

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**November 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 NOVEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	136	0	0	80	17	3	0	0	0	7	75	10	126
	BRITISH AIRWAYS PLC	S	143	0	1	76	19	3	2	0	0	11	78	9	100
	SABENA	S	211	0	3	68	25	7	1	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>			<b>490</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>228</b>
<b>TOTAL BELGIUM</b>			<b>490</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>228</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	50	20	0	10	20	0	54	60	39	10
<b>TOTAL LARNACA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>54</b>	<b>64</b>	<b>34</b>	<b>11</b>
PAPHOS	AIR 2000	S	9	0	0	89	0	0	11	0	0	13	75	13	8
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10	88	6	8
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>16</b>
<b>TOTAL CYPRUS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>19</b>	<b>27</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	167	1	4	92	4	2	2	1	0	5	86	6	88
<b>TOTAL COPENHAGEN</b>			<b>167</b>	<b>1</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>89</b>
<b>TOTAL DENMARK</b>			<b>167</b>	<b>1</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>90</b>
<b>DOMINICAN REPUBLIC</b>															
SANTO DOMINGO	BRITANNIA AIRWAYS	C	5	0	1	80	20	0	0	0	0	6	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>4</b>	<b>8</b>
<b>FRANCE</b>															
LE HAVRE	REGIONAL COMPAGNIE AERIENN	S	78	0	2	58	32	9	1	0	0	16	0	0	0
<b>TOTAL LE HAVRE</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>32</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	DUO AIRWAYS LTD	S	58	0	0	84	9	7	0	0	0	3	89	5	56
<b>TOTAL LYON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>56</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	274	0	0	68	18	7	6	0	0	18	81	8	270
	FLYBE.BRITISH EUROPEAN	S	283	0	0	69	13	11	7	0	0	21	79	10	264
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>557</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>9</b>	<b>534</b>
<b>TOTAL FRANCE</b>			<b>693</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>9</b>	<b>593</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	52	0	0	90	2	2	6	0	0	6	98	-1	48
<b>TOTAL BERLIN (TEGEL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>-1</b>	<b>48</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	205	0	0	87	9	3	1	0	0	4	96	1	197
	LUFTHANSA CITY LINE	S	142	0	2	85	12	3	0	0	0	6	90	5	136
<b>TOTAL DUSSELDORF</b>			<b>347</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>333</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	154	0	0	88	8	3	1	0	0	4	92	1	149
	LUFTHANSA	S	112	0	0	71	17	5	6	1	0	15	95	3	120

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FRANKFURT MAIN			266	0	0	80	12	4	3	0	0	9	93	2	269
HAMBURG	BRITISH AIRWAYS PLC	S	21	0	0	100	0	0	0	0	0	3	75	10	12
TOTAL HAMBURG			21	0	0	100	0	0	0	0	0	3	75	10	12
HANOVER	BRITISH AIRWAYS PLC	S	21	0	0	100	0	0	0	0	0	-12	92	-5	12
TOTAL HANOVER			21	0	0	100	0	0	0	0	0	-12	92	-5	12
MUNICH	BRITISH AIRWAYS PLC	S	60	0	0	93	5	2	0	0	0	-1	93	-3	44
	LUFTHANSA CITY LINE	S	117	0	3	79	15	4	1	0	0	8	97	-1	116
TOTAL MUNICH			177	0	3	84	12	3	1	0	0	5	96	-1	160
STUTTGART	DUO AIRWAYS LTD	S	145	0	0	90	6	2	2	0	0	4	99	-3	86
TOTAL STUTTGART			145	0	0	90	6	2	2	0	0	4	99	-3	86
TOTAL GERMANY			1029	0	5	86	10	3	2	0	0	5	94	1	922
INDIA															
GOA	BRITANNIA AIRWAYS	C	6	0	0	17	17	17	33	17	0	98	0	0	0
TOTAL GOA			6	0	0	17	17	17	33	17	0	98	0	0	0
TOTAL INDIA			6	0	0	17	17	17	33	17	0	98	0	0	0
IRISH REPUBLIC															
CONNAUGHT	AER LINGUS	S	9	0	0	89	11	0	0	0	0	0	89	13	9
TOTAL CONNAUGHT			9	0	0	89	11	0	0	0	0	0	89	13	9
CORK	AER LINGUS	S	80	0	0	86	4	3	8	0	0	9	89	5	100
	FLYBE.BRITISH EUROPEAN	S	28	0	0	89	4	4	4	0	0	11	0	0	0
TOTAL CORK			108	0	0	87	4	3	6	0	0	9	89	5	100
DUBLIN	AER LINGUS	S	261	0	1	90	5	3	2	0	0	5	93	3	230
	RYANAIR	S	264	4	30	89	8	2	1	0	0	5	83	7	270
TOTAL DUBLIN			525	4	31	90	6	3	1	0	0	5	87	5	500
SHANNON	AB AIRLINES	S	60	0	0	85	2	3	7	3	0	14	0	0	0
TOTAL SHANNON			60	0	0	85	2	3	7	3	0	14	0	0	0
TOTAL IRISH REPUBLIC			702	4	31	89	6	3	3	0	0	6	88	5	609
ITALY															
MILAN (LINATE)	DUO AIRWAYS LTD	S	141	0	3	93	3	3	1	0	0	-1	82	7	135
TOTAL MILAN (LINATE)			141	0	3	93	3	3	1	0	0	-1	82	7	135
NAPLES	BRITANNIA AIRWAYS	C	7	0	1	71	0	29	0	0	0	15	50	30	8
TOTAL NAPLES			7	0	1	71	0	29	0	0	0	15	50	30	8
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	1	100	5	2
TOTAL ROME (CIAMPINO)			2	0	0	100	0	0	0	0	0	1	100	5	2
TOTAL ITALY			150	0	4	92	3	4	1	0	0	0	81	9	145
MALTA															
MALTA	AIR 2000	C	8	0	0	50	38	13	0	0	0	16	75	14	8
	AIR MALTA	S	8	0	0	75	0	25	0	0	0	8	100	-17	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALTA	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	27	75	52	8
	MY TRAVEL AIRWAYS UK	C	7	1	1	57	14	14	14	0	0	15	25	34	8
<b>TOTAL MALTA</b>			<b>31</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>21</b>	<b>32</b>
<b>TOTAL MALTA</b>			<b>31</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>21</b>	<b>32</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	217	0	5	81	11	2	6	0	0	11	82	13	194
	KLM UK LTD	S	323	0	3	72	15	7	7	0	0	13	74	14	323
<b>TOTAL AMSTERDAM</b>			<b>541</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>517</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	83	0	1	80	12	4	5	0	0	8	60	12	72
<b>TOTAL EINDHOVEN</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>12</b>	<b>72</b>
<b>TOTAL NETHERLANDS</b>			<b>624</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>14</b>	<b>589</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	11	0	0	55	18	27	0	0	0	19	67	8	9
	BRITANNIA AIRWAYS	C	2	0	0	0	100	0	0	0	0	20	71	14	7
	MONARCH AIRLINES	C	12	0	0	75	25	0	0	0	0	7	70	10	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	9	50	37	8
<b>TOTAL FARO</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>24</b>	<b>38</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>24</b>	<b>38</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR HOLLAND	C	10	0	0	50	20	10	20	0	0	25	13	27	8
<b>TOTAL FUNCHAL</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>25</b>	<b>13</b>	<b>27</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>25</b>	<b>13</b>	<b>27</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	1	0	100	0	0	0	0	0	0	60	16	10
	BRITANNIA AIRWAYS	C	25	0	0	64	20	8	8	0	0	18	73	11	26
	MONARCH AIRLINES	C	8	0	0	0	25	75	0	0	0	34	0	33	8
	MY TRAVEL AIRWAYS UK	C	13	0	1	69	15	0	15	0	0	15	14	38	7
<b>TOTAL ALICANTE</b>			<b>54</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>19</b>	<b>51</b>
BARCELONA	BRITISH AIRWAYS PLC	S	36	0	0	83	11	6	0	0	0	2	90	-2	40
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL BARCELONA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>-2</b>	<b>40</b>
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	AIR 2000	C	12	0	0	50	0	25	25	0	0	37	40	17	10
	BRITANNIA AIRWAYS	C	28	0	0	57	21	14	7	0	0	19	76	14	17
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	MONARCH AIRLINES	C	14	0	0	29	29	43	0	0	0	23	29	24	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	0	37	50	52	8
	SPANAIR	C	8	0	0	50	38	13	0	0	0	17	100	8	8
	TRANSAVIA	C	2	0	0	50	0	50	0	0	0	31	0	0	0
<b>TOTAL MALAGA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>51</b>	<b>25</b>	<b>71</b>
PALMA DE MALLORCA	AIR 2000	C	9	0	0	100	0	0	0	0	0	-8	58	20	19

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	26	0	2	65	19	15	0	0	0	14	67	17	36
	IBERWORLD	C	8	0	0	38	63	0	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	2	57	41	7
<b>TOTAL PALMA DE MALLORCA</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>66</b>
SANTIAGO DE COMPOSTELA	AIR EUROPA	C	2	0	0	0	50	50	0	0	0	26	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VIGO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>223</b>	<b>2</b>	<b>4</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>18</b>	<b>235</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	88	13	0	0	0	0	5	63	11	8
	BRITANNIA AIRWAYS	C	18	0	0	89	6	0	6	0	0	11	80	24	10
	MONARCH AIRLINES	C	8	0	0	38	13	38	13	0	0	35	100	-4	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	33	22	11	0	0	28	0	0	0
<b>TOTAL ARRECIFE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>29</b>
FUERTEVENTURA	AIR EUROPA	C	8	0	0	25	38	13	0	25	0	66	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	0	38	0	0	0	19	50	23	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	9	88	11	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>21</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>17</b>	<b>16</b>
LAS PALMAS	AIR 2000	C	10	0	0	80	10	10	0	0	0	7	75	7	8
	AIR EUROPA	C	3	0	1	0	33	0	33	33	0	154	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	72	6	17	6	0	0	16	75	14	8
	MONARCH AIRLINES	C	11	0	0	36	45	18	0	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	2	58	17	12
<b>TOTAL LAS PALMAS</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>13</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	0	0	50	31	19	0	0	0	13	29	24	17
	BRITANNIA AIRWAYS	C	16	0	0	38	38	13	13	0	0	33	57	14	23
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	-7	100	-10	3
	MONARCH AIRLINES	C	24	0	0	50	25	17	8	0	0	22	42	20	26
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	13	0	19	0	0	19	31	51	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>75</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>21</b>	<b>44</b>	<b>27</b>	<b>99</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>194</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>21</b>	<b>172</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	51	0	0	69	22	8	2	0	0	13	66	13	50
<b>TOTAL BASLE MULHOUSE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>13</b>	<b>50</b>
ZURICH	SWISS AIRLINES	S	103	0	0	41	31	20	8	0	0	24	72	11	50
<b>TOTAL ZURICH</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>31</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>11</b>	<b>50</b>
<b>TOTAL SWITZERLAND</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>12</b>	<b>100</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	8	90	8	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	39	50	39	8
	NOUVELAIR TUNISIE	C	2	0	0	0	0	50	50	0	0	50	50	74	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MONASTIR			18	0	0	72	6	6	17	0	0	26	68	31	22
TOTAL TUNISIA			18	0	0	72	6	6	17	0	0	26	68	31	22
TURKEY															
ISTANBUL	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-24	0	0	0
TOTAL ISTANBUL			2	0	0	100	0	0	0	0	0	-24	0	0	0
TOTAL TURKEY			2	0	0	100	0	0	0	0	0	-24	0	0	0
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	1	40	40	20	0	0	0	19	0	78	8
TOTAL ASHKHABAD			10	0	1	40	40	20	0	0	0	19	0	78	8
TOTAL TURKMENISTAN			10	0	1	40	40	20	0	0	0	19	0	78	8
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	152	0	2	85	5	7	4	0	0	9	0	0	0
TOTAL ABERDEEN			152	1	2	85	5	7	4	0	0	9	87	11	90
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	251	0	7	76	13	6	6	0	0	11	85	7	246
TOTAL BELFAST CITY			251	0	7	76	13	6	6	0	0	11	85	7	246
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	276	0	6	96	3	1	0	0	0	-2	92	2	208
TOTAL BELFAST INTERNATIONAL			276	0	6	96	3	1	0	0	0	-2	92	2	208
EDINBURGH	BRITISH AIRWAYS PLC	S	447	1	2	93	5	1	1	0	0	2	91	4	391
TOTAL EDINBURGH			447	1	2	93	5	1	1	0	0	2	91	4	391
EXETER	FLYBE.BRITISH EUROPEAN	S	124	0	2	85	10	3	1	0	0	7	96	1	116
TOTAL EXETER			124	0	2	85	10	3	1	0	0	7	96	1	116
GATWICK	LEISURE INTERNATIONAL	C	3	0	0	67	0	33	0	0	0	15	0	0	0
TOTAL GATWICK			3	0	0	67	0	33	0	0	0	15	0	0	0
GLASGOW	BRITISH AIRWAYS PLC	S	328	7	3	92	4	3	1	0	0	4	87	6	403
	FLYBE.BRITISH EUROPEAN	S	158	0	3	57	24	13	6	0	0	17	76	10	170
TOTAL GLASGOW			486	7	6	81	10	6	3	0	0	8	84	7	573
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	53	0	2	83	9	4	4	0	0	9	82	9	49
TOTAL GUERNSEY			53	0	2	83	9	4	4	0	0	9	82	9	49
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	102	0	0	87	7	4	2	0	0	6	92	3	102
TOTAL ISLE OF MAN			102	0	0	87	7	4	2	0	0	6	92	3	102
JERSEY	FLYBE.BRITISH EUROPEAN	S	54	1	3	89	0	4	7	0	0	11	84	5	63
TOTAL JERSEY			54	1	3	89	0	4	7	0	0	11	84	5	63
MANCHESTER	BRITANNIA AIRWAYS	C	6	1	0	33	0	33	33	0	0	43	0	0	0
TOTAL MANCHESTER			6	1	0	33	0	33	33	0	0	43	0	145	1
NEWCASTLE	DUO AIRWAYS LTD	S	166	0	2	97	1	0	2	0	0	0	99	-2	160
TOTAL NEWCASTLE			166	0	2	97	1	0	2	0	0	0	99	-2	160
TOTAL UNITED KINGDOM			2120	11	32	87	7	4	3	0	0	5	89	5	1999

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	82	5	3	10	0	0	7	97	-5	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>-5</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	80	10	5	5	0	0	4	87	4	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>4</b>	<b>60</b>
<b>SANFORD</b>															
	BRITANNIA AIRWAYS	C	9	0	0	78	11	11	0	0	0	8	30	21	10
	LEISURE INTERNATIONAL	C	4	0	0	50	0	50	0	0	0	13	50	10	4
	MY TRAVEL AIRWAYS UK	C	7	0	3	29	29	43	0	0	0	25	64	137	11
<b>TOTAL SANFORD</b>			<b>20</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>69</b>	<b>26</b>
<b>TOTAL USA</b>			<b>140</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>12</b>	<b>146</b>
<b>TOTAL BIRMINGHAM</b>			<b>6834</b>	<b>23</b>	<b>103</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>6026</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
BRUSSELS	SABENA	S	171	0	1	68	16	11	4	0	0	13	78	9	160
TOTAL BRUSSELS			171	0	1	68	16	11	4	0	0	13	78	9	160
TOTAL BELGIUM			171	0	1	68	16	11	4	0	0	13	78	9	162
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	58	0	2	69	16	12	3	0	0	14	88	8	50
TOTAL COPENHAGEN			58	0	2	69	16	12	3	0	0	14	88	8	50
TOTAL DENMARK			58	0	2	69	16	12	3	0	0	14	88	8	50
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	60	0	0	77	7	3	13	0	0	23	48	22	58
	BRITISH AIRWAYS CITIEXPRESS L	S	39	0	0	69	21	3	8	0	0	13	85	3	48
	BRITISH AIRWAYS PLC	S	110	0	1	91	4	4	2	0	0	5	92	4	100
TOTAL PARIS (CHARLES DE GAULLE)			209	1	1	83	8	3	6	0	0	12	78	9	208
TOTAL FRANCE			209	1	1	83	8	3	6	0	0	12	78	9	208
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	43	0	0	86	9	5	0	0	0	5	88	6	109
TOTAL DUSSELDORF			43	0	0	86	9	5	0	0	0	5	88	6	109
MUNICH	BRITISH AIRWAYS PLC	S	5	0	0	100	0	0	0	0	0	-1	81	4	42
TOTAL MUNICH			5	0	0	100	0	0	0	0	0	-1	81	4	42
TOTAL GERMANY			48	0	0	88	8	4	0	0	0	4	86	5	151
<b>ICELAND</b>															
KEFLAVIK	AIR 2000	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	AIR ATLANTA ICELANDIC	C	2	0	0	50	0	0	50	0	0	31	0	0	0
TOTAL KEFLAVIK			4	0	0	75	0	0	25	0	0	17	67	10	6
TOTAL ICELAND			4	0	0	75	0	0	25	0	0	17	67	10	6
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	200	0	0	92	5	2	2	1	0	6	91	3	180
TOTAL DUBLIN			200	0	0	92	5	2	2	1	0	6	91	3	180
TOTAL IRISH REPUBLIC			201	0	0	91	4	2	2	0	0	7	91	3	180
<b>ITALY</b>															
ROME (CIAMPINO)	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	52	0	0	0
TOTAL ROME (CIAMPINO)			2	0	0	0	50	0	50	0	0	52	0	0	0
TOTAL ITALY			2	0	0	0	50	0	50	0	0	52	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	281	0	1	70	17	6	6	0	0	14	73	17	295
	TRANSAVIA	C	2	0	0	50	0	50	0	0	0	31	0	0	0
TOTAL AMSTERDAM			283	0	1	70	17	6	6	0	0	14	73	17	295

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL NETHERLANDS			283	0	1	70	17	6	6	0	0	14	73	17	295
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	13	0	13	107	75	9	8
TOTAL ALICANTE			8	0	0	50	0	25	13	0	13	107	75	9	8
BARCELONA	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	33	0	0	0
TOTAL BARCELONA			2	0	0	50	0	0	50	0	0	33	0	0	0
PALMA DE MALLORCA	AIR EUROPA	C	7	1	2	0	14	14	29	14	29	222	20	44	10
TOTAL PALMA DE MALLORCA			7	1	2	0	14	14	29	14	29	222	20	44	10
TOTAL SPAIN			17	1	2	29	6	18	24	6	18	146	44	28	18
SPAIN(CANARY ISLANDS)															
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	50	13	38	0	0	0	19	100	-7	8
TOTAL TENERIFE (SURREINA SOFIA)			8	0	0	50	13	38	0	0	0	19	100	-7	8
TOTAL SPAIN(CANARY ISLANDS)			8	1	0	50	13	38	0	0	0	19	100	-7	8
SWITZERLAND															
ZURICH	BRITISH REGIONAL AIRLINES LTD	S	41	0	1	90	5	2	2	0	0	9	0	0	0
	SWISS AIRLINES	S	60	0	0	18	20	57	5	0	0	33	90	8	58
TOTAL ZURICH			101	0	1	48	14	35	4	0	0	23	90	8	58
TOTAL SWITZERLAND			101	0	1	48	14	35	4	0	0	23	90	8	58
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	18	4	0	89	6	6	0	0	0	3	79	13	56
TOTAL ABERDEEN			18	4	0	89	6	6	0	0	0	3	79	13	56
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	149	1	3	90	5	2	2	1	0	7	85	8	150
TOTAL BELFAST CITY			149	1	3	90	5	2	2	1	0	7	85	8	150
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	81	15	2	2	0	0	6	0	0	0
TOTAL BELFAST INTERNATIONAL			52	2	0	81	15	2	2	0	0	6	0	0	0
BIRMINGHAM	BRITISH AIRWAYS PLC	S	288	0	2	90	8	1	0	0	0	6	91	6	139
TOTAL BIRMINGHAM			288	0	2	90	8	1	0	0	0	6	91	6	139
BOURNEMOUTH	GILL AIRWAYS	S	59	0	1	75	17	5	3	0	0	6	0	0	0
TOTAL BOURNEMOUTH			60	1	2	73	18	5	3	0	0	6	76	6	34
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	242	0	2	73	11	6	10	0	0	14	81	9	215
TOTAL BRISTOL			242	0	2	73	11	6	10	0	0	14	81	9	215
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	122	1	4	89	5	4	2	0	0	6	89	4	120
TOTAL CARDIFF WALES			122	1	4	89	5	4	2	0	0	6	89	4	120
EAST MIDLANDS	BMI BRITISH MIDLAND	S	185	0	11	84	8	5	2	1	0	10	87	4	190
TOTAL EAST MIDLANDS			185	0	11	84	8	5	2	1	0	10	87	4	190
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	320	0	4	85	10	3	1	0	0	7	80	8	318
TOTAL GATWICK			320	0	4	85	10	3	1	0	0	7	80	8	318



