	9	100	-4	10	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	84	6	0	10	0	0	10	81	5	31	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	65	19	10	6	0	0	18	77	11	31	
	LUTON	SCOT AIRWAYS	S	A	23	0	0	26	57	17	0	0	0	23	10	36	30	
	LUTON	SCOT AIRWAYS	S	D	23	0	0	87	13	0	0	0	0	5	77	11	30	
<b>TOTAL WATERFORD</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>13</b>	<b>13</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	21	0	0	95	5	0	0	0	0	-2	81	12	21	



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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 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)											
WICK	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	95	0	5	0	0	0	3	95	6	20
<b>TOTAL WICK</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>9</b>	<b>9</b>	
WINDHOEK	HEATHROW	AIR NAMIBIA	S	A	9	0	0	44	22	22	11	0	20	85	2	13	
	HEATHROW	AIR NAMIBIA	S	D	9	0	0	44	22	22	11	0	23	85	5	13	
<b>TOTAL WINDHOEK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>4</b>	<b>4</b>	

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
YEREVAN	GATWICK	ARMENIAN AIRLINES	S	A	5	0	0	60	20	0	20	0	0	13	0	0	0
	GATWICK	ARMENIAN AIRLINES	S	D	5	0	0	0	20	40	40	0	0	52	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	11	0	0	100	0	0	0	0	0	-18	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	11	0	0	91	9	0	0	0	0	6	0	0	0
<b>TOTAL YEREVAN</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	68	16	10	6	0	0	12	84	18	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	52	32	10	6	0	0	19	52	35	31	
	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	55	35	10	0	0	0	13	71	22	31	
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	52	29	16	3	0	0	17	65	23	31	
<b>TOTAL ZAGREB</b>					<b>130</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>24</b>	<b>24</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	35	0	61	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	51	0	90	4	
	GATWICK	AIR 2000	C	A	14	0	0	64	0	29	7	0	0	16	44	38	9	
	GATWICK	AIR 2000	C	D	14	0	0	57	7	14	21	0	0	30	33	54	9	
	GLASGOW	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	26	80	-11	5	
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	11	80	11	5	
	MANCHESTER	AIR 2000	C	A	9	0	0	67	0	0	33	0	0	19	22	54	9	
	MANCHESTER	AIR 2000	C	D	9	0	0	78	0	11	0	11	0	34	44	56	9	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	25	25	0	0	26	25	94	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	0	25	25	50	0	0	66	0	96	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	13	0	0	54	15	15	15	0	0	22	44	39	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	13	0	0	62	8	15	15	0	0	24	44	25	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	40	0	0	53	50	21	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	47	50	26	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	11	67	11	0	0	34	67	14	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	33	44	0	0	0	29	78	26	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	53	80	9	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	40	100	1	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	22	33	0	0	48	40	49	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	22	44	11	22	0	0	35	80	7	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	49	50	17	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	29	50	21	2	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 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
ZAKINTHOS	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	56	11	33	0	0	0	3	56	68	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	67	0	11	22	0	0	27	78	11	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	10	0	0	50	10	10	30	0	0	34	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	80	0	10	10	0	0	14	0	0	0
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	53	60	32	5
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	5	0	0	0	40	20	40	0	0	52	60	110	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	33	22	0	22	11	11	93	67	-15	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	33	11	33	0	11	11	104	60	29	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	35	60	10	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	100	10	4
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	62	15	15	8	0	0	10	22	44	9
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	15	15	0	0	0	17	13	43	8
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	0	25	25	0	0	22	78	5	9
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	13	0	25	0	0	32	88	-5	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	22	100	-8	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	100	6	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	64	100	-4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	45	100	1	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	43	100	-14	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	32	100	5	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	19	50	125	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	37	50	11	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-13	60	41	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-6	40	57	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	-13	78	42	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-7	80	37	10
<b>TOTAL ZAKINTHOS</b>					<b>338</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>18</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>59</b>	<b>33</b>	<b>33</b>
ZARAGOZA	GATWICK	IBERIA	S	A	13	0	0	46	38	8	8	0	0	20	0	0	0
	GATWICK	IBERIA	S	D	13	0	0	77	15	8	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ZARAGOZA																	
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH																	
	MANCHESTER	AIR TRANSAT	C	A	4	0	0	75	0	0	25	0	0	26	0	0	0
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	50	25	0	25	0	0	35	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	0	75	14	9	1	0	0	8	80	8	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	0	69	23	6	1	1	0	13	71	12	119
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	21	0	0	90	5	0	5	0	0	4	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	19	0	1	89	11	0	0	0	0	8	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	93	0	0	60	26	11	3	0	0	16	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	66	25	9	1	0	0	14	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	A	31	0	0	81	6	6	6	0	0	8	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	D	31	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	EDELWEISS AIR	C	A	20	0	2	65	30	5	0	0	0	13	61	20	23
	LUTON	EDELWEISS AIR	C	D	20	0	2	80	10	10	0	0	0	8	91	2	22
	STANSTED	FLIGHTLINE LTD	C	A	34	0	2	35	29	24	12	0	0	36	59	18	34
	STANSTED	FLIGHTLINE LTD	C	D	35	0	1	69	9	6	9	0	9	86	50	20	34
	BIRMINGHAM	SWISS AIRLINES	S	A	52	0	0	38	40	15	6	0	0	22	69	9	26
	BIRMINGHAM	SWISS AIRLINES	S	D	52	0	0	69	19	8	4	0	0	15	46	19	26
	EDINBURGH	SWISS AIRLINES	S	A	33	0	0	33	36	27	0	0	3	35	81	5	31
	EDINBURGH	SWISS AIRLINES	S	D	33	0	0	12	52	30	3	0	3	45	32	24	31
	LONDON CITY	SWISS AIRLINES	S	A	78	0	0	67	26	8	0	0	0	13	65	12	78
	LONDON CITY	SWISS AIRLINES	S	D	78	0	0	36	40	22	3	0	0	23	27	24	78
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	73	19	8	0	0	0	6	46	20	26
	MANCHESTER	SWISS AIRLINES	S	D	25	0	1	72	12	16	0	0	0	16	92	2	26
	HEATHROW	SWISSAIR	S	A	186	0	0	63	24	11	3	0	0	16	81	8	186
	HEATHROW	SWISSAIR	S	D	186	0	0	72	19	5	4	0	0	12	78	9	186
	MANCHESTER	SWISSAIR	S	A	62	0	0	65	27	6	2	0	0	12	97	2	30
	MANCHESTER	SWISSAIR	S	D	62	0	0	84	11	3	2	0	0	9	80	9	30
<b>TOTAL ZURICH</b>					<b>1561</b>	<b>2</b>	<b>9</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>11</b>	<b>11</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	541	0	7	76	15	6	3	0	0	10	90	2	442	
DUBLIN	605	0	0	84	10	5	1	0	0	6	79	11	636	
PALMA DE MALLORCA	251	0	1	52	16	13	11	6	2	47	68	18	250	
PARIS (CHARLES DE GAULLE)	528	0	0	73	14	6	6	1	0	15	86	5	567	
CHARTERED FLIGHTS(ALL ROUTES)	1699	3	6	57	16	12	11	3	2	35	64	21	1609	
SCHEDULED FLIGHTS(ALL ROUTES)	6332	4	51	78	12	6	3	0	0	10	82	9	5578	
AIRPORT TOTAL	8031	7	57	74	13	7	5	1	0	15	78	12	7187	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	288	0	2	42	25	26	6	1	0	25	70	14	300
DUBLIN	280	0	0	90	8	2	1	0	0	5	76	10	266
PALMA DE MALLORCA	48	0	0	42	27	6	17	4	4	55	37	43	46
PARIS (CHARLES DE GAULLE)	199	0	3	63	23	6	8	0	1	19	75	11	216
CHARTERED FLIGHTS(ALL ROUTES)	321	9	9	49	19	10	16	4	2	46	46	32	297
SCHEDULED FLIGHTS(ALL ROUTES)	5483	19	136	72	17	8	3	0	0	12	71	13	5075
AIRPORT TOTAL	5804	28	145	71	17	8	4	0	0	14	69	14	5372