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GLASGOW	BMI BRITISH MIDLAND	S	58	0	2	78	14	7	2	0	0	10	90	3	50
<b>TOTAL GLASGOW</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>3</b>	<b>50</b>
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	18	1	0	61	6	22	11	0	0	20	57	21	21
<b>TOTAL GUERNSEY</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>6</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>21</b>	<b>21</b>
HEATHROW	BMI BRITISH MIDLAND	S	487	0	0	77	16	6	1	0	0	10	71	17	489
	BRITISH AIRWAYS PLC	S	649	0	2	86	10	3	1	0	0	7	72	15	626
<b>TOTAL HEATHROW</b>			<b>1136</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>16</b>	<b>1115</b>
KIRKWALL	LOGANAIR	S	46	0	4	74	11	7	9	0	0	14	0	0	0
<b>TOTAL KIRKWALL</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>21</b>	<b>47</b>
LEEDS BRADFORD	GILL AIRWAYS	S	81	0	3	90	4	4	2	0	0	8	91	14	79
<b>TOTAL LEEDS BRADFORD</b>			<b>81</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>14</b>	<b>79</b>
LONDON CITY	KLM UK LTD	S	190	0	6	92	6	1	1	0	0	4	88	7	179
<b>TOTAL LONDON CITY</b>			<b>190</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>179</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	264	0	0	79	13	6	2	0	0	9	80	13	268
<b>TOTAL LUTON</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>268</b>
MANCHESTER	BMI REGIONAL	S	136	0	3	76	21	2	0	0	0	9	76	13	136
	BRITISH AIRWAYS CITIEXPRESS L	S	138	0	5	82	11	3	4	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	130	0	6	92	5	3	0	0	0	4	87	7	216
<b>TOTAL MANCHESTER</b>			<b>404</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>352</b>
NORWICH	SCOT AIRWAYS	S	92	0	2	72	20	7	2	0	0	12	98	1	90
<b>TOTAL NORWICH</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>98</b>	<b>1</b>	<b>90</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL PLYMOUTH</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	91	1	3	84	10	5	1	0	0	8	89	1	130
<b>TOTAL SOUTHAMPTON</b>			<b>91</b>	<b>1</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>1</b>	<b>130</b>
STANSTED	GO FLY LTD	S	177	0	6	71	15	10	3	0	0	10	0	0	0
	KLM UK LTD	S	340	0	9	86	9	2	2	0	0	5	82	7	325
<b>TOTAL STANSTED</b>			<b>517</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	<b>325</b>
SUMBURGH	LOGANAIR	S	46	0	4	72	15	4	9	0	0	16	0	0	0
<b>TOTAL SUMBURGH</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>15</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>24</b>	<b>50</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4384</b>	<b>11</b>	<b>83</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>4004</b>
<b>TOTAL EDINBURGH</b>			<b>5486</b>	<b>15</b>	<b>91</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>5146</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>ALGERIA</b>															
HASSI MESSAOUD	AIR ALGERIE	C	15	0	0	80	7	7	7	0	0	8	25	58	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	6	63	7	8
<b>TOTAL HASSI MESSAOUD</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>32</b>	<b>16</b>
<b>TOTAL ALGERIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>32</b>	<b>16</b>
<b>ANTIGUA AND BARBUDA</b>															
<b>ANTIGUA</b>															
	BRITANNIA AIRWAYS	C	12	0	0	67	8	8	17	0	0	25	38	37	8
	BRITISH AIRWAYS PLC	S	9	0	0	44	11	33	11	0	0	32	0	0	0
	CALEDONIAN AIRWAYS	C	8	1	1	63	0	0	38	0	0	32	63	82	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	63	13	13	13	0	0	19	0	0	0
<b>TOTAL ANTIGUA</b>			<b>45</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>9</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>59</b>	<b>16</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>45</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>9</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>59</b>	<b>16</b>
<b>AUSTRALIA</b>															
ADELAIDE	BRITANNIA AIRWAYS	C	5	0	0	60	40	0	0	0	0	10	0	0	0
<b>TOTAL ADELAIDE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISBANE	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	0	25	0	61	0	160	1
<b>TOTAL BRISBANE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>160</b>	<b>1</b>
MELBOURNE	BRITANNIA AIRWAYS	C	4	0	0	0	50	0	50	0	0	45	20	43	5
<b>TOTAL MELBOURNE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>43</b>	<b>5</b>
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	32	50	28	8
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>28</b>	<b>8</b>
SYDNEY	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	13	50	0	0	52	50	36	10
<b>TOTAL SYDNEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>50</b>	<b>37</b>	<b>12</b>
<b>TOTAL AUSTRALIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>14</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>42</b>	<b>40</b>	<b>26</b>
<b>AUSTRIA</b>															
<b>VIENNA</b>															
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	63	25	11	2	0	0	11	76	6	120
	LAUDA-AIR	S	34	0	0	15	38	24	24	0	0	40	44	29	34
<b>TOTAL VIENNA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>11</b>	<b>156</b>
<b>TOTAL AUSTRIA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>7</b>	<b>234</b>
<b>AZERBAIJAN</b>															
<b>BAKU</b>															
	AZERBAIJAN AIRLINES ( AZAL )	S	16	0	0	38	44	19	0	0	0	22	69	13	16
	BRITISH AIRWAYS PLC	S	32	0	1	75	13	9	3	0	0	13	73	2	26
<b>TOTAL BAKU</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>6</b>	<b>42</b>
<b>TOTAL AZERBAIJAN</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>6</b>	<b>42</b>
<b>BAHAMAS</b>															
<b>NASSAU</b>															
	BRITANNIA AIRWAYS	C	4	0	0	0	0	25	25	50	0	170	83	31	6
	BRITISH AIRWAYS PLC	S	4	0	0	0	50	25	0	25	0	83	25	34	4
<b>TOTAL NASSAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>127</b>	<b>60</b>	<b>32</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BAHAMAS			8	0	0	0	25	25	13	38	0	127	60	32	10
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	9	0	0	0	78	11	11	0	0	40	0	37	8
	BRITISH AIRWAYS PLC	S	35	0	0	51	20	9	9	9	3	50	64	8	25
	CALEDONIAN AIRWAYS	C	11	2	3	36	55	0	0	9	0	41	0	84	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	10	20	20	0	20	149	22	28	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	35	23	27	15	0	0	31	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>91</b>	<b>2</b>	<b>3</b>	<b>37</b>	<b>30</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>54</b>	<b>35</b>	<b>29</b>	<b>51</b>
<b>TOTAL BARBADOS</b>			<b>91</b>	<b>2</b>	<b>3</b>	<b>37</b>	<b>30</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>54</b>	<b>35</b>	<b>29</b>	<b>51</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	72	17	11	0	0	0	11	56	36	18
<b>TOTAL MINSK</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>56</b>	<b>36</b>	<b>18</b>
<b>TOTAL BELARUS</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>56</b>	<b>36</b>	<b>18</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	208	0	0	83	9	5	3	0	0	8	85	6	192
	SABENA	S	224	0	0	87	10	2	1	1	0	7	81	12	163
<b>TOTAL BRUSSELS</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>355</b>
<b>TOTAL BELGIUM</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>500</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	25	0	0	76	4	8	12	0	0	17	88	22	26
<b>TOTAL BERMUDA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>22</b>	<b>26</b>
<b>TOTAL BERMUDA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>22</b>	<b>26</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	22	0	0	18	32	18	23	5	5	74	78	1	9
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>32</b>	<b>18</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>74</b>	<b>76</b>	<b>8</b>	<b>17</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	22	0	0	36	14	23	18	5	5	69	75	3	8
	TRANSBRASIL	S	16	0	0	63	31	6	0	0	0	13	88	0	8
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>45</b>	<b>81</b>	<b>1</b>	<b>16</b>
<b>TOTAL BRAZIL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>56</b>	<b>79</b>	<b>5</b>	<b>33</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	55	20	18	7	0	0	23	55	29	42
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>29</b>	<b>42</b>
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>29</b>	<b>42</b>
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	0	0	38	50	13	0	0	0	18	38	64	8
<b>TOTAL DOUALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>64</b>	<b>8</b>
<b>TOTAL CAMEROON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>64</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	25	13	63	0	0	0	37	60	15	10
	CANADA 3000 AIRLINES	C	8	0	0	88	13	0	0	0	0	1	86	1	28
<b>TOTAL TORONTO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>7</b>	<b>40</b>
VANCOUVER	CANADA 3000 AIRLINES	C	8	0	0	25	25	25	25	0	0	49	63	12	8
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>60</b>	<b>13</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>72</b>	<b>8</b>	<b>50</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	20	0	1	55	5	20	15	5	0	45	62	11	13
<b>TOTAL GRAND CAYMAN</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>5</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>62</b>	<b>11</b>	<b>13</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>5</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>62</b>	<b>11</b>	<b>13</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	51	0	1	82	10	2	4	0	2	14	80	8	25
<b>TOTAL SANTIAGO DE CHILE</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>25</b>
<b>TOTAL CHILE</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>25</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	26	0	0	42	19	23	15	0	0	26	50	22	22
<b>TOTAL BOGOTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>22</b>	<b>22</b>
<b>TOTAL COLOMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>22</b>	<b>22</b>
<b>COSTA RICA</b>															
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	8	0	0	63	13	0	0	13	13	96	0	0	0
<b>TOTAL SAN JOSE COST RICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL COSTA RICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	6	0	0	50	17	0	33	0	0	37	0	89	2
<b>TOTAL SPLIT</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>89</b>	<b>2</b>
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	73	15	12	0	0	0	10	87	4	60
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>4</b>	<b>60</b>
<b>TOTAL CROATIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>62</b>
<b>CUBA</b>															
HAVANA	CUBANA	S	32	0	0	31	19	25	0	0	25	161	38	39	26
<b>TOTAL HAVANA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>161</b>	<b>38</b>	<b>39</b>	<b>26</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	4	0	0	25	25	0	25	25	0	82	0	0	0
<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>25</b>	<b>25</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MONARCH AIRLINES	C	4	0	0	50	0	0	25	0	25	185	0	0	0
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>185</b>	<b>67</b>	<b>0</b>	<b>3</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CUBA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>18</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>23</b>	<b>155</b>	<b>41</b>	<b>35</b>	<b>29</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	AIR 2000	S	6	0	0	17	33	17	33	0	0	44	50	27	10
	CALEDONIAN AIRWAYS	C	10	2	3	30	10	20	20	10	10	107	14	206	7
	CYPRUS AIRWAYS	S	8	0	0	38	0	38	0	25	0	90	50	66	8
	EUROCYPRIA AIRLINES LTD	C	9	0	1	44	0	33	0	22	0	81	80	7	10
	MY TRAVEL AIRWAYS UK	C	10	0	3	60	10	30	0	0	0	19	40	66	15
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	21	100	0	8
<b>TOTAL LARNACA</b>			<b>51</b>	<b>2</b>	<b>7</b>	<b>43</b>	<b>10</b>	<b>27</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>62</b>	<b>55</b>	<b>55</b>	<b>60</b>
<b>PAPHOS</b>	AIR 2000	S	28	0	0	39	32	7	18	4	0	39	54	37	28
	BRITANNIA AIRWAYS	C	22	0	0	32	27	14	27	0	0	47	67	37	18
	CALEDONIAN AIRWAYS	C	10	0	1	10	30	10	40	10	0	72	13	105	8
	EUROCYPRIA AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	2	2	50	17	17	17	0	0	34	0	0	0
<b>TOTAL PAPHOS</b>			<b>68</b>	<b>2</b>	<b>3</b>	<b>35</b>	<b>28</b>	<b>10</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>52</b>	<b>47</b>	<b>54</b>
<b>TOTAL CYPRUS</b>			<b>119</b>	<b>4</b>	<b>10</b>	<b>39</b>	<b>20</b>	<b>18</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>52</b>	<b>54</b>	<b>51</b>	<b>114</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL PRAGUE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>3</b>	<b>3</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>3</b>	<b>3</b>
<b>DENMARK</b>															
<b>BILLUND</b>	MAERSK AIR	S	172	0	0	66	26	8	1	0	0	12	68	13	170
<b>TOTAL BILLUND</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>13</b>	<b>170</b>
<b>COPENHAGEN</b>	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	22	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	68	24	7	1	0	0	10	88	4	120
	MAERSK AIR	S	87	0	0	79	16	3	1	0	0	9	87	7	76
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	22	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>196</b>
<b>TOTAL DENMARK</b>			<b>383</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>366</b>
<b>DOMINICAN REPUBLIC</b>															
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	8	0	0	0	25	38	38	0	0	62	13	50	8
	LEISURE INTERNATIONAL	C	10	0	0	50	20	10	0	0	20	175	78	6	9
	MY TRAVEL AIRWAYS UK	C	17	1	0	59	24	0	12	6	0	26	45	50	11
<b>TOTAL PUERTO PLATA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>23</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>77</b>	<b>48</b>	<b>34</b>	<b>31</b>
<b>SANTO DOMINGO</b>	BRITANNIA AIRWAYS	C	10	1	0	80	10	10	0	0	0	7	31	75	13
<b>TOTAL SANTO DOMINGO</b>			<b>10</b>	<b>1</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>31</b>	<b>75</b>	<b>13</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>45</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>61</b>	<b>43</b>	<b>46</b>	<b>44</b>
<b>EGYPT</b>															
<b>HURGHADA</b>	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	26	0	0	0

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				Actual (7)	Plan (8)										
<b>TOTAL HURGHADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>43</b>	<b>8</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	25	25	25	25	0	0	38	73	11	11
	CALEDONIAN AIRWAYS	C	5	3	2	40	0	20	20	0	20	244	27	23	15
<b>TOTAL LUXOR</b>			<b>13</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>15</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>118</b>	<b>48</b>	<b>23</b>	<b>48</b>
SHARM EL SHEIKH (OPHIRA)	AIR 2000	C	8	0	0	0	0	50	25	25	0	108	50	40	4
	CALEDONIAN AIRWAYS	C	18	0	0	78	0	11	11	0	0	17	50	33	16
	EXCEL AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	31	0	0	0
	MONARCH AIRLINES	C	8	0	0	13	50	25	0	0	13	134	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>59</b>	<b>46</b>	<b>30</b>	<b>28</b>
<b>TOTAL EGYPT</b>			<b>71</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>15</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>61</b>	<b>47</b>	<b>27</b>	<b>93</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	52	0	0	77	15	4	4	0	0	12	69	18	48
<b>TOTAL TALLIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>48</b>
<b>TOTAL ESTONIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>48</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	72	11	11	6	0	0	16	81	6	59
<b>TOTAL BELGRADE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>6</b>	<b>59</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>6</b>	<b>59</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	56	25	15	4	0	0	18	72	28	60
<b>TOTAL HELSINKI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>23</b>	<b>75</b>
ROVANIEMI	BRITANNIA AIRWAYS	C	4	0	0	0	25	50	25	0	0	50	0	25	1
<b>TOTAL ROVANIEMI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>1</b>
<b>TOTAL FINLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>20</b>	<b>120</b>
<b>FRANCE</b>															
BORDEAUX	AIR LIB	S	179	0	1	72	17	5	6	0	0	14	90	5	177
<b>TOTAL BORDEAUX</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>177</b>
BREST	BRIT AIR	S	166	0	0	69	21	10	0	0	0	14	65	12	164
<b>TOTAL BREST</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>12</b>	<b>164</b>
LILLE	MY TRAVEL AIRWAYS UK	C	7	1	1	0	57	14	14	14	0	61	0	0	0
<b>TOTAL LILLE</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	84	10	4	1	0	0	7	80	9	180
<b>TOTAL MARSEILLE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>180</b>
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	85	10	5	0	0	0	5	90	5	60
<b>TOTAL MONTPELLIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>60</b>
NICE	AB AIRLINES	S	54	0	4	56	28	11	6	0	0	19	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	40	0	77	1
<b>TOTAL NICE</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>29</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>62</b>	<b>3</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	AIR GABON	S	9	0	0	22	22	44	11	0	0	31	14	47	7
	BRITISH AIRWAYS (EURO OPS) LG	S	280	0	2	64	19	11	5	1	0	18	74	11	277
	CAMEROON AIRLINES	S	8	0	0	38	50	13	0	0	0	18	13	74	8
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>297</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>292</b>
RENNES	BRIT AIR	S	94	0	6	49	34	14	2	1	0	21	79	14	96
<b>TOTAL RENNES</b>			<b>94</b>	<b>0</b>	<b>6</b>	<b>49</b>	<b>34</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>14</b>	<b>96</b>
TOULOUSE (BLAGNAC)	AIR LIB	S	179	0	1	64	18	15	3	0	0	15	84	7	177
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>7</b>	<b>179</b>
<b>TOTAL FRANCE</b>			<b>1218</b>	<b>1</b>	<b>15</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>10</b>	<b>1155</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	9	0	0	22	33	44	0	0	0	27	0	49	9
<b>TOTAL LIBREVILLE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>49</b>	<b>9</b>
<b>TOTAL GABON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>49</b>	<b>9</b>
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	7	0	0	0	43	57	0	0	0	29	63	16	8
	BRITANNIA AIRWAYS	C	7	0	0	14	14	29	29	14	0	79	71	16	7
	EXCEL AIRWAYS LTD	C	10	0	0	50	10	20	20	0	0	47	0	0	0
	MONARCH AIRLINES	C	16	0	0	44	6	38	13	0	0	29	38	107	16
<b>TOTAL BANJUL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>35</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>52</b>	<b>63</b>	<b>31</b>
<b>TOTAL GAMBIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>35</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>52</b>	<b>63</b>	<b>31</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	AB AIRLINES	S	103	0	5	68	19	7	6	0	0	15	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>103</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>14</b>	<b>3</b>
BREMEN	CITY FLYER EXPRESS	S	171	0	1	73	18	8	2	0	0	13	86	5	166
<b>TOTAL BREMEN</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>5</b>	<b>166</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	201	1	5	74	22	3	0	0	0	8	80	12	207
<b>TOTAL COLOGNE (BONN)</b>			<b>201</b>	<b>1</b>	<b>5</b>	<b>74</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>208</b>
DUSSELDORF	CITY FLYER EXPRESS	S	232	0	0	70	19	8	3	0	0	12	83	8	126
<b>TOTAL DUSSELDORF</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>126</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	162	0	0	73	17	9	1	0	0	11	89	4	180
<b>TOTAL FRANKFURT MAIN</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>4</b>	<b>180</b>
HAMBURG	DEUTSCHE BA	S	130	0	0	70	20	8	2	0	0	11	83	6	127
<b>TOTAL HAMBURG</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>6</b>	<b>127</b>
MUNICH	DEUTSCHE BA	S	172	0	0	57	26	14	3	0	0	17	76	10	127
<b>TOTAL MUNICH</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>10</b>	<b>127</b>
<b>TOTAL GERMANY</b>			<b>1171</b>	<b>1</b>	<b>11</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>1076</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	29	0	0	55	28	14	3	0	0	17	58	25	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ACCRA			29	0	0	55	28	14	3	0	0	17	58	25	26
TOTAL GHANA			29	0	0	55	28	14	3	0	0	17	58	25	26
<b>GIBRALTAR</b>															
GIBRALTAR	AIR 2000	C	2	0	0	0	50	0	50	0	0	46	0	0	0
	GB AIRWAYS LTD	S	74	0	0	54	31	4	8	1	1	37	75	20	51
	LEISURE INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	28	0	0	0
TOTAL GIBRALTAR			78	0	0	53	31	5	9	1	1	37	75	20	51
TOTAL GIBRALTAR			78	0	0	53	31	5	9	1	1	37	75	20	51
<b>GREECE</b>															
ATHENS	AIR 2000	C	2	0	0	0	0	100	0	0	0	40	52	22	31
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	93	5	2	0	0	0	2	75	12	60
	LEISURE INTERNATIONAL	C	14	0	0	57	21	21	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	22	0	0	91	5	0	0	5	0	12	74	10	23
TOTAL ATHENS			98	0	0	86	7	6	0	1	0	7	68	14	114
TOTAL KOS			2	0	0	0	50	0	50	0	0	47	0	50	1
TOTAL RHODES			4	0	0	25	0	0	25	25	25	233	0	25	2
SALONIKA	MONARCH AIRLINES	C	4	0	0	0	50	0	50	0	0	82	60	8	5
TOTAL SALONIKA			4	0	0	0	50	0	50	0	0	82	60	8	5
TOTAL GREECE			110	0	0	77	9	6	5	2	1	20	66	15	126
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	16	0	0	50	19	31	0	0	0	17	39	31	18
	CALEDONIAN AIRWAYS	C	4	0	0	75	0	0	25	0	0	20	50	27	4
TOTAL GRENADA			20	0	0	55	15	25	5	0	0	18	41	30	22
TOTAL GRENADA			20	0	0	55	15	25	5	0	0	18	41	30	22
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	34	0	0	91	6	0	3	0	0	3	0	0	0
TOTAL BUDAPEST			34	0	0	91	6	0	3	0	0	3	0	0	0
TOTAL HUNGARY			34	0	0	91	6	0	3	0	0	3	0	0	0
<b>ICELAND</b>															
KEFLAVIK	AIR 2000	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	CALEDONIAN AIRWAYS	C	11	0	1	45	27	18	0	9	0	32	56	53	16
	EXCEL AIRWAYS LTD	C	6	0	0	67	0	0	33	0	0	37	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	15	0	0	0
TOTAL KEFLAVIK			21	0	1	52	19	14	10	5	0	30	56	53	16
TOTAL ICELAND			21	0	1	52	19	14	10	5	0	30	56	53	16
<b>INDIA</b>															
GOA	BRITANNIA AIRWAYS	C	10	0	0	40	30	10	10	10	0	52	90	4	10
	CALEDONIAN AIRWAYS	C	13	1	3	62	8	8	8	0	15	71	41	111	17
	MONARCH AIRLINES	C	24	1	1	46	13	8	17	8	8	78	71	8	17