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	442	0	8	44	34	16	5	0	0	22	50	23	468	
ATHENS	220	0	0	51	15	18	15	0	0	23	37	44	224	
DUBLIN	630	11	0	69	20	7	4	0	0	13	60	24	497	
NEW YORK (JF KENNEDY)	62	0	0	81	10	6	3	0	0	7	72	2	61	
PALMA DE MALLORCA	587	5	7	47	18	16	14	4	1	43	41	55	504	
PARIS (CHARLES DE GAULLE)	310	1	0	63	21	11	4	0	1	26	60	19	312	
CHARTERED FLIGHTS(ALL ROUTES)	6579	50	86	52	17	14	13	3	1	34	39	56	6592	
SCHEDULED FLIGHTS(ALL ROUTES)	16496	26	77	68	18	9	4	1	0	15	66	17	15672	
AIRPORT TOTAL	23075	76	163	63	17	11	7	1	0	21	58	29	22264	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	195	0	1	57	24	14	4	1	0	17	68	20	238
DUBLIN	248	0	0	98	1	0	0	0	0	-2	81	9	196
NEW YORK (JF KENNEDY)	45	0	1	76	13	7	2	0	2	8	0	0	0
PALMA DE MALLORCA	221	2	5	40	14	16	24	1	4	60	50	26	193
PARIS (CHARLES DE GAULLE)	139	1	0	63	15	13	8	1	0	20	84	7	135
CHARTERED FLIGHTS(ALL ROUTES)	1430	6	17	51	16	13	16	3	2	41	56	33	1450
SCHEDULED FLIGHTS(ALL ROUTES)	6159	36	112	76	13	7	4	0	0	11	77	12	5816
AIRPORT TOTAL	7589	42	129	71	13	8	6	1	0	17	73	16	7266