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GOA			47	2	4	49	15	9	13	6	9	71	64	47	44
TRIVANDRUM	MONARCH AIRLINES	C	9	0	1	56	22	11	11	0	0	11	63	32	8
TOTAL TRIVANDRUM			9	0	1	56	22	11	11	0	0	11	63	32	8
TOTAL INDIA			56	2	5	50	16	9	13	5	7	61	60	44	60
INDONESIA															
BALI INTERNATIONAL	GARUDA INDONESIA	S	26	0	0	46	23	4	19	4	4	49	0	0	0
TOTAL BALI INTERNATIONAL			26	0	0	46	23	4	19	4	4	49	0	0	0
TOTAL INDONESIA			26	0	0	46	23	4	19	4	4	49	31	57	26
IRISH REPUBLIC															
CORK	CITY FLYER EXPRESS	S	128	0	2	66	16	15	2	1	0	16	68	13	118
TOTAL CORK			128	0	2	66	16	15	2	1	0	16	68	13	118
DUBLIN	CITY FLYER EXPRESS	S	292	0	0	72	14	9	6	0	0	12	81	15	237
	RYANAIR	S	240	0	0	90	7	2	1	0	0	5	84	6	235
TOTAL DUBLIN			532	0	0	80	11	5	4	0	0	9	83	11	474
SHANNON	AB AIRLINES	S	150	0	0	72	10	10	6	2	0	18	65	23	117
TOTAL SHANNON			150	0	0	72	10	10	6	2	0	18	65	23	117
TOTAL IRISH REPUBLIC			810	0	2	76	11	8	4	0	0	12	77	13	709
ISRAEL															
OVDA	AIR 2000	C	9	0	0	56	11	0	33	0	0	39	50	28	10
	BRITANNIA AIRWAYS	C	8	1	0	38	0	25	38	0	0	52	38	19	8
	LEISURE INTERNATIONAL	C	2	0	0	0	0	0	0	100	0	196	0	0	0
TOTAL OVDA			19	1	0	42	5	11	32	11	0	61	42	24	19
TEL AVIV	AIR 2000	C	10	0	0	20	40	20	10	10	0	61	39	37	18
	BRITISH AIRWAYS PLC	S	60	0	0	53	20	17	10	0	0	21	75	8	60
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	55	70	11
	EL AL	C	6	0	0	83	0	17	0	0	0	13	50	15	8
	MONARCH AIRLINES	C	21	0	0	38	10	24	29	0	0	41	36	40	25
TOTAL TEL AVIV			106	0	0	50	18	19	12	1	0	28	58	25	122
TOTAL ISRAEL			125	1	0	49	16	18	15	2	0	33	56	25	141
ITALY															
BOLOGNA	ALITALIA	S	174	0	6	71	17	9	2	1	0	14	80	9	60
TOTAL BOLOGNA			174	0	6	71	17	9	2	1	0	14	80	9	60
FLORENCE	MERIDIANA AIR	S	122	0	2	40	34	17	7	2	0	29	49	30	53
TOTAL FLORENCE			122	0	2	40	34	17	7	2	0	29	49	30	53
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	111	0	0	74	14	8	4	0	0	10	69	16	108
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	3	0	0	0
TOTAL GENOA			115	0	0	74	14	9	3	0	0	10	69	16	108
MILAN (MALPENSA)	BRITISH AIRWAYS (EURO OPS) LG	S	109	0	11	73	14	8	5	0	0	13	0	0	0
TOTAL MILAN (MALPENSA)			109	0	11	73	14	8	5	0	0	13	76	29	17

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				Actual (7)	Plan (8)										
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	29	50	17	16
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	71	13	13	2	2	0	16	80	7	120
<b>TOTAL NAPLES</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>8</b>	<b>138</b>
PALERMO	MERIDIANA AIR	S	46	0	2	65	24	9	2	0	0	12	52	21	50
<b>TOTAL PALERMO</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>21</b>	<b>50</b>
PISA	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	72	12	8	5	3	0	18	86	6	120
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	7	88	6	8
<b>TOTAL PISA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>5</b>	<b>201</b>
ROME (CIAMPINO)	AIR 2000	C	2	0	0	100	0	0	0	0	0	-1	100	2	2
	CALEDONIAN AIRWAYS	C	16	0	0	88	6	6	0	0	0	3	59	34	32
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>20</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>3</b>	<b>61</b>	<b>32</b>	<b>36</b>
ROME (FIUMICINO)	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	68	17	13	1	2	0	15	82	15	109
<b>TOTAL ROME (FIUMICINO)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>14</b>	<b>167</b>
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	68	20	7	5	0	0	11	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	ALITALIA	S	178	0	2	54	30	12	3	0	0	17	92	2	120
	BRITANNIA AIRWAYS	C	4	0	0	0	25	25	50	0	0	67	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	18	75	155	4
	LEISURE INTERNATIONAL	C	3	1	1	67	0	0	0	33	0	67	0	0	0
	MONARCH AIRLINES	C	24	0	0	33	4	29	33	0	0	53	42	19	12
<b>TOTAL VENICE</b>			<b>211</b>	<b>1</b>	<b>3</b>	<b>51</b>	<b>27</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>84</b>	<b>9</b>	<b>146</b>
VERONA	BRITISH AIRWAYS (EURO OPS) LG	S	170	0	0	74	15	8	4	0	0	10	86	6	109
<b>TOTAL VERONA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>109</b>
<b>TOTAL ITALY</b>			<b>1405</b>	<b>1</b>	<b>24</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>1313</b>
<b>IVORY COAST</b>															
ABIDJAN	BRITISH AIRWAYS PLC	S	5	0	0	60	0	40	0	0	0	18	0	0	0
<b>TOTAL ABIDJAN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IVORY COAST</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>JAMAICA</b>															
MONTEGO BAY	BRITISH AIRWAYS PLC	S	33	1	1	52	18	18	9	3	0	25	38	29	26
	LEISURE INTERNATIONAL	C	9	0	0	0	11	33	33	0	22	207	0	44	8
	MY TRAVEL AIRWAYS UK	C	11	1	0	18	18	0	55	9	0	85	13	41	8
<b>TOTAL MONTEGO BAY</b>			<b>53</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>17</b>	<b>17</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>69</b>	<b>26</b>	<b>34</b>	<b>42</b>
<b>TOTAL JAMAICA</b>			<b>53</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>17</b>	<b>17</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>69</b>	<b>26</b>	<b>34</b>	<b>42</b>
<b>JORDAN</b>															
AQABA	ROYAL JORDANIAN	C	2	0	0	50	0	50	0	0	0	37	0	0	0
<b>TOTAL AQABA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>100</b>	<b>-7</b>	<b>2</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	14	0	0	36	14	21	14	7	7	139	67	43	9
	MONARCH AIRLINES	C	21	0	0	38	29	19	5	10	0	44	22	72	9
<b>TOTAL MOMBASA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>82</b>	<b>44</b>	<b>146</b>	<b>27</b>
NAIROBI	BRITISH AIRWAYS PLC	S	26	0	0	88	8	4	0	0	0	4	65	2	17
<b>TOTAL NAIROBI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>8</b>	<b>19</b>
<b>TOTAL KENYA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>49</b>	<b>52</b>	<b>89</b>	<b>46</b>
<b>LATVIA</b>															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	70	17	8	5	0	0	11	69	23	35
<b>TOTAL RIGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>28</b>	<b>77</b>
<b>TOTAL LATVIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>28</b>	<b>77</b>
<b>LITHUANIA</b>															
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	34	0	0	62	21	18	0	0	0	13	0	0	0
<b>TOTAL VILNIUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	195	0	0	61	28	10	1	0	0	14	81	9	146
<b>TOTAL LUXEMBOURG</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>146</b>
<b>TOTAL LUXEMBOURG</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>146</b>
<b>MALAWI</b>															
LILONGWE	AIR MALAWI	S	8	0	0	38	38	25	0	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	9	0	0	78	11	11	0	0	0	8	100	1	7
<b>TOTAL LILONGWE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>1</b>	<b>7</b>
<b>TOTAL MALAWI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>1</b>	<b>7</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	CALEDONIAN AIRWAYS	C	10	1	0	30	20	10	20	10	10	186	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	20	10	10	0	0	13	56	66	9
	MY TRAVEL AIRWAYS UK	C	9	1	0	44	11	0	11	11	22	132	75	2	4
<b>TOTAL MALE INTERNATIONAL</b>			<b>29</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>109</b>	<b>64</b>	<b>31</b>	<b>22</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>29</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>109</b>	<b>64</b>	<b>31</b>	<b>22</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	9	0	0	89	0	0	11	0	0	8	82	1	22
	AIR MALTA	S	59	0	0	78	10	5	7	0	0	13	80	6	61
	BRITANNIA AIRWAYS	C	16	0	0	56	25	13	6	0	0	19	59	16	17
	GB AIRWAYS LTD	S	45	0	1	62	11	20	4	2	0	21	78	5	40
	LEISURE INTERNATIONAL	C	8	0	0	75	25	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	38	0	0	0	30	73	16	11
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	3	100	-3	4
<b>TOTAL MALTA</b>			<b>163</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>7</b>	<b>165</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MALTA			163	0	2	72	12	10	5	1	0	15	77	7	165
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	73	8	8	12	0	0	22	46	15	26
TOTAL MAURITIUS			26	0	0	73	8	8	12	0	0	22	45	16	33
TOTAL MAURITIUS			26	0	0	73	8	8	12	0	0	22	45	16	33
MEXICO															
CANCUN	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	35	17	64	6
	BRITISH AIRWAYS PLC	S	9	0	0	78	11	11	0	0	0	5	0	0	0
	LEISURE INTERNATIONAL	C	6	2	1	83	17	0	0	0	0	3	63	9	8
	MY TRAVEL AIRWAYS UK	C	7	0	2	14	14	29	43	0	0	50	38	20	8
TOTAL CANCUN			26	2	3	54	15	15	15	0	0	21	41	28	22
PUERTO VALLARTA	LEISURE INTERNATIONAL	C	8	0	0	25	25	25	25	0	0	53	56	13	9
TOTAL PUERTO VALLARTA			9	0	0	33	22	22	22	0	0	45	37	171	19
TOTAL MEXICO			35	2	3	49	17	17	17	0	0	27	54	60	67
MOROCCO															
AGADIR	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	78	0	0	0
	GB AIRWAYS LTD	S	4	0	0	75	25	0	0	0	0	9	0	27	4
TOTAL AGADIR			14	0	0	71	14	0	14	0	0	16	0	27	4
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	60	0	0	70	18	7	5	0	0	15	0	0	0
TOTAL CASABLANCA MOHAMED V			60	0	0	70	18	7	5	0	0	15	0	0	0
MARRAKESH	GB AIRWAYS LTD	S	12	0	0	92	0	8	0	0	0	5	58	21	12
	MONARCH AIRLINES	C	9	0	1	33	33	22	11	0	0	29	0	0	0
TOTAL MARRAKESH			21	0	1	67	14	14	5	0	0	15	58	21	12
TOTAL MOROCCO			95	0	1	69	17	7	6	0	0	15	44	22	16
NEPAL															
KATHMANDU	ROYAL NEPAL AIRLINES	S	18	0	0	50	28	6	6	0	11	126	11	460	18
TOTAL KATHMANDU			18	0	0	50	28	6	6	0	11	126	11	460	18
TOTAL NEPAL			18	0	0	50	28	6	6	0	11	126	11	460	18
NETHERLANDS															
AMSTERDAM	CITY FLYER EXPRESS	S	274	0	0	59	25	9	7	0	0	19	67	24	230
	TRANSAVIA	S	240	0	0	44	33	14	9	0	0	24	61	20	245
	TRANSAVIA	C	8	1	3	25	38	38	0	0	0	22	0	0	0
	TRANSBRASIL	S	16	0	0	63	13	25	0	0	0	15	81	9	16
TOTAL AMSTERDAM			538	1	3	52	28	12	7	0	0	21	64	25	501
EINDHOVEN	B A S E BUSINESS AIRLINES	S	50	0	2	82	16	2	0	0	0	5	0	0	0
TOTAL EINDHOVEN			50	0	2	82	16	2	0	0	0	5	0	0	0
ROTTERDAM	CITY FLYER EXPRESS	S	143	0	2	80	15	6	0	0	0	9	86	8	155
TOTAL ROTTERDAM			143	0	2	80	15	6	0	0	0	9	85	8	157

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				Actual (7)	Plan (8)										
TOTAL NETHERLANDS			731	1	7	59	25	10	5	0	0	18	69	21	658
NEW ZEALAND															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	4	0	0	0	75	25	0	0	0	29	13	99	8
TOTAL AUCKLAND INTERNATIONAL			4	0	0	0	75	25	0	0	0	29	13	99	8
TOTAL NEW ZEALAND			4	0	0	0	75	25	0	0	0	29	13	99	8
NIGERIA															
LAGOS	BRITISH AIRWAYS PLC	S	60	0	0	67	18	10	5	0	0	15	0	0	0
TOTAL LAGOS			60	0	0	67	18	10	5	0	0	15	0	0	0
TOTAL NIGERIA			60	0	0	67	18	10	5	0	0	15	0	0	0
NORWAY															
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	51	0	0	57	35	6	2	0	0	15	54	16	50
TOTAL KRISTIANSAND (KJEVIK)			51	0	0	57	35	6	2	0	0	15	54	16	50
OSLO (GARDERMOEN)	BRITISH AIRWAYS (EURO OPS) LG	S	109	0	2	58	23	12	6	2	0	21	0	0	0
TOTAL OSLO (GARDERMOEN)			109	0	2	58	23	12	6	2	0	21	0	0	0
TOTAL NORWAY			160	2	2	58	27	10	4	1	0	19	73	9	350
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	65	8	8	19	0	0	24	76	10	25
TOTAL ISLAMABAD			26	0	0	65	8	8	19	0	0	24	76	10	25
TOTAL PAKISTAN			26	0	0	65	8	8	19	0	0	24	76	10	25
POLAND															
KRAKOW	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	77	4	12	8	0	0	12	50	17	16
	LOT-POLISH AIRLINES	S	22	0	0	77	5	0	18	0	0	19	72	32	18
TOTAL KRAKOW			48	0	0	77	4	6	13	0	0	15	62	25	34
WARSAW	LOT-POLISH AIRLINES	S	16	0	0	75	6	13	6	0	0	15	0	0	0
TOTAL WARSAW			16	0	0	75	6	13	6	0	0	15	0	0	0
TOTAL POLAND			64	0	0	77	5	8	11	0	0	15	62	25	34
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	23	0	0	65	9	4	17	0	4	48	50	49	32
	BRITANNIA AIRWAYS	C	8	0	0	25	38	38	0	0	0	26	75	11	8
	CALEDONIAN AIRWAYS	C	9	1	2	100	0	0	0	0	0	29	61	7	
	GB AIRWAYS LTD	S	68	1	0	68	15	15	3	0	0	15	89	6	81
	LEISURE INTERNATIONAL	C	8	1	0	75	25	0	0	0	0	6	59	42	17
	MONARCH AIRLINES	C	34	1	0	29	50	18	3	0	0	23	59	22	29
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	28	17	6	0	0	26	56	34	16
	THOMAS COOK AIRLINES LTD	C	12	1	1	92	8	0	0	0	0	-6	89	-1	9
TOTAL FARO			181	5	3	60	23	13	4	0	1	20	71	22	207
LISBON	AB AIRLINES	S	2	0	0	100	0	0	0	0	0	1	57	20	56
	GB AIRWAYS LTD	S	63	0	0	63	21	11	5	0	0	18	0	0	0
TOTAL LISBON			65	0	0	65	20	11	5	0	0	18	69	15	118

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				Actual (7)	Plan (8)										
OPORTO	GB AIRWAYS LTD	S	81	0	0	60	19	14	7	0	0	21	78	11	85
<b>TOTAL OPORTO</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>11</b>	<b>85</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>327</b>	<b>5</b>	<b>3</b>	<b>61</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>18</b>	<b>410</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	10	0	0	60	10	10	20	0	0	26	88	2	8
	CALEDONIAN AIRWAYS	C	22	0	0	45	23	23	9	0	0	27	32	35	19
	GB AIRWAYS LTD	S	24	0	0	42	21	17	21	0	0	31	67	6	27
	MONARCH AIRLINES	C	18	0	0	67	11	22	0	0	0	15	63	13	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	14	14	57	14	0	0	35	78	120	9
<b>TOTAL FUNCHAL</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>29</b>	<b>71</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>29</b>	<b>71</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	12	25	160	4
	BRITISH AIRWAYS PLC	S	19	0	0	63	21	11	5	0	0	16	44	37	9
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>27</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>74</b>	<b>13</b>
<b>TOTAL PUERTO RICO</b>			<b>27</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>74</b>	<b>13</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	18	0	0	56	22	17	6	0	0	17	6	92	18
<b>TOTAL SANAA</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>17</b>	<b>6</b>	<b>92</b>	<b>18</b>
<b>TOTAL REPUBLIC OF YEMEN</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>17</b>	<b>6</b>	<b>92</b>	<b>18</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	70	0	0	51	33	9	7	0	0	19	81	12	85
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>33</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>12</b>	<b>85</b>
<b>TOTAL RUMANIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>33</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>12</b>	<b>85</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	92	3	2	3	0	0	4	75	11	60
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>60</b>
ST PETERSBURG	AEROFLOT	S	10	0	0	90	0	10	0	0	0	0	75	6	16
	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	84	5	2	9	0	0	3	75	10	44
<b>TOTAL ST PETERSBURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>9</b>	<b>60</b>
<b>TOTAL RUSSIA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>10</b>	<b>120</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	CALEDONIAN AIRWAYS	C	4	0	0	50	25	0	0	25	0	74	0	127	4
<b>TOTAL ST KITTS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>74</b>	<b>29</b>	<b>78</b>	<b>7</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>74</b>	<b>29</b>	<b>78</b>	<b>7</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	52	0	0	90	4	4	0	2	0	3	0	0	0
<b>TOTAL DHAHRAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SAUDI ARABIA			52	0	0	90	4	4	0	2	0	3	0	0	0
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	33	17	22	6	6	17	185	53	22	15
	BRITISH AIRWAYS PLC	S	17	0	0	82	12	0	6	0	0	8	59	6	17
TOTAL SEYCHELLES			35	0	0	57	14	11	6	3	9	99	53	19	34
TOTAL SEYCHELLES			35	0	0	57	14	11	6	3	9	99	53	19	34
SLOVENIA															
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	24	0	0	88	13	0	0	0	0	3	0	0	0
TOTAL LJUBLJANA			24	0	0	88	13	0	0	0	0	3	0	0	0
TOTAL SLOVENIA			24	0	0	88	13	0	0	0	0	3	0	0	0
SPAIN															
ALICANTE	AIR 2000	C	19	0	1	58	32	0	0	5	5	42	78	8	18
	BRITANNIA AIRWAYS	C	24	0	1	67	13	8	8	0	4	59	56	45	25
	CALEDONIAN AIRWAYS	C	6	2	0	67	33	0	0	0	0	5	33	54	9
	CITY FLYER EXPRESS	C	8	0	0	60	13	38	0	0	0	20	0	0	0
	LEISURE INTERNATIONAL	C	2	0	1	50	50	0	0	0	0	15	50	19	4
	MONARCH AIRLINES	C	32	0	0	63	28	3	6	0	0	17	53	25	40
	MY TRAVEL AIRWAYS UK	C	22	1	0	55	14	14	18	0	0	37	81	13	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	80	16	10
TOTAL ALICANTE			121	3	3	61	22	7	7	1	2	32	59	27	132
ALMERIA	CALEDONIAN AIRWAYS	C	8	0	0	13	50	38	0	0	0	29	100	-7	7
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	18	50	15	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	9	50	31	8
TOTAL ALMERIA			24	0	0	50	21	29	0	0	0	18	65	14	23
ASTURIAS	IBERIA	S	26	0	0	96	4	0	0	0	0	0	58	34	26
TOTAL ASTURIAS			26	0	0	96	4	0	0	0	0	0	58	34	26
BARCELONA	AB AIRLINES	C	2	0	0	50	0	0	50	0	0	42	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	83	12	4	2	0	0	6	78	7	103
	DEBONAIR AIRWAYS LTD	S	60	0	0	52	18	20	7	3	0	33	0	0	0
TOTAL BARCELONA			182	0	0	72	14	9	4	1	0	15	66	17	131
IBIZA	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL IBIZA			8	0	1	38	13	0	50	0	0	56	0	82	4
JEREZ	GB AIRWAYS LTD	S	2	0	0	100	0	0	0	0	0	7	71	21	24
TOTAL JEREZ			3	0	0	67	33	0	0	0	0	13	71	21	24
MADRID	AIR EUROPA	S	42	0	2	19	19	38	17	7	0	56	17	39	24
	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	74	16	8	2	0	0	11	72	11	180
	IBERIA	S	52	0	8	13	63	21	2	0	0	26	44	25	48
	SPANAIR	S	18	0	0	17	44	28	11	0	0	33	10	59	10
	VIVA	C	18	0	0	39	39	22	0	0	0	19	0	0	0
TOTAL MADRID			310	0	10	51	27	16	4	1	0	21	59	18	262
MAHON	CITY FLYER EXPRESS	C	8	0	0	75	13	0	13	0	0	18	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>MALAGA</b>	AB AIRLINES	C	4	0	0	0	25	25	25	25	0	107	0	0	0
	AIR 2000	C	20	1	0	70	15	10	0	5	0	24	38	76	21
	BRITANNIA AIRWAYS	C	26	0	0	35	31	19	8	8	0	39	47	34	19
	CALEDONIAN AIRWAYS	C	26	1	0	77	4	12	8	0	0	14	67	31	27
	GB AIRWAYS LTD	S	70	0	0	70	24	4	1	0	0	11	82	8	127
	LEISURE INTERNATIONAL	C	8	1	0	50	13	25	13	0	0	18	67	19	6
	MONARCH AIRLINES	C	50	0	0	54	14	24	8	0	0	24	55	25	62
	MY TRAVEL AIRWAYS UK	C	26	0	4	62	15	0	23	0	0	35	43	94	23
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	18	12	0	0	0	8	80	3	10
	TRANSAER	C	8	0	0	63	13	0	0	0	25	120	75	10	8
<b>TOTAL MALAGA</b>			<b>255</b>	<b>4</b>	<b>4</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>66</b>	<b>26</b>	<b>315</b>
<b>MURCIA SAN JAVIER</b>	CALEDONIAN AIRWAYS	C	4	0	2	100	0	0	0	0	0	-4	0	71	2
	CITY FLYER EXPRESS	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	GB AIRWAYS LTD	S	18	0	0	61	17	0	11	11	0	50	88	9	24
<b>TOTAL MURCIA SAN JAVIER</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>81</b>	<b>13</b>	<b>26</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	17	0	0	71	29	0	0	0	0	9	63	30	27
	BRITANNIA AIRWAYS	C	27	0	0	56	19	22	0	4	0	23	51	21	37
	FUTURA AIRLINES	S	22	0	0	50	36	14	0	0	0	18	81	10	26
	GB AIRWAYS LTD	S	26	0	0	65	19	4	12	0	0	22	0	0	0
	LEISURE INTERNATIONAL	C	2	1	0	0	0	50	50	0	0	72	100	5	4
	MONARCH AIRLINES	C	4	0	1	75	25	0	0	0	0	7	80	1	5
	MY TRAVEL AIRWAYS UK	C	19	0	2	74	11	0	5	11	0	35	58	70	19
<b>TOTAL PALMA DE MALLORCA</b>			<b>119</b>	<b>1</b>	<b>5</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>30</b>	<b>168</b>
<b>VALENCIA</b>	GB AIRWAYS LTD	S	44	0	0	66	27	2	5	0	0	16	79	20	14
<b>TOTAL VALENCIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>27</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>20</b>	<b>14</b>
<b>ZARAGOZA</b>	IBERIA	S	25	0	1	88	8	4	0	0	0	0	83	4	30
<b>TOTAL ZARAGOZA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>30</b>
<b>TOTAL SPAIN</b>			<b>1150</b>	<b>9</b>	<b>26</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>23</b>	<b>1174</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	24	0	0	46	21	21	13	0	0	24	54	21	24
	BRITANNIA AIRWAYS	C	18	0	0	39	17	0	22	11	11	187	61	19	18
	CALEDONIAN AIRWAYS	C	8	0	0	50	25	0	25	0	0	31	50	92	8
	LEISURE INTERNATIONAL	C	10	0	0	20	20	30	30	0	0	44	50	16	8
	MONARCH AIRLINES	C	26	0	0	19	12	31	31	8	0	58	72	11	32
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	19	6	6	0	19	130	38	121	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	22	22	6	0	0	18	100	-12	8
<b>TOTAL ARRECIFE</b>			<b>122</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>17</b>	<b>19</b>	<b>3</b>	<b>4</b>	<b>71</b>	<b>62</b>	<b>33</b>	<b>130</b>
<b>FUERTEVENTURA</b>	AIR 2000	C	8	0	0	50	0	0	25	25	0	79	38	46	8
	BRITANNIA AIRWAYS	C	16	0	0	63	19	13	6	0	0	17	56	17	18
	LEISURE INTERNATIONAL	C	8	0	0	63	13	13	13	0	0	25	63	20	8
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	31	40	25	10
	MY TRAVEL AIRWAYS UK	C	24	0	0	50	21	4	25	0	0	28	33	32	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FUERTEVENTURA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>7</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>51</b>	<b>24</b>	<b>70</b>
<b>LAS PALMAS</b>	AIR 2000	C	28	0	0	54	25	18	4	0	0	19	46	27	26
	BRITANNIA AIRWAYS	C	30	0	0	37	23	30	7	0	3	65	56	19	16
	CALEDONIAN AIRWAYS	C	8	0	1	63	13	25	0	0	0	15	0	340	1
	LEISURE INTERNATIONAL	C	12	0	0	17	17	33	33	0	0	45	38	28	8
	MONARCH AIRLINES	C	10	0	0	20	30	30	20	0	0	33	38	33	8
	MY TRAVEL AIRWAYS UK	C	29	1	0	45	28	14	10	3	0	37	44	19	18
	THOMAS COOK AIRLINES LTD	C	32	1	0	66	19	13	3	0	0	17	83	1	18
<b>TOTAL LAS PALMAS</b>			<b>152</b>	<b>6</b>	<b>1</b>	<b>45</b>	<b>23</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>56</b>	<b>22</b>	<b>108</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	32	0	0	78	6	13	0	0	3	31	51	26	39
	BRITANNIA AIRWAYS	C	50	0	2	48	28	6	14	4	0	37	57	25	42
	CALEDONIAN AIRWAYS	C	13	0	0	69	8	15	8	0	0	14	41	46	17
	EXCEL AIRWAYS LTD	C	8	0	1	13	13	63	13	0	0	43	0	23	1
	FUTURA AIRLINES	C	2	1	0	100	0	0	0	0	0	-5	100	3	1
	LEISURE INTERNATIONAL	C	24	0	0	42	33	21	4	0	0	25	40	28	30
	MONARCH AIRLINES	C	47	1	1	34	30	13	21	0	2	45	34	31	35
	MY TRAVEL AIRWAYS UK	C	35	0	7	57	11	9	17	6	0	40	38	65	34
	THOMAS COOK AIRLINES LTD	C	40	0	0	78	10	10	3	0	0	8	56	72	18
	TRANSAER	C	8	0	0	25	25	50	0	0	0	34	38	24	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>259</b>	<b>2</b>	<b>12</b>	<b>54</b>	<b>19</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>48</b>	<b>37</b>	<b>254</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>605</b>	<b>9</b>	<b>13</b>	<b>49</b>	<b>20</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>53</b>	<b>32</b>	<b>562</b>
<b>SRI LANKA</b>															
<b>COLOMBO</b>	MONARCH AIRLINES	C	14	0	2	43	0	0	43	14	0	87	38	45	8
<b>TOTAL COLOMBO</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>87</b>	<b>50</b>	<b>38</b>	<b>16</b>
<b>TOTAL SRI LANKA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>87</b>	<b>50</b>	<b>38</b>	<b>16</b>
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	BRITANNIA AIRWAYS	C	8	0	0	13	25	25	38	0	0	41	50	20	8
	BRITISH AIRWAYS PLC	S	26	0	0	50	15	23	12	0	0	26	59	20	27
	CALEDONIAN AIRWAYS	C	8	1	1	63	25	0	0	13	0	43	33	25	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	30	30	20	20	0	0	32	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>52</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>21</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>21</b>	<b>44</b>
<b>TOTAL ST LUCIA</b>			<b>52</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>21</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>21</b>	<b>44</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	BRITISH AIRWAYS (EURO OPS) LG	S	59	0	0	71	22	3	3	0	0	11	83	6	60
<b>TOTAL GOTEBORG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>6</b>	<b>60</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	75	19	3	3	0	0	11	88	3	60
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>13</b>	<b>127</b>
<b>TOTAL SWEDEN</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>10</b>	<b>189</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	192	0	2	85	8	4	2	0	0	7	89	5	170
<b>TOTAL GENEVA</b>			<b>192</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>170</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZURICH	CITY FLYER EXPRESS	S	180	0	0	57	26	14	2	1	0	17	0	0	0
TOTAL ZURICH			180	0	0	57	26	14	2	1	0	17	86	3	120
TOTAL SWITZERLAND			372	0	2	72	17	9	2	0	0	12	88	4	290
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	24	0	1	83	8	4	4	0	0	5	53	23	17
TOTAL DAR-ES-SALAAM			24	0	1	83	8	4	4	0	0	5	53	23	17
TOTAL TANZANIA			24	0	1	83	8	4	4	0	0	5	48	33	25
THAILAND															
PHUKET	BRITANNIA AIRWAYS	C	12	3	0	50	8	25	17	0	0	34	71	5	7
TOTAL PHUKET			12	3	0	50	8	25	17	0	0	34	71	5	7
TOTAL THAILAND			12	3	0	50	8	25	17	0	0	34	71	5	7
TRINIDAD AND TOBAGO															
TOBAGO	BRITISH AIRWAYS PLC	S	9	0	0	78	0	0	11	11	0	44	0	0	0
	CALEDONIAN AIRWAYS	C	7	2	0	29	0	29	14	14	14	120	11	138	9
TOTAL TOBAGO			16	2	0	56	0	13	13	13	6	78	11	138	9
TOTAL TRINIDAD AND TOBAGO			16	2	0	56	0	13	13	13	6	78	11	138	9
TUNISIA															
JERBA	NOUVELAIR TUNISIE	C	5	0	0	20	20	0	60	0	0	98	0	0	0
TOTAL JERBA			5	1	0	20	20	0	60	0	0	98	0	0	0
MONASTIR	BRITANNIA AIRWAYS	C	17	0	0	65	18	12	0	0	6	63	61	21	18
	MONARCH AIRLINES	C	6	0	0	33	33	33	0	0	0	28	64	15	11
	MY TRAVEL AIRWAYS UK	C	12	0	0	50	17	0	25	8	0	53	89	2	18
	THOMAS COOK AIRLINES LTD	C	14	0	4	79	14	7	0	0	0	9	0	0	0
TOTAL MONASTIR			50	4	7	60	18	10	8	2	2	41	74	14	78
TUNIS	GB AIRWAYS LTD	S	34	0	0	41	35	15	9	0	0	24	57	17	30
TOTAL TUNIS			34	1	0	41	35	15	9	0	0	24	57	17	30
TOTAL TUNISIA			89	6	7	51	25	11	11	1	1	38	69	15	108
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	0	7	0	0	0
TOTAL ANTALYA			9	0	0	67	33	0	0	0	0	7	0	56	1
BODRUM (MILAS)	EXCEL AIRWAYS LTD	C	3	0	0	33	0	0	33	0	33	324	0	0	0
TOTAL BODRUM (MILAS)			5	0	0	20	0	40	20	0	20	214	0	276	1
TOTAL DALAMAN			3	2	0	33	0	0	33	0	33	224	43	36	7
ISTANBUL	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-27	0	0	0
TOTAL ISTANBUL			2	0	0	100	0	0	0	0	0	-27	0	0	0
IZMIR (ADNAM MENDERES)	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			3	0	0	67	0	0	33	0	0	57	50	30	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			22	2	0	55	14	9	14	0	9	88	36	58	11
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	64	23	11	2	0	0	14	69	10	42
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	29	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	47	0	0	0
	UKRAINE INTERNATIONAL AIRLINE	S	44	0	0	84	7	7	2	0	0	9	84	12	43
TOTAL KIEV (BORISPOL)			92	0	0	71	15	11	3	0	0	13	76	11	85
TOTAL UKRAINE			92	0	0	71	15	11	3	0	0	13	76	11	85
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	58	0	2	57	24	12	5	2	0	18	68	13	60
TOTAL DUBAI			58	0	2	57	24	12	5	2	0	18	66	14	62
TOTAL UNITED ARAB EMIRATES			58	0	2	57	24	12	5	2	0	18	66	14	62
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	264	0	0	87	8	5	1	0	0	5	72	9	220
TOTAL ABERDEEN			264	0	0	87	8	5	1	0	0	5	72	9	220
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	279	0	5	73	14	8	4	2	0	18	80	10	326
TOTAL BELFAST CITY			279	0	5	73	14	8	4	2	0	18	80	10	326
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	21	0	0	71	14	10	5	0	0	12	78	8	36
TOTAL BRISTOL			21	0	0	71	14	10	5	0	0	12	76	12	37
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	321	0	2	89	7	3	1	0	0	5	82	8	317
TOTAL EDINBURGH			321	0	2	89	7	3	1	0	0	5	82	8	317
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	342	0	0	87	9	2	1	0	0	6	71	14	265
TOTAL GLASGOW			342	0	0	87	9	2	1	0	0	6	71	14	265
GUERNSEY	CITY FLYER EXPRESS	S	203	0	1	77	11	8	3	0	0	8	81	5	109
	FLYBE.BRITISH EUROPEAN	S	197	0	2	78	9	7	7	0	0	11	89	2	198
TOTAL GUERNSEY			400	0	3	78	10	8	5	0	0	9	86	3	307
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	162	0	0	79	10	3	6	1	0	12	66	14	73
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL INVERNESS			164	0	0	79	10	4	6	1	0	13	66	14	73
JERSEY	CITY FLYER EXPRESS	S	220	0	4	75	12	8	5	0	0	12	66	13	217
	FLYBE.BRITISH EUROPEAN	S	205	0	1	80	12	7	1	0	0	10	91	14	209
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	17	0	0	0
TOTAL JERSEY			427	0	5	77	12	8	3	0	0	11	78	14	426
MANCHESTER	AIR 2000	S	3	0	0	67	0	33	0	0	0	20	63	20	8
	AIR 2000	C	6	0	0	0	67	0	17	17	0	79	50	26	2
	BRITANNIA AIRWAYS	C	53	3	2	32	26	23	17	2	0	40	48	34	25
	BRITISH AIRWAYS (EURO OPS) LG	S	380	0	5	84	10	4	1	0	0	8	83	9	320
	LEISURE INTERNATIONAL	C	10	0	2	30	60	0	10	0	0	19	56	8	9
	MONARCH AIRLINES	C	7	1	3	14	0	14	57	14	0	125	11	59	9
	MY TRAVEL AIRWAYS UK	C	7	0	2	57	0	0	14	14	14	106	67	14	9

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>468</b>	<b>4</b>	<b>15</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	393
NEWCASTLE	CITY FLYER EXPRESS	S	314	0	3	82	11	5	2	0	0	9	81	8	325
<b>TOTAL NEWCASTLE</b>			<b>315</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	326
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	126	0	2	74	16	9	2	0	0	12	80	9	89
<b>TOTAL NEWQUAY</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	89
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	132	1	1	76	14	8	2	0	0	12	78	7	149
<b>TOTAL PLYMOUTH</b>			<b>132</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>7</b>	149
<b>TOTAL UNITED KINGDOM</b>			<b>3261</b>	<b>9</b>	<b>36</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	3123
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	70	17	8	5	0	0	11	75	8	60
	DELTA AIRLINES	S	120	0	0	68	11	13	6	3	0	22	72	11	118
<b>TOTAL ATLANTA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>10</b>	178
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	75	10	8	7	0	0	9	88	1	60
<b>TOTAL BALTIMORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>1</b>	60
BOSTON	AMERICAN AIRLINES	S	60	0	0	97	2	0	2	0	0	-7	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	7	3	2	0	0	-1	86	-2	59
<b>TOTAL BOSTON</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>86</b>	<b>-2</b>	59
CHARLOTTE	BRITISH AIRWAYS PLC	S	60	0	0	77	10	8	5	0	0	14	82	8	60
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	60
CINCINNATI	DELTA AIRLINES	S	60	0	0	78	18	0	3	0	0	5	66	16	58
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>16</b>	58
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	117	1	1	85	8	4	3	0	0	0	79	8	117
	BRITISH AIRWAYS PLC	S	60	0	0	80	12	8	0	0	0	5	72	8	58
<b>TOTAL DALLAS/FORT WORTH</b>			<b>177</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>8</b>	175
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	73	15	8	3	0	0	6	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	0
DETROIT	NORTHWEST AIRLINES	S	60	0	0	83	15	0	2	0	0	1	77	9	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	60
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	68	13	10	8	0	0	17	57	18	60
	CONTINENTAL AIRLINES	S	110	1	10	74	9	8	5	4	0	23	86	8	118
<b>TOTAL HOUSTON</b>			<b>170</b>	<b>1</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>12</b>	178
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	59	1	1	88	5	5	2	0	0	-4	0	0	0
	BRITISH AIRWAYS PLC	S	61	0	0	51	28	8	10	0	3	37	63	19	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>120</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>61</b>	<b>21</b>	70
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	0	0	82	13	5	0	0	0	-1	75	20	59
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>75</b>	<b>20</b>	59
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	90	2	3	5	0	0	8	77	7	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>7</b>	60
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	111	1	9	79	6	9	5	0	0	10	87	5	119