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1434	0	2	72	16	10	2	0	0	11	78	8	1391	
ATHENS	418	1	0	55	17	17	11	1	0	20	46	24	378	
DUBLIN	1341	5	7	66	18	11	5	0	0	15	58	19	1409	
NEW YORK (JF KENNEDY)	1141	2	5	73	14	8	4	1	0	10	73	11	1081	
PALMA DE MALLORCA	72	0	0	50	25	22	3	0	0	20	65	18	82	
PARIS (CHARLES DE GAULLE)	1581	0	33	66	20	9	4	1	0	15	77	9	1429	
CHARTERED FLIGHTS(ALL ROUTES)	161	10	39	24	25	28	19	2	1	49	38	32	133	
SCHEDULED FLIGHTS(ALL ROUTES)	38013	54	141	74	15	7	3	0	0	11	72	12	37213	
AIRPORT TOTAL	38174	64	180	74	15	8	3	0	0	11	72	12	37346	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	192	0	27	48	29	11	11	1	0	25	51	22	185	
DUBLIN	372	2	16	70	12	11	7	0	0	16	62	16	363	
PARIS (CHARLES DE GAULLE)	79	1	1	72	20	1	6	0	0	15	92	2	66	
SCHEDULED FLIGHTS(ALL ROUTES)	2786	13	109	69	21	8	2	0	0	12	70	12	2445	
AIRPORT TOTAL	2786	13	109	69	21	8	2	0	0	12	70	12	2445	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	165	0	58	50	24	19	6	0	0	21	77	12	169	
ATHENS	124	0	0	61	17	16	6	0	0	10	0	0	0	
DUBLIN	290	1	0	70	19	9	2	0	0	11	86	6	237	
PALMA DE MALLORCA	234	2	0	54	12	15	16	4	0	35	52	45	105	
PARIS (CHARLES DE GAULLE)	56	0	86	57	21	16	5	0	0	17	73	7	41	
CHARTERED FLIGHTS(ALL ROUTES)	1117	12	13	51	17	15	12	4	1	35	56	31	911	
SCHEDULED FLIGHTS(ALL ROUTES)	2918	59	222	57	20	14	8	2	0	24	70	16	2422	
AIRPORT TOTAL	4035	71	235	55	19	14	9	2	0	27	66	20	3333	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	604	1	8	71	15	11	4	0	0	11	78	12	541	
ATHENS	26	0	0	69	4	12	8	8	0	25	40	130	20	
DUBLIN	650	0	0	90	8	2	0	0	0	1	78	10	610	
NEW YORK (JF KENNEDY)	125	0	1	76	14	8	2	1	0	0	81	1	123	
PALMA DE MALLORCA	622	3	4	54	12	12	14	5	2	46	48	49	558	
PARIS (CHARLES DE GAULLE)	516	0	1	64	21	10	5	1	0	17	80	8	488	
CHARTERED FLIGHTS(ALL ROUTES)	5913	55	66	58	14	12	12	3	1	35	51	45	5173	
SCHEDULED FLIGHTS(ALL ROUTES)	10063	15	146	78	13	6	3	0	0	9	72	13	8789	
AIRPORT TOTAL	15976	70	212	71	13	8	6	2	1	18	64	25	13962	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	237	1	1	67	19	8	6	0	0	15	60	26	236	
DUBLIN	177	2	1	89	5	3	2	1	0	3	89	4	176	
PALMA DE MALLORCA	143	0	0	57	14	14	12	1	1	31	62	29	132	
PARIS (CHARLES DE GAULLE)	226	0	2	63	19	12	6	0	0	17	69	16	122	
CHARTERED FLIGHTS(ALL ROUTES)	1125	7	18	61	13	13	11	1	1	25	59	34	927	
SCHEDULED FLIGHTS(ALL ROUTES)	2609	2	20	80	11	6	3	0	0	8	81	8	2755	
AIRPORT TOTAL	3734	9	38	75	11	8	6	0	0	13	75	15	3682	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 1998

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 1997		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	415	2	11	55	21	16	8	0	0	21	76	11	390
DUBLIN	1150	3	5	66	17	12	4	0	0	14	66	15	987
NEW YORK (JF KENNEDY)	10	0	0	40	20	20	20	0	0	29	0	0	0
PALMA DE MALLORCA	140	0	0	43	14	18	21	5	0	45	62	58	128
PARIS (CHARLES DE GAULLE)	234	1	14	62	23	12	2	1	0	16	87	2	290
CHARTERED FLIGHTS(ALL ROUTES)	1131	34	29	41	18	17	21	3	1	47	56	44	978
SCHEDULED FLIGHTS(ALL ROUTES)	7760	17	195	62	19	13	6	0	0	17	76	11	5942
AIRPORT TOTAL	8891	51	224	60	19	13	8	1	0	21	73	15	6920