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				Actual (7)	Plan (8)										
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	75	15	10	0	0	0	9	88	8	58
<b>TOTAL NEW YORK (NEWARK)</b>			<b>171</b>	<b>1</b>	<b>9</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>177</b>
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	55	17	7	17	5	0	35	63	39	43
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	79	9	8	3	2	0	10	92	-1	60
<b>TOTAL ORLANDO</b>			<b>182</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>28</b>	<b>119</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	118	0	0	73	14	4	7	2	0	12	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	60	0	0	82	12	3	2	2	0	11	0	0	0
<b>TOTAL PITTSBURGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
RALEIGH	AMERICAN AIRLINES	S	58	0	0	91	3	0	3	2	0	4	84	0	58
<b>TOTAL RALEIGH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>0</b>	<b>58</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	1	0	70	15	10	5	0	0	7	65	27	51
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>27</b>	<b>51</b>
SANFORD	BRITANNIA AIRWAYS	C	17	0	0	47	12	12	24	6	0	40	44	52	18
	CALEDONIAN AIRWAYS	C	2	1	0	50	50	0	0	0	0	-2	50	21	2
	LEISURE INTERNATIONAL	C	20	0	0	50	15	25	10	0	0	25	63	25	19
	MONARCH AIRLINES	C	9	1	5	11	44	22	22	0	0	50	100	-21	1
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	17	0	22	22	0	75	68	20	25
<b>TOTAL SANFORD</b>			<b>67</b>	<b>2</b>	<b>5</b>	<b>40</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>61</b>	<b>26</b>	<b>70</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	60	0	0	73	17	10	0	0	0	10	75	14	60
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>60</b>
TAMPA	BRITISH AIRWAYS PLC	S	34	0	0	82	9	0	6	0	3	19	50	19	26
<b>TOTAL TAMPA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>26</b>
<b>TOTAL USA</b>			<b>1998</b>	<b>8</b>	<b>27</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>1594</b>
VENEZUELA															
PORLAMAR	LEISURE INTERNATIONAL	C	4	0	0	25	0	50	25	0	0	41	67	-2	3
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>67</b>	<b>-2</b>	<b>3</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>67</b>	<b>-2</b>	<b>3</b>
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	4	0	0	0
<b>TOTAL ST THOMAS ISLANDS</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VIRGIN ISLANDS (U.S.A)</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	73	15	8	4	0	0	13	88	5	16
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>16</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>16</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	34	0	0	65	21	12	3	0	0	14	78	9	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 HARARE		34	0	0	65	21	12	3	0	0	14	74	9	54
TOTAL ZIMBABWE		34	0	0	65	21	12	3	0	0	14	74	9	54
TOTAL GATWICK		17866	84	214	68	17	9	5	1	0	18	73	16	16706

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	166	0	4	83	13	2	1	0	0	6	89	2	159
TOTAL BRUSSELS			166	0	4	83	13	2	1	0	0	6	89	2	159
TOTAL BELGIUM			166	0	4	83	13	2	1	0	0	6	89	2	159
<b>CANADA</b>															
TORONTO	AIR CANADA	S	44	0	0	61	18	11	9	0	0	19	17	56	35
	AIR TRANSAT	C	8	0	0	100	0	0	0	0	0	-5	22	21	9
	CANADA 3000 AIRLINES	C	8	0	0	13	25	38	25	0	0	35	50	70	8
TOTAL TORONTO			60	0	0	60	17	13	10	0	0	18	23	52	52
TOTAL CANADA			60	0	0	60	17	13	10	0	0	18	26	50	54
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	7	1	1	71	0	29	0	0	0	15	63	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL LARNACA			15	1	1	87	0	13	0	0	0	2	36	16	14
PAPHOS	AIR 2000	C	8	0	0	38	38	25	0	0	0	25	50	26	8
TOTAL PAPHOS			8	0	0	38	38	25	0	0	0	25	50	26	8
TOTAL CYPRUS			23	1	1	70	13	17	0	0	0	10	41	19	22
<b>CZECH REPUBLIC</b>															
PRAGUE	AIR 2000	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL PRAGUE			2	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL CZECH REPUBLIC			2	0	0	100	0	0	0	0	0	-1	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	59	0	1	85	5	7	3	0	0	7	88	4	100
TOTAL COPENHAGEN			59	0	1	85	5	7	3	0	0	7	88	4	100
TOTAL DENMARK			59	0	1	85	5	7	3	0	0	7	88	4	100
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	46	0	1	89	2	7	2	0	0	7	90	5	20
	FLYBE.BRITISH EUROPEAN	S	112	0	0	56	21	15	8	0	0	19	76	8	108
TOTAL PARIS (CHARLES DE GAULLE)			158	0	1	66	15	13	6	0	0	15	78	8	128
TOTAL FRANCE			158	0	1	66	15	13	6	0	0	15	79	7	132
<b>GERMANY</b>															
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL FRANKFURT MAIN			4	0	0	100	0	0	0	0	0	-3	0	0	0
HAMBURG	BRITISH AIRWAYS PLC	S	21	0	0	100	0	0	0	0	0	0	75	8	20
TOTAL HAMBURG			21	0	0	100	0	0	0	0	0	0	75	8	20
HANOVER	BRITISH AIRWAYS PLC	S	21	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL HANOVER			21	0	0	100	0	0	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GERMANY			46	1	1	100	0	0	0	0	0	2	75	8	20
GREECE															
TOTAL ATHENS			2	0	0	50	0	0	50	0	0	38	0	0	0
TOTAL GREECE			2	0	0	50	0	0	50	0	0	38	0	0	0
ICELAND															
KEFLAVIK	ICELANDAIR	S	50	2	2	70	10	18	2	0	0	12	69	14	77
TOTAL KEFLAVIK			50	2	2	70	10	18	2	0	0	12	69	14	77
TOTAL ICELAND			50	2	2	70	10	18	2	0	0	12	69	14	77
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	180	0	0	97	2	1	0	1	0	1	93	0	170
TOTAL DUBLIN			180	0	0	97	2	1	0	1	0	1	92	0	172
TOTAL IRISH REPUBLIC			180	0	0	97	2	1	0	1	0	1	92	0	172
ITALY															
NAPLES	BRITANNIA AIRWAYS	C	7	0	1	43	43	14	0	0	0	16	0	0	0
TOTAL NAPLES			7	0	1	43	43	14	0	0	0	16	0	0	0
ROME (CIAMPINO)	AIR 2000	C	2	0	0	0	50	50	0	0	0	39	0	0	0
TOTAL ROME (CIAMPINO)			2	0	0	0	50	50	0	0	0	39	0	0	0
TOTAL ITALY			9	1	1	33	44	22	0	0	0	21	50	14	2
MALTA															
MALTA	AIR MALTA	S	8	0	0	63	25	13	0	0	0	13	88	4	8
	AIR MALTA	C	18	0	0	89	6	0	6	0	0	0	88	-10	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	17	75	12	8
TOTAL MALTA			34	0	0	79	9	6	6	0	0	7	84	-1	32
TOTAL MALTA			34	0	0	79	9	6	6	0	0	7	84	-1	32
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	180	0	0	41	28	16	13	2	0	33	63	19	238
TOTAL AMSTERDAM			180	0	0	41	28	16	13	2	0	33	63	19	238
TOTAL NETHERLANDS			180	0	0	41	28	16	13	2	0	33	63	19	238
NORWAY															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	52	0	0	90	8	2	0	0	0	4	96	0	25
TOTAL STAVANGER			52	0	0	90	8	2	0	0	0	4	96	0	25
TOTAL NORWAY			52	0	0	90	8	2	0	0	0	4	76	7	41
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	8	0	0	88	13	0	0	0	0	0	93	3	14
	BRITANNIA AIRWAYS	C	10	0	0	50	40	10	0	0	0	15	57	6	7
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	0	0	13	0	25	100	5	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	48	71	16	7



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FARO</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>7</b>	<b>34</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>7</b>	<b>34</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR 2000	C	8	0	0	75	13	0	0	13	0	35	88	-6	8
	SATA	C	10	0	0	60	0	20	20	0	0	28	0	0	0
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>88</b>	<b>-6</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>88</b>	<b>-6</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	16	0	0	75	13	6	0	6	0	19	100	1	19
	BRITANNIA AIRWAYS	C	15	1	0	73	13	13	0	0	0	12	63	19	19
	MY TRAVEL AIRWAYS UK	C	12	0	0	33	0	42	25	0	0	37	27	40	15
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	50	0	0	0	0	9	60	51	10
<b>TOTAL ALICANTE</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>24</b>	<b>63</b>
<b>BARCELONA</b>	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL BARCELONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-14</b>	<b>1</b>
<b>MALAGA</b>	AIR 2000	C	10	0	0	60	20	10	0	10	0	37	80	6	10
	BRITANNIA AIRWAYS	C	18	0	0	39	33	22	6	0	0	24	61	14	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	25	0	0	59	38	18	13
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	63	0	0	0	0	17	40	56	10
	VIVA	C	5	0	1	40	20	20	0	0	20	107	50	16	6
<b>TOTAL MALAGA</b>			<b>50</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>32</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>56</b>	<b>20</b>	<b>61</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	8	0	0	100	0	0	0	0	0	-2	100	-3	8
	BRITANNIA AIRWAYS	C	19	0	0	47	26	11	11	0	5	54	44	30	16
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	29	29	14	0	0	30	40	34	10
	SPANAIR	C	8	0	0	50	0	50	0	0	0	24	81	6	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>16</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>65</b>	<b>19</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>148</b>	<b>1</b>	<b>5</b>	<b>53</b>	<b>21</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>62</b>	<b>21</b>	<b>187</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	8	0	0	25	38	25	13	0	0	30	75	8	8
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	15	89	5	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	38	38	0	0	55	50	30	8
	SPANAIR	C	8	0	0	50	13	38	0	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	-7	100	-14	8
	VIVA	C	8	0	0	25	13	50	13	0	0	35	0	0	0
<b>TOTAL ARRECIFE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>27</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>7</b>	<b>33</b>
<b>LAS PALMAS</b>	AIR 2000	C	10	0	0	70	30	0	0	0	0	11	75	16	8
	BRITANNIA AIRWAYS	C	9	1	0	89	0	11	0	0	0	6	25	28	8
	MY TRAVEL AIRWAYS UK	C	11	0	0	55	18	9	9	0	9	73	29	40	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	-2	40	40	10
<b>TOTAL LAS PALMAS</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>44</b>	<b>30</b>	<b>34</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	16	0	0	81	13	6	0	0	0	6	76	14	17
	BRITANNIA AIRWAYS	C	15	0	0	60	0	33	7	0	0	19	44	29	16
	FUTURA AIRLINES	C	15	1	1	67	13	7	13	0	0	18	100	-4	8
	MY TRAVEL AIRWAYS UK	C	14	0	2	14	7	29	29	21	0	96	37	29	19
	SPANAIR	C	8	0	0	38	50	13	0	0	0	16	40	35	15
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	-11	78	33	18
	VIVA	C	8	0	0	13	25	25	38	0	0	43	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>92</b>	<b>1</b>	<b>3</b>	<b>59</b>	<b>12</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>25</b>	<b>94</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>179</b>	<b>2</b>	<b>3</b>	<b>57</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>61</b>	<b>22</b>	<b>168</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	7	0	1	57	14	29	0	0	0	20	100	-6	9
<b>TOTAL MONASTIR</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>-6</b>	<b>9</b>
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>-6</b>	<b>9</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH REGIONAL AIRLINES LTD	S	83	0	1	93	4	1	2	0	0	3	89	6	79
<b>TOTAL ABERDEEN</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>79</b>
BARRA	LOGANAIR	S	43	2	0	79	16	2	2	0	0	7	82	11	44
<b>TOTAL BARRA</b>			<b>43</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>11</b>	<b>44</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	171	0	1	85	10	4	2	0	0	7	78	10	158
<b>TOTAL BELFAST CITY</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>158</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	157	1	2	89	3	1	5	1	0	9	83	11	175
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>157</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>175</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	48	0	2	94	6	0	0	0	0	1	78	10	49
<b>TOTAL BENBECULA</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>49</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	244	0	0	89	6	4	1	0	0	6	87	5	365
<b>TOTAL BIRMINGHAM</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>365</b>
BOURNEMOUTH	GILL AIRWAYS	S	60	0	1	83	13	3	0	0	0	4	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>0</b>	<b>65</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	288	3	7	81	7	6	5	1	0	13	83	6	229
<b>TOTAL BRISTOL</b>			<b>288</b>	<b>3</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>6</b>	<b>229</b>
CAMPBELTOWN	LOGANAIR	S	75	0	3	91	5	4	0	0	0	4	71	27	77
<b>TOTAL CAMPBELTOWN</b>			<b>75</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>27</b>	<b>77</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	134	0	2	90	6	0	4	0	0	8	94	1	126
<b>TOTAL CARDIFF WALES</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>1</b>	<b>126</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	183	0	3	81	10	5	2	1	0	11	93	2	180
<b>TOTAL EAST MIDLANDS</b>			<b>183</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>2</b>	<b>180</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	342	1	2	85	12	1	1	0	0	5	71	15	266
	MY TRAVEL AIRWAYS UK	C	6	0	2	50	33	0	17	0	0	23	67	-1	6
<b>TOTAL GATWICK</b>			<b>348</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>15</b>	<b>272</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	46	0	0	63	24	13	0	0	0	14	0	0	0
<b>TOTAL GUERNSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BMI BRITISH MIDLAND	S	463	0	0	82	14	4	0	0	0	7	74	14	448
	BRITISH AIRWAYS PLC	S	645	0	0	89	9	1	0	0	0	5	76	16	620
<b>TOTAL HEATHROW</b>			<b>1108</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>1068</b>
INVERNESS	LOGANAIR	S	60	0	0	77	13	8	2	0	0	9	0	0	0
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>46</b>
ISLAY	LOGANAIR	S	85	0	3	76	14	8	1	0	0	11	0	0	0
<b>TOTAL ISLAY</b>			<b>85</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>88</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	60	0	0	95	5	0	0	0	0	3	90	6	59
<b>TOTAL ISLE OF MAN</b>			<b>60</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>3</b>	<b>90</b>	<b>6</b>	<b>59</b>
LEEDS BRADFORD	BMI REGIONAL	S	134	0	0	86	4	6	4	1	0	10	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>128</b>
LONDON CITY	KLM UK LTD	S	142	0	2	82	11	6	1	0	0	7	0	0	0
<b>TOTAL LONDON CITY</b>			<b>142</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDONDERRY	LOGANAIR	S	56	0	0	73	20	0	4	4	0	22	0	0	0
<b>TOTAL LONDONDERRY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>9</b>	<b>59</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	221	0	1	77	15	5	3	0	0	8	81	8	203
<b>TOTAL LUTON</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>203</b>
MANCHESTER	BMI REGIONAL	S	177	3	0	81	14	6	0	0	0	8	80	16	127
	BRITISH AIRWAYS CITIEXPRESS L	S	186	0	0	78	15	5	2	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	93	0	0	91	4	1	3	0	0	8	83	10	230
<b>TOTAL MANCHESTER</b>			<b>459</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>389</b>
NEWCASTLE	AIR 2000	C	5	0	1	80	20	0	0	0	0	-3	50	19	4
<b>TOTAL NEWCASTLE</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>67</b>	<b>9</b>	<b>6</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	12	0	0	67	17	8	8	0	0	17	80	11	51
<b>TOTAL PLYMOUTH</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>11</b>	<b>51</b>
SOUTHAMPTON	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	-9	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	174	0	1	84	9	2	3	1	0	9	80	10	128
<b>TOTAL SOUTHAMPTON</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>128</b>
STANSTED	KLM UK LTD	S	213	0	1	75	8	10	8	0	0	12	78	8	263
<b>TOTAL STANSTED</b>			<b>213</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>8</b>	<b>263</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	97	2	4	90	6	2	2	0	0	7	80	15	97
<b>TOTAL STORNOWAY</b>			<b>97</b>	<b>2</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>15</b>	<b>97</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	73	13	8	4	2	0	17	77	11	99
	LOGANAIR	S	48	1	0	75	19	4	2	0	0	11	0	0	0
<b>TOTAL SUMBURGH</b>			<b>100</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	<b>99</b>
TIREE	LOGANAIR	S	44	0	0	80	16	0	0	5	0	15	80	16	50
<b>TOTAL TIREE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>16</b>	<b>50</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL UNITED KINGDOM			4854	14	45	84	10	4	2	0	0	8	80	10	4614
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	56	0	4	73	9	13	5	0	0	11	0	0	0
TOTAL NEW YORK (NEWARK)			56	0	4	73	9	13	5	0	0	11	0	0	0
SANFORD	BRITANNIA AIRWAYS	C	9	0	0	78	11	11	0	0	0	3	10	72	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	38	0	0	0	20	67	19	9
TOTAL SANFORD			19	0	1	63	16	21	0	0	0	9	36	44	22
TOTAL USA			75	0	5	71	11	15	4	0	0	11	61	37	56
TOTAL GLASGOW			6337	25	71	80	11	5	3	0	0	10	78	11	6128

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	8	15	31	31	8	8	96	19	54	26
TOTAL ALGIERS			26	0	0	8	15	31	31	8	8	96	19	54	26
TOTAL ALGERIA			26	0	0	8	15	31	31	8	8	96	19	52	27
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	60	0	0	70	18	5	3	2	2	27	70	14	43
TOTAL BRISBANE			60	0	0	70	18	5	3	2	2	27	70	14	43
MELBOURNE	BRITISH AIRWAYS PLC	S	60	0	0	80	10	2	7	2	0	15	72	13	60
	QANTAS	S	56	0	0	73	11	14	2	0	0	11	52	26	46
TOTAL MELBOURNE			116	0	0	77	10	8	4	1	0	13	63	19	106
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	60	0	0	77	17	2	3	2	0	10	60	15	60
TOTAL PERTH (AUSTRALIA)			60	0	0	77	17	2	3	2	0	10	60	15	60
SYDNEY	BRITISH AIRWAYS PLC	S	26	0	0	65	15	8	12	0	0	18	0	0	0
	QANTAS	S	64	0	0	78	16	3	2	0	2	24	57	31	74
TOTAL SYDNEY			90	0	0	74	16	4	4	0	1	22	57	31	74
TOTAL AUSTRALIA			326	0	0	75	14	5	4	1	1	18	62	20	283
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	226	0	0	72	18	7	3	0	0	11	75	13	222
	BRITISH AIRWAYS PLC	S	180	0	0	81	10	4	4	1	0	10	79	10	180
TOTAL VIENNA			406	0	0	76	15	6	3	0	0	10	77	11	402
TOTAL AUSTRIA			406	0	0	76	15	6	3	0	0	10	77	11	402
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	70	0	0	73	16	9	3	0	0	2	77	9	35
TOTAL BAHRAIN			70	0	0	73	16	9	3	0	0	2	77	9	35
TOTAL BAHRAIN			70	0	0	73	16	9	3	0	0	2	77	9	35
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	43	1	1	40	33	9	5	5	9	91	30	66	44
	BRITISH AIRWAYS PLC	S	42	0	0	74	12	2	5	2	5	48	83	33	41
TOTAL DACCA			85	1	1	56	22	6	5	4	7	70	55	50	85
TOTAL BANGLADESH			85	1	1	56	22	6	5	4	7	70	55	50	85
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	-8	100	-13	2
TOTAL BRIDGETOWN			5	1	0	100	0	0	0	0	0	-8	100	-13	2
TOTAL BARBADOS			5	1	0	100	0	0	0	0	0	-8	100	-13	2
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	357	0	0	75	17	7	1	0	0	8	67	16	343
	BRITISH AIRWAYS PLC	S	297	0	1	81	14	3	1	0	0	5	71	14	276
	SABENA	S	502	0	2	70	20	8	3	0	0	12	62	24	490

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
TOTAL BRUSSELS			1156	0	3	74	17	6	2	0	0	9	66	19	1109
TOTAL BELGIUM			1156	0	3	74	17	6	2	0	0	9	66	19	1109
BOTSWANA															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	83	6	6	6	0	0	10	65	15	17
TOTAL GABORONE			18	0	0	83	6	6	6	0	0	10	65	15	17
TOTAL BOTSWANA			18	0	0	83	6	6	6	0	0	10	65	15	17
BRAZIL															
RIO DE JANEIRO (GALEAO)	VARIG	S	34	0	0	41	29	24	6	0	0	24	55	32	29
TOTAL RIO DE JANEIRO (GALEAO)			34	0	0	41	29	24	6	0	0	24	55	32	29
SAO PAULO (GUARULHOS)	VARIG	S	8	0	0	75	25	0	0	0	0	8	29	37	14
TOTAL SAO PAULO (GUARULHOS)			8	0	0	75	25	0	0	0	0	8	29	37	14
TOTAL BRAZIL			42	0	0	48	29	19	5	0	0	21	47	34	43
BRUNEI															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	87	5	7	2	0	0	5	78	7	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	87	5	7	2	0	0	5	78	7	60
TOTAL BRUNEI			60	0	0	87	5	7	2	0	0	5	78	7	60
BULGARIA															
SOFIA	BALKAN BULGARIAN AIRLINES	S	44	0	0	66	18	11	5	0	0	14	50	28	44
TOTAL SOFIA			44	0	0	66	18	11	5	0	0	14	50	28	44
TOTAL BULGARIA			44	0	0	66	18	11	5	0	0	14	50	28	44
CANADA															
CALGARY	AIR CANADA	S	58	0	2	66	29	5	0	0	0	11	53	18	34
	CANADIAN AIRLINES INT/L	S	60	0	0	75	20	3	0	2	0	9	57	15	58
TOTAL CALGARY			118	0	2	70	25	4	0	1	0	10	55	16	92
HALIFAX INT	AIR CANADA	S	43	0	0	84	12	5	0	0	0	3	55	16	40
TOTAL HALIFAX INT			43	0	0	84	12	5	0	0	0	3	55	16	40
MONTREAL (DORVAL)	AIR CANADA	S	27	0	0	63	22	7	7	0	0	22	0	0	0
	BRITISH AIRWAYS PLC	S	59	0	1	86	10	3	0	0	0	-3	0	0	0
TOTAL MONTREAL (DORVAL)			86	0	1	79	14	5	2	0	0	5	0	0	0
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	72	15	12	0	2	0	14	35	49	60
TOTAL OTTAWA INTERNATIONAL			60	0	0	72	15	12	0	2	0	14	35	49	60
TORONTO															
	AIR CANADA	S	139	0	0	70	20	6	2	1	0	14	53	29	139
	BRITISH AIRWAYS PLC	S	60	0	0	75	17	5	3	0	0	12	70	13	60
	CANADIAN AIRLINES INT/L	S	146	1	0	77	16	5	2	0	0	2	62	16	120
TOTAL TORONTO			345	1	0	74	18	6	2	1	0	8	60	21	319
VANCOUVER	AIR CANADA	S	60	0	0	57	28	12	3	0	0	15	34	46	59
	BRITISH AIRWAYS PLC	S	60	0	0	80	8	5	7	0	0	9	60	13	60
TOTAL VANCOUVER			120	0	0	68	18	8	5	0	0	12	47	30	119

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

		Reporting Airport: HEATHROW (Full Analysis)											NOV 1997		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
<b>TOTAL CANADA</b>			<b>772</b>	<b>1</b>	<b>3</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>24</b>	<b>656</b>
<b>CHINA</b>															
<b>BEIJING</b>	AIR CHINA	S	25	1	0	88	0	4	4	4	0	1	87	-8	30
	BRITISH AIRWAYS PLC	S	26	0	0	85	4	4	8	0	0	4	85	-2	26
<b>TOTAL BEIJING</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>-6</b>	<b>56</b>
<b>TOTAL CHINA</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>-6</b>	<b>56</b>
<b>COLOMBIA</b>															
<b>BOGOTA</b>	AVIANCA COLOMBIA	S	16	0	0	50	6	19	25	0	0	30	22	70	18
<b>TOTAL BOGOTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>70</b>	<b>18</b>
<b>TOTAL COLOMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>70</b>	<b>18</b>
<b>CROATIA</b>															
<b>SPLIT</b>	CROATIA AIRLINES	S	8	0	0	100	0	0	0	0	0	-2	70	8	10
<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>-2</b>	<b>70</b>	<b>8</b>	<b>10</b>
<b>ZAGREB</b>	CROATIA AIRLINES	S	60	0	0	52	27	15	3	3	0	24	57	21	60
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>21</b>	<b>60</b>
<b>TOTAL CROATIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>19</b>	<b>70</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	BRITISH AIRWAYS PLC	S	53	0	0	68	17	11	4	0	0	10	82	8	49
	CYPRUS AIRWAYS	S	81	0	0	52	22	23	2	0	0	19	53	29	76
<b>TOTAL LARNACA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>21</b>	<b>125</b>
<b>TOTAL CYPRUS</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>21</b>	<b>125</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMI BRITISH MIDLAND	S	77	0	1	64	18	16	3	0	0	14	71	14	76
	BRITISH AIRWAYS PLC	S	120	0	0	88	12	1	0	0	0	1	80	10	120
	CSA	S	120	0	0	83	13	3	2	0	0	7	83	12	120
<b>TOTAL PRAGUE</b>			<b>317</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>316</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>317</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>316</b>
<b>DENMARK</b>															
<b>AARHUS (TIRSTRUP)</b>	SAS	S	60	0	0	70	7	13	10	0	0	17	72	22	60
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>22</b>	<b>60</b>
<b>COPENHAGEN</b>	BMI BRITISH MIDLAND	S	60	0	0	60	22	18	0	0	0	15	74	16	50
	BRITISH AIRWAYS PLC	S	232	0	0	83	14	3	1	0	0	5	81	9	236
	SAS	S	295	0	3	71	14	10	4	0	0	13	70	16	293
	VARIG	S	26	0	0	38	31	15	15	0	0	29	46	42	26
<b>TOTAL COPENHAGEN</b>			<b>613</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>605</b>
<b>TOTAL DENMARK</b>			<b>673</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>15</b>	<b>665</b>
<b>EGYPT</b>															
<b>ALEXANDRIA ( NOUZHA )</b>	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	61	17	11	6	6	0	26	0	0	0

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				Actual (7)	Plan (8)										
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	83	8	5	2	0	2	12	67	47	60
	EGYPT AIR	S	60	0	0	18	40	33	8	0	0	31	25	32	60
<b>TOTAL CAIRO</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>45</b>	<b>40</b>	121
LUXOR	EGYPT AIR	S	10	0	0	0	0	30	60	10	0	104	25	60	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>104</b>	<b>25</b>	<b>60</b>	8
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	C	4	0	0	25	0	50	25	0	0	38	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL EGYPT</b>			<b>152</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>44</b>	<b>41</b>	129
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	26	0	0	35	38	12	15	0	0	29	52	27	44
<b>TOTAL ADDIS ABABA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>27</b>	44
<b>TOTAL ETHIOPIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>27</b>	44
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	59	26	13	2	0	0	13	76	11	117
	FINNAIR	S	181	0	0	67	22	8	3	1	0	14	82	10	180
<b>TOTAL HELSINKI</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	297
<b>TOTAL FINLAND</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	297
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	180	0	0	91	7	2	1	0	0	1	79	9	174
	FLYBE.BRITISH EUROPEAN	S	145	1	8	80	12	6	2	0	0	6	66	15	157
<b>TOTAL LYON</b>			<b>325</b>	<b>1</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>12</b>	331
NICE	BMI BRITISH MIDLAND	S	120	0	0	81	12	5	3	0	0	9	64	16	100
	BRITISH AIRWAYS PLC	S	238	0	0	86	10	3	2	0	0	4	79	10	217
<b>TOTAL NICE</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	317
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	704	0	25	64	16	11	7	1	0	19	64	19	718
	BMI BRITISH MIDLAND	S	422	0	4	76	13	7	4	0	0	11	71	18	478
	BRITISH AIRWAYS PLC	S	405	0	0	77	12	5	6	0	0	9	73	13	402
	BRITISH AIRWAYS PLC	C	3	0	2	33	33	0	33	0	0	44	50	46	4
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1534</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	1602
PARIS (ORLY)	AIR LIB	S	180	0	0	72	14	9	4	0	1	14	75	11	174
	BRITISH AIRWAYS PLC	S	172	0	0	80	7	8	5	0	0	8	78	12	168
<b>TOTAL PARIS (ORLY)</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	342
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	151	0	3	71	14	14	1	0	0	11	74	10	155
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>151</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>10</b>	155
<b>TOTAL FRANCE</b>			<b>2720</b>	<b>1</b>	<b>42</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	2750
<b>GEORGIA</b>															
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	88	6	6	0	0	0	1	94	0	18
<b>TOTAL TBILISI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	18



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				Actual (7)	Plan (8)										
TOTAL GEORGIA			17	0	0	88	6	6	0	0	0	1	94	0	18
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	292	0	0	85	11	3	1	0	0	4	82	11	238
TOTAL BERLIN (TEGEL)			292	0	0	85	11	3	1	0	0	4	82	11	238
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	78	0	0	73	14	8	5	0	0	10	82	5	78
	BRITISH AIRWAYS PLC	S	112	0	0	82	13	5	0	0	0	7	73	12	104
TOTAL COLOGNE (BONN)			190	0	0	78	13	6	2	0	0	8	77	9	182
DRESDEN	BMI BRITISH MIDLAND	S	42	0	0	64	31	5	0	0	0	11	65	15	40
	LUFTHANSA	S	18	0	1	61	17	17	6	0	0	17	78	11	23
TOTAL DRESDEN			60	0	1	63	27	8	2	0	0	13	70	13	63
DUSSELDORF	BRITISH AIRWAYS PLC	S	286	0	0	81	12	6	2	0	0	7	81	13	260
	LUFTHANSA	S	176	0	2	78	13	6	3	0	0	9	80	13	190
TOTAL DUSSELDORF			462	0	2	80	12	6	3	0	0	8	80	13	450
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	231	0	0	84	10	5	1	0	0	6	78	13	230
	BRITISH AIRWAYS PLC	S	283	0	0	77	16	5	2	0	0	8	76	10	272
	LUFTHANSA	S	471	0	1	72	17	8	3	1	0	12	81	9	418
TOTAL FRANKFURT MAIN			985	0	1	76	15	6	2	0	0	9	79	10	920
HAMBURG	BRITISH AIRWAYS PLC	S	180	0	0	79	16	3	1	0	0	6	76	13	179
	LUFTHANSA	S	238	0	2	89	8	3	0	0	0	1	80	10	236
TOTAL HAMBURG			418	0	2	85	11	3	0	0	0	3	78	11	415
HANOVER	BRITISH AIRWAYS PLC	S	120	0	0	78	15	4	3	0	0	6	84	5	68
	LUFTHANSA	S	116	0	4	88	10	2	0	0	0	3	85	7	118
TOTAL HANOVER			236	0	4	83	13	3	1	0	0	5	84	6	186
LEIPZIG	LUFTHANSA	S	30	1	0	43	33	10	10	3	0	30	69	14	68
TOTAL LEIPZIG			30	1	0	43	33	10	10	3	0	30	80	10	128
MUNICH	BRITISH AIRWAYS PLC	S	292	0	0	76	17	5	2	0	0	9	79	12	285
	LUFTHANSA	S	249	0	2	68	20	8	4	0	0	14	78	9	308
TOTAL MUNICH			541	0	2	72	18	6	3	0	0	11	79	10	593
NUREMBERG	LUFTHANSA	S	60	0	0	83	10	7	0	0	0	4	83	7	59
TOTAL NUREMBERG			60	0	0	83	10	7	0	0	0	4	83	7	59
STUTTGART	BRITISH AIRWAYS PLC	S	180	0	0	86	11	3	1	0	0	5	73	15	60
	LUFTHANSA	S	120	0	0	82	13	5	0	0	0	5	79	10	116
TOTAL STUTTGART			300	0	0	84	12	4	0	0	0	5	77	12	176
TOTAL GERMANY			3574	1	12	79	14	5	2	0	0	8	79	11	3470
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	30	4	3	20	7	47	20	3	3	64	12	124	25
TOTAL ACCRA			30	4	3	20	7	47	20	3	3	64	12	124	25
TOTAL GHANA			30	4	3	20	7	47	20	3	3	64	12	124	25
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	44	0	0	82	18	0	0	0	0	0	79	1	24

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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ATHENS	BRITISH AIRWAYS PLC	S	120	0	0	86	8	4	1	2	0	5	76	7	120
	OLYMPIC AIRWAYS	S	137	0	2	56	22	18	4	0	0	18	72	14	137
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	17	3	2	0	0	5	72	9	60
<b>TOTAL ATHENS</b>			<b>361</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>10</b>	<b>341</b>
SALONIKA	AEGEAN AIRLINES	S	10	0	0	10	20	60	10	0	0	37	88	-6	8
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>74</b>	<b>11</b>	<b>68</b>
<b>TOTAL GREECE</b>			<b>371</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>10</b>	<b>409</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	60	0	0	95	2	0	0	0	3	17	93	-3	60
	CATHAY PACIFIC AIRWAYS	S	118	0	2	74	16	7	3	0	1	12	85	7	88
	UNITED AIRLINES	S	60	0	0	63	13	3	10	3	7	60	80	0	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	77	17	3	3	0	0	11	73	13	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>298</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>83</b>	<b>4</b>	<b>268</b>
<b>TOTAL HONG KONG</b>			<b>298</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>83</b>	<b>4</b>	<b>268</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	120	0	0	83	13	3	2	0	0	6	76	11	119
	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	58	29	13	0	0	0	13	79	15	120
<b>TOTAL BUDAPEST</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	<b>239</b>
<b>TOTAL HUNGARY</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	<b>239</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	86	0	0	56	20	21	3	0	0	16	68	12	78
<b>TOTAL KEFLAVIK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>12</b>	<b>78</b>
<b>TOTAL ICELAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>12</b>	<b>78</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	78	17	0	6	0	0	6	88	-2	17
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>-2</b>	<b>17</b>
DELHI	AIR CANADA	S	35	0	0	20	17	34	29	0	0	46	37	63	35
<b>TOTAL DELHI</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>34</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>37</b>	<b>63</b>	<b>35</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	0	0	61	33	6	0	0	0	5	82	-3	17
<b>TOTAL MADRAS/CHENNAI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>-3</b>	<b>17</b>
MUMBAI	AIR INDIA	S	86	0	0	37	31	20	8	3	0	28	41	30	86
	BRITISH AIRWAYS PLC	S	60	0	0	57	27	12	5	0	0	17	53	18	60
<b>TOTAL MUMBAI</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>25</b>	<b>146</b>
<b>TOTAL INDIA</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>27</b>	<b>215</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	17	0	0	59	29	6	6	0	0	16	74	20	42
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>20</b>	<b>42</b>
<b>TOTAL INDONESIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>20</b>	<b>42</b>

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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>IRAN</b>																
TEHRAN	BRITISH AIRWAYS PLC	S	26	0	0	85	15	0	0	0	0	2	60	21	25	
	IRAN AIR	S	26	0	0	62	27	12	0	0	0	13	50	23	26	
<b>TOTAL TEHRAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>22</b>	<b>51</b>	
<b>TOTAL IRAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>22</b>	<b>51</b>	
<b>IRISH REPUBLIC</b>																
CORK	AER LINGUS	S	180	0	0	89	3	3	3	1	0	9	66	22	180	
<b>TOTAL CORK</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>22</b>	<b>180</b>	
DUBLIN	AER LINGUS	S	713	0	0	86	10	2	2	0	0	6	76	14	692	
	BMI BRITISH MIDLAND	S	471	0	0	92	6	2	0	0	0	1	64	21	515	
<b>TOTAL DUBLIN</b>			<b>1184</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>17</b>	<b>1207</b>	
SHANNON	AER LINGUS	S	182	0	0	87	10	2	0	1	0	6	68	22	188	
<b>TOTAL SHANNON</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>22</b>	<b>188</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1546</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>18</b>	<b>1575</b>	
<b>ISRAEL</b>																
OVDA	EL AL	S	17	0	1	88	6	6	0	0	0	2	81	-3	16	
<b>TOTAL OVDA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>-3</b>	<b>16</b>	
TEL AVIV	BRITISH AIRWAYS PLC	S	76	1	0	76	8	8	8	0	0	11	72	8	69	
	EL AL	S	73	0	3	71	19	4	5	0	0	8	75	7	65	
<b>TOTAL TEL AVIV</b>			<b>149</b>	<b>1</b>	<b>3</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>8</b>	<b>134</b>	
<b>TOTAL ISRAEL</b>			<b>166</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>7</b>	<b>150</b>	
<b>ITALY</b>																
BOLOGNA	BRITISH AIRWAYS PLC	S	118	0	2	86	8	4	0	2	0	9	83	6	108	
<b>TOTAL BOLOGNA</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>6</b>	<b>108</b>	
MILAN (LINATE)	ALITALIA	S	170	0	3	56	24	15	5	0	0	18	68	14	410	
	BRITISH AIRWAYS PLC	S	177	1	0	75	18	3	5	0	0	13	73	13	292	
<b>TOTAL MILAN (LINATE)</b>			<b>347</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>14</b>	<b>702</b>	
MILAN (MALPENSA)	ALITALIA	S	238	1	6	57	12	22	9	0	0	20	0	0	0	
	BRITISH AIRWAYS PLC	S	114	0	5	68	16	14	2	0	0	13	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>352</b>	<b>1</b>	<b>11</b>	<b>61</b>	<b>13</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	ALITALIA	S	298	0	2	57	27	13	3	0	0	14	60	21	294	
	BRITISH AIRWAYS PLC	S	300	0	0	85	11	2	2	1	0	7	76	13	291	
<b>TOTAL ROME (FIUMICINO)</b>			<b>598</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>17</b>	<b>585</b>	
VENICE	BRITISH AIRWAYS PLC	S	120	0	0	75	17	5	3	1	0	11	81	11	79	
<b>TOTAL VENICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	<b>79</b>	
<b>TOTAL ITALY</b>			<b>1535</b>	<b>2</b>	<b>18</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>1478</b>	
<b>JAMAICA</b>																
KINGSTON	AIR JAMAICA	S	33	1	0	33	18	21	21	6	0	46	29	59	34	

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				Actual (7)	Plan (8)										
TOTAL KINGSTON			33	1	0	33	18	21	21	6	0	46	29	59	34
TOTAL JAMAICA			33	1	0	33	18	21	21	6	0	46	29	59	34
JAPAN															
NAGOYA (AFB)	JAPAN AIRLINES	S	16	0	0	94	6	0	0	0	0	0	0	0	0
TOTAL NAGOYA (AFB)			16	0	0	94	6	0	0	0	0	0	59	9	17
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	42	0	0	81	19	0	0	0	0	0	80	-1	30
	JAPAN AIRLINES	S	60	0	0	85	7	5	3	0	0	3	42	18	43
TOTAL OSAKA (KANSAI)			102	0	0	83	12	3	2	0	0	2	62	11	117
TOKYO (NARITA)	AEROFLOT	S	18	0	0	89	0	11	0	0	0	-4	47	26	15
	ALL NIPPON AIRWAYS	S	68	0	0	90	7	1	0	1	0	-2	80	5	60
	BRITISH AIRWAYS PLC	S	120	0	0	90	6	3	1	0	0	-3	67	6	107
	JAPAN AIRLINES	S	71	0	5	65	28	6	0	0	1	12	55	14	77
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	0	76	15	5	3	0	0	-12	54	14	52
TOTAL TOKYO (NARITA)			336	0	5	82	12	4	1	0	0	-1	63	10	311
TOTAL JAPAN			454	0	5	83	12	4	1	0	0	0	63	10	445
JORDAN															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	33	0	0	76	15	6	3	0	0	9	65	46	43
	ROYAL JORDANIAN	S	59	1	1	73	8	10	7	0	2	19	70	14	60
TOTAL AMMAN			92	1	1	74	11	9	5	0	1	15	68	27	103
TOTAL JORDAN			92	1	1	74	11	9	5	0	1	15	68	27	103
KAZAKHSTAN															
ALMA ATA	BRITISH AIRWAYS PLC	S	17	0	0	59	29	6	6	0	0	11	67	27	12
TOTAL ALMA ATA			17	0	0	59	29	6	6	0	0	11	67	27	12
TOTAL KAZAKHSTAN			17	0	0	59	29	6	6	0	0	11	67	27	12
KENYA															
NAIROBI	KENYA AIRWAYS	S	67	1	1	55	22	9	12	1	0	28	71	16	68
TOTAL NAIROBI			67	1	1	55	22	9	12	1	0	28	71	16	68
TOTAL KENYA			67	1	1	55	22	9	12	1	0	28	71	16	68
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	87	8	0	3	0	2	10	91	0	56
	KUWAIT AIRWAYS	S	60	0	0	72	18	0	10	0	0	12	68	17	59
TOTAL KUWAIT			120	0	0	79	13	0	7	0	1	11	79	9	115
TOTAL KUWAIT			120	0	0	79	13	0	7	0	1	11	79	9	115
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	8	0	0	38	38	0	25	0	0	36	67	20	6
TOTAL BISHKEK (FRUNZE)			8	0	0	38	38	0	25	0	0	36	67	20	6
TOTAL KYRGYZSTAN			8	0	0	38	38	0	25	0	0	36	67	20	6

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			MATCHED	Actual (7)											Plan (8)
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA MEA	S	60	0	0	75	12	5	7	2	0	14	81	5	16
		S	42	0	0	38	21	24	17	0	0	32	53	26	38
<b>TOTAL BEIRUT</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>20</b>	<b>54</b>
<b>TOTAL LEBANON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>20</b>	<b>54</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	52	0	0	94	2	0	4	0	0	1	83	16	42
<b>TOTAL VILNIUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>16</b>	<b>42</b>
<b>TOTAL LITHUANIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>16</b>	<b>42</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC LUXAIR	S	52	0	0	83	8	6	4	0	0	8	84	11	50
		S	120	1	0	78	19	2	0	1	0	9	76	9	120
<b>TOTAL LUXEMBOURG</b>			<b>172</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>170</b>
<b>TOTAL LUXEMBOURG</b>			<b>172</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>170</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	120	0	0	77	12	8	3	1	0	8	81	5	120
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>120</b>
<b>TOTAL MALAYSIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>120</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	104	0	0	65	22	8	5	0	0	10	72	7	104
<b>TOTAL MALTA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>7</b>	<b>104</b>
<b>TOTAL MALTA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>7</b>	<b>104</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	0	33	17	39	6	6	0	36	39	29	18
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>39</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>29</b>	<b>18</b>
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>39</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>29</b>	<b>18</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	25	0	0	76	12	8	4	0	0	9	0	0	0
<b>TOTAL MEXICO CITY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	60	0	0	50	28	20	2	0	0	16	77	10	60
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>15</b>	<b>115</b>
<b>TOTAL MOROCCO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>15</b>	<b>115</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	16	2	2	50	25	25	0	0	0	20	42	35	26

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ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

		Reporting Airport: HEATHROW (Full Analysis)											NOV 1997		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
TOTAL WINDHOEK			16	2	2	50	25	25	0	0	0	20	42	35	26
TOTAL NAMIBIA			16	2	2	50	25	25	0	0	0	20	42	35	26
NATIONALIST CHINA (TAIWAN)															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	81	12	0	8	0	0	12	73	12	26
	EVA AIR	S	24	0	0	88	4	4	4	0	0	-6	85	5	26
TOTAL TAIPEI			50	0	0	84	8	2	6	0	0	3	79	9	52
TOTAL NATIONALIST CHINA (TAIWAN)			50	0	0	84	8	2	6	0	0	3	79	9	52
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	462	0	0	69	18	7	5	0	0	13	61	28	451
	BRITISH AIRWAYS PLC	S	402	0	0	78	12	5	4	0	0	9	73	18	383
	KLM	S	520	0	2	75	16	3	5	0	0	10	71	22	468
	UNITED AIRLINES	S	6	0	0	100	0	0	0	0	0	-2	40	17	10
TOTAL AMSTERDAM			1390	0	2	74	16	5	5	0	0	11	68	23	1312
EINDHOVEN	KLM	S	84	0	0	63	27	5	5	0	0	14	67	13	78
TOTAL EINDHOVEN			84	0	0	63	27	5	5	0	0	14	67	13	78
ROTTERDAM	KLM	S	214	0	0	76	15	7	1	0	0	7	86	9	239
TOTAL ROTTERDAM			214	0	0	76	15	7	1	0	0	7	86	9	239
TOTAL NETHERLANDS			1688	0	2	74	16	6	4	0	0	11	70	20	1629
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	58	0	0	62	17	10	7	3	0	18	66	10	44
TOTAL AUCKLAND INTERNATIONAL			58	0	0	62	17	10	7	3	0	18	66	10	44
TOTAL NEW ZEALAND			58	0	0	62	17	10	7	3	0	18	66	10	44
NIGERIA															
LAGOS	BRITISH AIRWAYS PLC	S	24	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL LAGOS			24	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL NIGERIA			24	0	0	75	13	13	0	0	0	9	0	0	0
NORWAY															
BERGEN	BMI BRITISH MIDLAND	S	60	0	0	78	12	3	5	2	0	15	72	13	60
TOTAL BERGEN			60	0	0	78	12	3	5	2	0	15	72	13	60
OSLO (GARDERMOEN)	BMI BRITISH MIDLAND	S	52	0	0	50	27	15	8	0	0	24	0	0	0
	BRITISH AIRWAYS PLC	S	239	0	1	59	21	14	4	1	0	20	0	0	0
	SAS	S	337	0	7	52	21	18	8	1	0	24	0	0	0
TOTAL OSLO (GARDERMOEN)			628	0	8	55	22	16	6	1	0	22	0	0	0
STAVANGER	BRITISH AIRWAYS PLC	S	50	0	0	72	18	2	4	0	4	24	0	0	0
	SAS	S	120	0	0	79	15	3	3	0	0	7	74	11	120
TOTAL STAVANGER			170	0	0	77	16	2	4	0	1	12	74	11	120
TOTAL NORWAY			858	0	8	61	20	13	6	1	0	20	72	12	689

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ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	88	12	0	0	0	0	5	71	14	59
	GULF AIR	S	62	0	1	76	8	10	6	0	0	7	86	2	71
<b>TOTAL MUSCAT</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>7</b>	<b>130</b>
<b>TOTAL OMAN</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>7</b>	<b>130</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	14	0	0	29	29	36	7	0	0	36	33	68	18
<b>TOTAL ISLAMABAD</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>33</b>	<b>68</b>	<b>18</b>
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	39	22	39	0	0	0	23	33	54	18
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>33</b>	<b>54</b>	<b>18</b>
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	25	38	31	6	0	0	36	28	54	18
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>28</b>	<b>54</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>29</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>59</b>	<b>54</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	34	0	0	88	0	6	6	0	0	8	85	5	34
<b>TOTAL MANILA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>30</b>	<b>67</b>
<b>TOTAL PHILIPPINES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>30</b>	<b>67</b>
<b>POLAND</b>															
WARSAW	BMI BRITISH MIDLAND	S	60	0	0	88	8	3	0	0	0	1	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	82	12	5	1	1	0	6	80	12	117
	LOT-POLISH AIRLINES	S	155	0	0	79	12	5	3	0	0	5	79	12	120
<b>TOTAL WARSAW</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>237</b>
<b>TOTAL POLAND</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>237</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	60	0	0	80	15	2	3	0	0	8	67	23	36
	GB AIRWAYS LTD	S	42	0	0	62	19	17	2	0	0	16	0	0	0
<b>TOTAL FARO</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>23</b>	<b>36</b>
LISBON	AIR PORTUGAL	S	154	0	0	46	23	16	15	0	0	28	66	21	156
	BRITISH AIRWAYS PLC	S	180	0	0	81	9	7	3	0	0	7	83	7	178
<b>TOTAL LISBON</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>13</b>	<b>334</b>
OPORTO	AIR PORTUGAL	S	94	0	0	66	28	6	0	0	0	10	88	5	60
<b>TOTAL OPORTO</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>530</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>430</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	50	17	22	11	0	0	34	61	19	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>19</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>19</b>	<b>18</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	92	3	3	2	0	0	-2	0	0	0
	GULF AIR	S	8	0	0	63	38	0	0	0	0	3	88	9	17
	QATAR AIRWAYS	S	59	0	1	64	19	10	7	0	0	9	80	7	59
<b>TOTAL DOHA</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>7</b>	<b>76</b>
<b>TOTAL QATAR</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>7</b>	<b>76</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	KOREAN AIR	S	44	0	0	89	7	5	0	0	0	1	86	-1	44
<b>TOTAL SEOUL (KIMPO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>4</b>	<b>69</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>4</b>	<b>69</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	49	2	2	73	14	2	2	6	2	41	70	15	43
	SOUTH AFRICAN AIRWAYS	S	42	0	0	74	12	12	2	0	0	13	69	16	32
<b>TOTAL CAPE TOWN</b>			<b>91</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>69</b>	<b>15</b>	<b>75</b>
DURBAN	BRITISH AIRWAYS PLC	S	34	0	0	79	15	3	0	3	0	12	69	13	35
	SOUTH AFRICAN AIRWAYS	S	26	0	0	38	23	31	8	0	0	28	40	26	25
<b>TOTAL DURBAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>19</b>	<b>60</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	60	0	0	75	8	5	3	5	3	51	60	17	50
	SOUTH AFRICAN AIRWAYS	S	78	0	0	37	19	27	12	4	1	49	48	33	75
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	75	18	5	2	0	0	7	57	17	60
<b>TOTAL JOHANNESBURG</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>54</b>	<b>23</b>	<b>185</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>349</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>58</b>	<b>21</b>	<b>320</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	60	0	8	62	18	13	7	0	0	17	43	31	60
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>60</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>31</b>	<b>60</b>
<b>TOTAL RUMANIA</b>			<b>60</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>31</b>	<b>60</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	84	0	0	56	23	13	6	2	0	25	64	15	81
	BRITISH AIRWAYS PLC	S	60	0	0	90	7	0	2	2	0	-4	69	18	59
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>16</b>	<b>140</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	88	13	0	0	0	0	-5	80	3	10
<b>TOTAL ST PETERSBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>80</b>	<b>3</b>	<b>10</b>
<b>TOTAL RUSSIA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>15</b>	<b>150</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	SAUDI ARABIAN AIRLINES	S	18	0	0	67	22	6	6	0	0	13	38	36	8
<b>TOTAL DHAHRAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>54</b>
JEDDAH	BRITISH AIRWAYS PLC	S	34	0	0	79	3	6	12	0	0	14	79	11	34
	SAUDI ARABIAN AIRLINES	S	42	0	0	74	19	2	5	0	0	9	80	14	30



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 JEDDAH			76	0	0	76	12	4	8	0	0	12	80	12	64
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	85	4	4	4	4	0	11	88	5	26
	SAUDI ARABIAN AIRLINES	S	26	0	0	81	8	4	8	0	0	15	63	16	8
TOTAL RIYADH			52	0	0	83	6	4	6	2	0	13	82	8	34
TOTAL SAUDI ARABIA			146	0	0	77	11	4	7	1	0	12	76	13	152
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	146	0	0	83	14	1	1	1	0	3	78	4	118
TOTAL SINGAPORE			146	0	0	83	14	1	1	1	0	3	78	4	118
TOTAL SINGAPORE			146	0	0	83	14	1	1	1	0	3	78	4	118
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	52	0	0	65	23	12	0	0	0	10	68	56	44
TOTAL LJUBLJANA			52	0	0	65	23	12	0	0	0	10	68	56	44
TOTAL SLOVENIA			52	0	0	65	23	12	0	0	0	10	68	56	44
SPAIN															
ALICANTE	IBERIA	S	60	0	0	73	18	5	3	0	0	10	57	19	60
TOTAL ALICANTE			60	0	0	73	18	5	3	0	0	10	57	19	60
BARCELONA	BRITISH AIRWAYS PLC	S	180	0	0	85	10	3	2	1	0	7	79	8	180
	IBERIA	S	178	0	0	83	7	7	3	0	0	7	79	10	178
TOTAL BARCELONA			358	0	0	84	9	5	2	0	0	7	79	9	358
BILBAO	BRITISH AIRWAYS PLC	S	120	0	0	92	6	3	0	0	0	1	83	3	118
	IBERIA	S	60	0	0	90	5	0	5	0	0	7	72	16	60
TOTAL BILBAO			180	0	0	91	6	2	2	0	0	3	79	8	178
MADRID	BRITISH AIRWAYS PLC	S	240	0	0	78	15	5	2	0	0	8	63	21	234
	IBERIA	S	300	1	0	68	18	10	4	1	0	14	59	30	279
TOTAL MADRID			540	1	0	73	16	8	3	0	0	12	60	26	539
MALAGA	GB AIRWAYS LTD	S	60	0	0	73	18	8	0	0	0	10	0	0	0
	IBERIA	S	60	0	0	37	30	27	7	0	0	23	17	49	60
TOTAL MALAGA			120	0	0	55	24	18	3	0	0	17	17	49	60
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	60	0	0	73	20	7	0	0	0	10	80	6	70
TOTAL PALMA DE MALLORCA			60	0	0	73	20	7	0	0	0	10	80	6	70
SANTIAGO DE COMPOSTELA	IBERIA	S	59	1	1	83	10	0	7	0	0	9	57	22	60
TOTAL SANTIAGO DE COMPOSTELA			59	1	1	83	10	0	7	0	0	9	57	22	60
SEVILLE	IBERIA	S	60	0	0	77	20	3	0	0	0	7	57	24	60
TOTAL SEVILLE			60	0	0	77	20	3	0	0	0	7	57	24	60
VALENCIA	IBERIA	S	60	0	0	72	25	3	0	0	0	7	88	3	60
TOTAL VALENCIA			60	0	0	72	25	3	0	0	0	7	88	3	60
TOTAL SPAIN			1497	2	1	77	14	6	2	0	0	9	67	18	1445

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	C	4	0	0	25	25	25	0	25	0	71	0	205	2
TOTAL TENERIFE (SURREINA SOFIA)			4	0	0	25	25	25	0	25	0	71	33	139	3
TOTAL SPAIN(CANARY ISLANDS)			4	0	0	25	25	25	0	25	0	71	33	139	3
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	41	1	2	34	12	5	20	7	22	181	44	53	36
TOTAL COLOMBO			41	1	2	34	12	5	20	7	22	181	52	39	54
TOTAL SRI LANKA			41	1	2	34	12	5	20	7	22	181	52	39	54
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	10	0	0	0	30	30	40	0	0	50	0	0	0
TOTAL KHARTOUM			10	0	0	0	30	30	40	0	0	50	0	0	0
TOTAL SUDAN			10	0	0	0	30	30	40	0	0	50	0	0	0
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	120	0	0	83	10	6	2	0	0	6	77	13	120
	SAS	S	130	0	0	65	21	8	5	1	0	15	72	15	130
TOTAL GOTEBORG			250	0	0	74	16	7	3	0	0	10	74	14	250
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	300	0	0	82	14	3	1	0	0	6	78	9	296
	SAS	S	290	1	0	78	15	6	1	0	0	8	76	14	290
TOTAL STOCKHOLM (ARLANDA)			590	1	0	80	14	4	1	0	0	7	77	12	586
TOTAL SWEDEN			840	1	0	78	15	5	2	0	0	8	76	13	836
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	120	0	0	57	38	3	3	0	0	13	67	16	110
	SWISS AIRLINES	S	180	0	0	80	16	4	0	0	0	4	75	10	180
TOTAL BASLE MULHOUSE			300	0	0	71	24	4	1	0	0	8	72	12	290
GENEVA	BRITISH AIRWAYS PLC	S	292	0	0	84	12	3	1	0	0	6	83	8	310
	SWISSAIR	S	240	0	0	87	9	2	2	0	0	3	82	7	237
TOTAL GENEVA			532	3	0	85	11	2	2	0	0	4	83	7	547
ZURICH	BRITISH AIRWAYS PLC	S	289	0	3	84	11	4	0	0	0	5	77	13	226
	SWISSAIR	S	361	0	0	74	18	7	1	0	0	9	82	8	358
TOTAL ZURICH			650	0	3	78	15	6	1	0	0	7	78	11	812
TOTAL SWITZERLAND			1482	3	3	79	16	4	1	0	0	6	79	10	1649
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	26	0	0	50	23	19	8	0	0	21	46	21	26
TOTAL DAMASCUS			26	0	0	50	23	19	8	0	0	21	59	16	59
TOTAL SYRIA			26	0	0	50	23	19	8	0	0	21	59	16	59
<b>TANZANIA</b>															
DAR-ES-SALAAM	ALLIANCE	S	18	0	0	50	28	22	0	0	0	14	59	17	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DAR-ES-SALAAM			18	0	0	50	28	22	0	0	0	14	59	17	17
KILIMANJARO	ALLIANCE	S	10	0	0	40	50	10	0	0	0	16	40	30	5
TOTAL KILIMANJARO			10	0	0	40	50	10	0	0	0	16	40	30	5
TOTAL TANZANIA			28	0	0	46	36	18	0	0	0	15	55	20	22
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	84	0	0	80	15	4	1	0	0	7	68	12	60
TOTAL BANGKOK			84	0	0	80	15	4	1	0	0	7	68	12	60
TOTAL THAILAND			84	0	0	80	15	4	1	0	0	7	68	12	60
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	51	1	1	29	20	27	24	0	0	37	54	21	52
TOTAL PORT OF SPAIN			51	1	1	29	20	27	24	0	0	37	54	21	52
TOTAL TRINIDAD AND TOBAGO			51	1	1	29	20	27	24	0	0	37	54	21	52
TUNISIA															
JERBA	TUNISAIR	S	8	0	0	50	25	25	0	0	0	16	0	0	0
TOTAL JERBA			8	0	0	50	25	25	0	0	0	16	0	0	0
TUNIS	TUNISAIR	S	34	0	0	35	29	29	6	0	0	24	31	29	36
TOTAL TUNIS			34	0	0	35	29	29	6	0	0	24	31	29	36
TOTAL TUNISIA			42	0	0	38	29	29	5	0	0	23	31	29	36
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	120	0	0	78	17	5	1	0	0	5	71	10	120
	ISTANBUL HAVA YOLLARI	S	28	0	0	14	29	43	14	0	0	35	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	180	0	0	67	21	7	4	0	0	12	69	18	137
TOTAL ISTANBUL			328	0	0	66	20	9	4	0	0	11	68	16	275
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	72	11	6	0	11	0	28	50	22	18
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	72	11	6	0	11	0	28	50	22	18
TOTAL TURKEY			346	0	0	67	20	9	4	1	0	12	67	16	293
TURKMENISTAN															
ASHKHABAD	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	72	6	6	17	0	0	5	0	0	0
	TURKMENISTAN AIRLINES	S	8	0	0	75	0	0	0	13	13	87	10	75	10
TOTAL ASHKHABAD			26	0	0	73	4	4	12	4	4	30	10	75	10
TOTAL TURKMENISTAN			26	0	0	73	4	4	12	4	4	30	10	75	10
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	46	0	1	59	22	9	9	0	2	27	60	17	73
TOTAL ABU DHABI INTERNATIONAL			46	0	1	59	22	9	9	0	2	27	71	8	132
DUBAI	BRITISH AIRWAYS PLC	S	60	0	0	85	8	7	0	0	0	4	75	13	8
	EMIRATES	S	120	0	0	65	23	9	3	0	0	14	63	20	120
TOTAL DUBAI			180	0	0	72	18	8	2	0	0	11	63	20	128

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL UNITED ARAB EMIRATES			226	0	1	69	19	8	4	0	0	14	67	14	260
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	373	0	2	88	10	1	1	0	0	3	82	10	360
TOTAL ABERDEEN			373	0	2	88	10	1	1	0	0	3	82	10	360
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	471	0	0	91	6	2	1	0	0	2	80	14	532
	BRITISH AIRWAYS PLC	S	351	0	0	93	6	1	0	0	0	0	77	12	343
TOTAL BELFAST INTERNATIONAL			822	0	0	92	6	2	1	0	0	1	79	13	875
CARDIFF WALES	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	4	0	0	0
TOTAL CARDIFF WALES			2	0	0	50	50	0	0	0	0	4	0	0	0
EDINBURGH	BMI BRITISH MIDLAND	S	487	0	0	83	13	3	1	0	0	5	67	18	489
	BRITISH AIRWAYS PLC	S	650	0	1	92	6	2	0	0	0	1	74	14	626
TOTAL EDINBURGH			1137	0	1	88	9	2	1	0	0	2	71	15	1115
GLASGOW	BMI BRITISH MIDLAND	S	463	0	0	83	12	4	0	0	0	5	72	16	450
	BRITISH AIRWAYS PLC	S	645	0	0	93	6	1	0	0	0	0	74	15	621
TOTAL GLASGOW			1108	0	0	89	8	3	0	0	0	2	73	15	1071
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	162	0	0	92	6	0	2	0	0	5	76	15	157
TOTAL ISLE OF MAN			162	0	0	92	6	0	2	0	0	5	76	15	157
JERSEY	BRITISH AIRWAYS PLC	S	237	0	3	92	5	2	2	0	0	0	83	6	216
TOTAL JERSEY			237	0	3	92	5	2	2	0	0	0	83	6	216
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	273	0	0	85	8	5	1	0	0	4	62	22	250
TOTAL LEEDS BRADFORD			273	0	0	85	8	5	1	0	0	4	62	22	250
MANCHESTER	BMI BRITISH MIDLAND	S	479	0	0	86	9	4	1	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	644	0	3	87	9	3	1	0	0	3	78	12	625
TOTAL MANCHESTER			1123	0	3	87	9	3	1	0	0	3	78	12	625
NEWCASTLE	BRITISH AIRWAYS PLC	S	322	0	2	92	6	2	1	0	0	1	78	11	316
TOTAL NEWCASTLE			322	0	2	92	6	2	1	0	0	1	78	11	316
TEESSIDE	BMI BRITISH MIDLAND	S	274	0	0	89	7	3	2	0	0	3	77	10	257
TOTAL TEESSIDE			274	0	0	89	7	3	2	0	0	3	77	10	257
TOTAL UNITED KINGDOM			5833	0	11	89	8	2	1	0	0	2	75	13	5537
USA															
BOSTON	AMERICAN AIRLINES	S	115	0	0	84	9	3	3	0	1	10	82	5	118
	BRITISH AIRWAYS PLC	S	180	0	0	90	6	2	1	1	0	4	83	5	156
TOTAL BOSTON			295	0	0	88	7	3	2	1	0	6	83	5	274
CHICAGO (O'HARE)	AIR INDIA	S	26	0	0	58	19	19	4	0	0	15	77	9	26
	AMERICAN AIRLINES	S	178	0	0	79	11	7	2	1	0	8	77	9	176
	BRITISH AIRWAYS PLC	S	120	0	0	81	13	3	3	1	0	5	76	6	120
	UNITED AIRLINES	S	118	1	0	82	10	5	3	0	0	2	72	11	119
TOTAL CHICAGO (O'HARE)			442	1	0	79	12	6	2	1	0	6	75	9	441
DETROIT	BRITISH AIRWAYS PLC	S	60	0	0	85	8	7	0	0	0	2	86	3	58

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>3</b>	58
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	60	0	0	78	18	0	2	2	0	-3	90	-3	60
	BRITISH AIRWAYS PLC	S	119	1	0	76	18	5	1	0	0	4	70	12	120
	UNITED AIRLINES	S	60	0	0	78	13	8	0	0	0	3	70	13	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	119	1	1	81	13	3	3	1	0	-2	70	7	108
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>358</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>8</b>	348
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	60	0	0	83	8	7	2	0	0	3	73	8	60
	BRITISH AIRWAYS PLC	S	60	0	0	73	13	8	5	0	0	9	62	22	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	68	15	5	12	0	0	19	48	37	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>22</b>	180
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	60	0	0	35	37	17	8	3	0	32	42	30	60
	AMERICAN AIRLINES	S	353	0	0	86	9	4	2	0	0	1	80	6	358
	BRITISH AIRWAYS PLC	S	412	1	7	81	10	4	3	1	0	8	74	16	412
	KUWAIT AIRWAYS	S	25	0	0	84	8	4	4	0	0	-9	64	18	25
	UNITED AIRLINES	S	178	0	1	85	10	3	1	2	0	3	75	11	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	83	10	3	3	1	0	4	59	19	118
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1148</b>	<b>1</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>13</b>	1094
<b>NEW YORK (NEWARK)</b>	AMERICAN AIRLINES	S	60	0	0	87	8	0	5	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	83	12	3	2	0	0	4	65	12	60
	UNITED AIRLINES	S	60	0	0	77	8	5	8	2	0	12	65	16	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	90	5	0	5	0	0	2	85	0	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>9</b>	180
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	118	2	1	84	13	2	2	0	0	5	45	33	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>45</b>	<b>33</b>	60
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	83	0	2	78	18	2	0	1	0	6	67	11	83
	UNITED AIRLINES	S	120	0	0	86	8	5	2	0	0	-1	70	13	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	73	17	8	2	0	0	3	62	12	60
<b>TOTAL SAN FRANCISCO</b>			<b>263</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>12</b>	263
<b>SEATTLE (TACOMA)</b>	BRITISH AIRWAYS PLC	S	60	0	0	82	15	2	2	0	0	4	70	11	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>11</b>	60
<b>WASHINGTON (DULLES)</b>	BRITISH AIRWAYS PLC	S	120	0	0	91	7	3	0	0	0	1	75	8	104
	UNITED AIRLINES	S	178	1	0	77	11	5	5	2	0	13	69	19	116
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	0	78	17	3	2	0	0	2	63	24	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>357</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	280
<b>TOTAL USA</b>			<b>3521</b>	<b>8</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>12</b>	3297
<b>UZBEKISTAN</b>															
<b>TASHKENT</b>	UZBEKISTAN AIRLINES	S	34	0	0	88	9	3	0	0	0	1	78	9	36
<b>TOTAL TASHKENT</b>			<b>34</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>1</b>	<b>78</b>	<b>9</b>	36
<b>TOTAL UZBEKISTAN</b>			<b>34</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>1</b>	<b>78</b>	<b>9</b>	36
<b>TOTAL HEATHROW</b>			<b>36009</b>	<b>38</b>	<b>156</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>15</b>	34756

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	238	0	0	68	23	5	3	0	0	14	68	14	225
<b>TOTAL ANTWERP</b>			<b>238</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>23</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>14</b>	<b>226</b>
BRUSSELS	SABENA	S	277	0	4	64	30	4	1	0	0	12	72	12	260
<b>TOTAL BRUSSELS</b>			<b>277</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>30</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>12</b>	<b>260</b>
<b>TOTAL BELGIUM</b>			<b>515</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>27</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>13</b>	<b>486</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	164	0	4	70	16	7	7	0	0	15	67	17	198
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>17</b>	<b>198</b>
STRASBOURG	AIR FRANCE	S	134	0	10	49	29	16	5	0	0	21	66	13	135
<b>TOTAL STRASBOURG</b>			<b>134</b>	<b>0</b>	<b>10</b>	<b>49</b>	<b>29</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>13</b>	<b>135</b>
<b>TOTAL FRANCE</b>			<b>298</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>15</b>	<b>333</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA	S	42	0	0	33	48	14	5	0	0	24	0	0	0
	LUFTHANSA CITY LINE	S	94	0	0	51	35	14	0	0	0	17	67	13	126
<b>TOTAL FRANKFURT MAIN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>39</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>13</b>	<b>126</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	200	0	4	64	29	7	1	0	0	13	55	16	198
<b>TOTAL MOENCHENGLADBACH</b>			<b>200</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>16</b>	<b>198</b>
<b>TOTAL GERMANY</b>			<b>336</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>33</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>15</b>	<b>324</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	308	4	2	79	13	6	2	0	0	8	69	12	327
<b>TOTAL DUBLIN</b>			<b>308</b>	<b>4</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>12</b>	<b>327</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>308</b>	<b>4</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>12</b>	<b>327</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	81	0	3	23	19	26	32	0	0	45	56	14	80
<b>TOTAL MILAN (LINATE)</b>			<b>81</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>19</b>	<b>26</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>56</b>	<b>14</b>	<b>80</b>
<b>TOTAL ITALY</b>			<b>81</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>19</b>	<b>26</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>58</b>	<b>17</b>	<b>140</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	VLM (BELGIUM)	S	73	0	1	68	22	3	7	0	0	19	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>22</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>22</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	226	0	12	43	27	17	12	0	0	27	63	23	220
<b>TOTAL AMSTERDAM</b>			<b>226</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>27</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>23</b>	<b>220</b>
ROTTERDAM	VLM (BELGIUM)	S	239	0	0	69	22	7	2	0	0	12	82	8	224
	VLM (BELGIUM)	C	2	0	26	50	50	0	0	0	0	14	0	17	1
<b>TOTAL ROTTERDAM</b>			<b>241</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>226</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NETHERLANDS			467	0	38	57	25	12	7	0	0	19	72	16	446
SWEDEN															
MALMO	BRAATHENS ASA	S	104	0	0	74	20	2	4	0	0	11	0	0	0
TOTAL MALMO			104	0	0	74	20	2	4	0	0	11	70	11	100
STOCKHOLM (ARLANDA)	BRAATHENS ASA	S	90	0	4	49	30	19	2	0	0	19	0	0	0
TOTAL STOCKHOLM (ARLANDA)			90	0	4	49	30	19	2	0	0	19	0	0	0
TOTAL SWEDEN			194	0	4	62	25	10	3	0	0	14	70	11	100
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	26	0	0	85	12	0	4	0	0	2	0	0	0
TOTAL BASLE MULHOUSE			26	0	0	85	12	0	4	0	0	2	0	0	0
BERNE	AIR ENGIADINA	S	138	0	0	41	27	25	7	0	0	24	62	16	99
TOTAL BERNE			138	0	0	41	27	25	7	0	0	24	62	16	99
GENEVA	SWISS AIRLINES	S	179	0	0	55	27	15	3	0	0	17	85	7	144
TOTAL GENEVA			179	0	0	55	27	15	3	0	0	17	85	7	144
LUGANO	SWISS AIRLINES	S	107	0	24	61	33	5	2	0	0	11	0	0	0
TOTAL LUGANO			107	0	24	61	33	5	2	0	0	11	0	0	0
ZURICH	SWISS AIRLINES	S	209	0	3	39	43	16	2	0	0	20	69	12	146
TOTAL ZURICH			209	0	3	39	43	16	2	0	0	20	69	12	146
TOTAL SWITZERLAND			659	0	27	49	32	15	3	0	0	18	73	11	389
UNITED KINGDOM															
EDINBURGH	KLM UK LTD	S	189	0	7	88	11	1	1	0	0	2	70	11	177
TOTAL EDINBURGH			189	0	7	88	11	1	1	0	0	2	70	11	177
GLASGOW	KLM UK LTD	S	142	0	2	75	18	7	1	0	0	8	0	0	0
TOTAL GLASGOW			142	0	2	75	18	7	1	0	0	8	0	0	0
MANCHESTER	KLM UK LTD	S	134	0	2	97	3	0	0	0	0	-2	94	-3	174
TOTAL MANCHESTER			134	0	2	97	3	0	0	0	0	-2	94	-3	174
TOTAL UNITED KINGDOM			465	0	11	87	11	2	0	0	0	2	82	4	351
TOTAL LONDON CITY			3396	4	129	63	24	9	4	0	0	15	70	13	2896

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-9	20	26	5
<b>TOTAL LARNACA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>20</b>	<b>26</b>	<b>5</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	17	0	4	59	29	6	6	0	0	20	83	4	18
	EUROCYPRIA AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	9	1	0	67	33	0	0	0	0	11	67	6	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	13	0	0	-5	0	0	0
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>25</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>6</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>46</b>	<b>1</b>	<b>4</b>	<b>67</b>	<b>24</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>9</b>	<b>40</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	TRAVEL SERVICE AIRLINES	C	3	0	0	0	33	67	0	0	0	42	0	0	0
<b>TOTAL PRAGUE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
LILLE	SOBELAIR	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL LILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	172	0	0	87	5	3	5	0	0	3	93	-3	161
<b>TOTAL NICE</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>-3</b>	<b>161</b>
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	164	0	20	63	22	7	7	1	0	19	73	6	157
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>164</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>22</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>6</b>	<b>157</b>
PONTOISE	DEBONAIR AIRWAYS LTD	S	59	0	1	36	25	14	24	2	0	37	0	0	0
<b>TOTAL PONTOISE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>25</b>	<b>14</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>397</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>1</b>	<b>318</b>
<b>GERMANY</b>															
MOENCHENGLADBACH	DEBONAIR AIRWAYS LTD	S	96	10	11	56	25	15	2	2	0	21	0	0	0
<b>TOTAL MOENCHENGLADBACH</b>			<b>96</b>	<b>10</b>	<b>11</b>	<b>56</b>	<b>25</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	DEBONAIR AIRWAYS LTD	S	113	2	9	45	29	13	12	0	1	31	64	17	85
<b>TOTAL MUNICH</b>			<b>113</b>	<b>2</b>	<b>9</b>	<b>45</b>	<b>29</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>64</b>	<b>17</b>	<b>85</b>
<b>TOTAL GERMANY</b>			<b>209</b>	<b>12</b>	<b>20</b>	<b>50</b>	<b>27</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>17</b>	<b>85</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	25	0	1	60	28	12	0	0	0	10	75	38	24
<b>TOTAL GIBRALTAR</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>38</b>	<b>24</b>
<b>TOTAL GIBRALTAR</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>38</b>	<b>24</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	120	0	0	86	9	3	2	0	0	-1	0	0	0
<b>TOTAL ATHENS</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>121</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</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 NOVEMBER 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	243	3	18	88	7	3	1	0	0	2	92	1	237
TOTAL DUBLIN			243	3	18	88	7	3	1	0	0	2	92	1	237
TOTAL IRISH REPUBLIC			243	13	18	88	7	3	1	0	0	2	91	1	260
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	9	1	2	56	22	11	11	0	0	20	63	16	8
	MONARCH AIRLINES	C	10	0	0	50	20	30	0	0	0	21	56	13	9
TOTAL OVDA			19	1	2	53	21	21	5	0	0	21	59	14	17
TOTAL ISRAEL			19	1	2	53	21	21	5	0	0	21	59	14	17
<b>ITALY</b>															
NAPLES	BMI BRITISH MIDLAND	C	5	0	0	40	40	20	0	0	0	23	70	25	10
TOTAL NAPLES			5	0	0	40	40	20	0	0	0	23	70	25	10
PALERMO	BMI BRITISH MIDLAND	C	5	0	0	60	20	20	0	0	0	14	10	49	10
TOTAL PALERMO			5	0	0	60	20	20	0	0	0	14	10	49	10
ROME (CIAMPINO)	DEBONAIR AIRWAYS LTD	S	58	2	2	47	24	16	14	0	0	28	62	21	98
TOTAL ROME (CIAMPINO)			58	2	2	47	24	16	14	0	0	28	71	18	156
TOTAL ITALY			68	2	2	47	25	16	12	0	0	26	67	20	176
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	75	25	0	0	0	0	-4	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	0	14	0	0	1	0	0	0
TOTAL MALTA			15	1	1	73	20	0	7	0	0	-2	25	28	8
TOTAL MALTA			15	1	1	73	20	0	7	0	0	-2	25	28	8
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	162	0	0	81	9	6	4	0	0	8	67	25	159
TOTAL AMSTERDAM			162	0	0	81	9	6	4	0	0	8	67	25	159
TOTAL NETHERLANDS			162	0	0	81	9	6	4	0	0	8	67	25	159
<b>POLAND</b>															
KRAKOW	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL KRAKOW			2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL POLAND			2	0	0	100	0	0	0	0	0	3	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	10	0	0	50	40	10	0	0	0	11	71	10	7
TOTAL FARO			11	0	0	45	36	9	9	0	0	22	56	48	9
TOTAL PORTUGAL(EXCLUDING MADEIRA)			11	0	0	45	36	9	9	0	0	22	56	48	9
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	60	20	10	10	0	0	16	88	4	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FUNCHAL			10	0	0	60	20	10	10	0	0	16	88	4	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	60	20	10	10	0	0	16	88	4	8
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	38	38	13	13	0	0	24	75	30	8
	MONARCH AIRLINES	S	34	0	0	56	26	18	0	0	0	15	54	23	26
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL ALICANTE			48	0	0	58	25	15	2	0	0	16	59	25	34
BARCELONA	DEBONAIR AIRWAYS LTD	S	58	2	2	47	28	17	7	2	0	27	65	21	150
	EASYJET AIRLINE COMPANY LTD	S	118	1	2	89	5	4	2	0	0	3	90	2	70
TOTAL BARCELONA			176	3	4	75	13	9	3	1	0	11	73	15	220
IBIZA	CORSAIR	C	8	0	0	88	13	0	0	0	0	-3	0	0	0
TOTAL IBIZA			9	0	0	89	11	0	0	0	0	-5	100	-23	1
MADRID	DEBONAIR AIRWAYS LTD	S	59	0	1	73	10	7	8	2	0	20	72	9	60
	EASYJET AIRLINE COMPANY LTD	S	29	0	1	55	24	10	10	0	0	20	0	0	0
TOTAL MADRID			88	0	2	67	15	8	9	1	0	20	72	9	60
MAHON	MONARCH AIRLINES	S	12	0	0	67	17	0	17	0	0	29	100	-6	18
TOTAL MAHON			12	0	0	67	17	0	17	0	0	29	100	-6	18
MALAGA	BRITANNIA AIRWAYS	C	10	0	0	30	40	20	10	0	0	29	60	10	10
	FUTURA AIRLINES	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	S	51	1	0	88	6	4	2	0	0	7	78	11	36
TOTAL MALAGA			69	2	1	80	12	6	3	0	0	10	77	10	53
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	14	56	21	9
	EASYJET AIRLINE COMPANY LTD	S	59	0	1	86	8	2	3	0	0	3	0	0	0
	MONARCH AIRLINES	S	8	0	1	75	25	0	0	0	0	2	60	9	10
TOTAL PALMA DE MALLORCA			77	0	2	79	14	3	4	0	0	6	58	15	19
TOTAL SPAIN			479	5	9	73	14	7	5	0	0	12	73	13	405
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	15	78	32	9
	MONARCH AIRLINES	C	7	1	1	57	29	14	0	0	0	19	86	0	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	25	0	0	38	0	0	0
TOTAL ARRECIFE			25	1	1	52	20	20	8	0	0	23	88	10	24
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	34	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	15	50	12	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-19	0	0	0
TOTAL FUERTEVENTURA			24	0	0	75	13	8	4	0	0	10	50	12	8
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	38	25	38	0	0	0	22	50	15	8
	MONARCH AIRLINES	C	10	0	0	60	0	20	20	0	0	38	25	22	8
	MY TRAVEL AIRWAYS UK	C	11	0	0	73	27	0	0	0	0	8	0	0	0
TOTAL LAS PALMAS			30	0	0	57	17	20	7	0	0	23	38	19	16
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	38	38	13	13	0	0	31	38	32	8
	MONARCH AIRLINES	C	16	0	0	69	19	0	13	0	0	19	73	9	15

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	MONARCH AIRLINES	S	26	0	0	69	19	12	0	0	0	11	75	10	16
	MY TRAVEL AIRWAYS UK	C	17	0	1	82	12	0	6	0	0	3	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>12</b>	<b>48</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>146</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>13</b>	<b>96</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	18	0	0	17	17	28	22	11	6	115	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	29	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>15</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>15</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	60	0	4	92	0	5	3	0	0	4	0	0	0
	EASYJET SWITZERLAND	S	48	4	0	56	29	15	0	0	0	16	0	0	0
<b>TOTAL GENEVA</b>			<b>108</b>	<b>5</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	104	0	0	77	13	8	2	0	0	5	0	0	0
	EDELWEISS AIR	C	18	0	0	50	22	28	0	0	0	19	68	9	25
<b>TOTAL ZURICH</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>9</b>	<b>25</b>
<b>TOTAL SWITZERLAND</b>			<b>230</b>	<b>5</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>9</b>	<b>25</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	13	60	19	10
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>19</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>19</b>	<b>10</b>
<b>UKRAINE</b>															
KIEV	AIR 2000	C	2	0	0	50	0	0	50	0	0	69	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	35	0	0	0
<b>TOTAL KIEV</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	13	6	3	0	0	10	88	5	59
<b>TOTAL ABERDEEN</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>60</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	162	0	0	90	4	2	4	0	0	1	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	262	2	4	85	7	6	2	0	0	6	81	11	267
<b>TOTAL EDINBURGH</b>			<b>262</b>	<b>2</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>267</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	215	0	0	83	9	6	2	0	0	6	80	7	205
<b>TOTAL GLASGOW</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>7</b>	<b>205</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	58	0	2	95	5	0	0	0	0	1	0	0	0
<b>TOTAL GUERNSEY</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	58	0	0	66	16	19	0	0	0	14	76	15	59

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 INVERNESS			58	0	0	66	16	19	0	0	0	14	76	15	59
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	28	0	0	89	4	7	0	0	0	0	85	4	34
TOTAL ISLE OF MAN			28	0	0	89	4	7	0	0	0	0	85	4	34
MANCHESTER	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-19	0	0	0
TOTAL MANCHESTER			2	0	0	100	0	0	0	0	0	-19	0	0	0
NORWICH	SCOT AIRWAYS	S	44	0	4	64	20	14	2	0	0	14	84	0	44
TOTAL NORWICH			44	0	4	64	20	14	2	0	0	14	84	0	44
TOTAL UNITED KINGDOM			891	3	10	83	8	6	2	0	0	5	83	8	727
TOTAL LUTON			3111	46	94	74	13	8	4	0	0	11	77	11	2501

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>AUSTRALIA</b>															
SYDNEY	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	25	50	13	0	95	63	22	8
TOTAL SYDNEY			8	0	0	13	0	25	50	13	0	95	60	28	10
TOTAL AUSTRALIA			8	0	0	13	0	25	50	13	0	95	47	30	15
<b>AUSTRIA</b>															
VIENNA	LAUDA-AIR	S	94	0	0	66	30	4	0	0	0	10	82	7	88
TOTAL VIENNA			94	0	0	66	30	4	0	0	0	10	82	7	88
TOTAL AUSTRIA			94	0	0	66	30	4	0	0	0	10	82	7	88
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	4	0	0	25	25	0	50	0	0	50	100	1	4
TOTAL NASSAU			4	0	0	25	25	0	50	0	0	50	100	1	4
TOTAL BAHAMAS			4	0	0	25	25	0	50	0	0	50	100	1	4
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	9	0	0	44	22	22	11	0	0	28	25	59	8
	CALEDONIAN AIRWAYS	C	4	0	0	25	50	25	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	22	0	33	11	11	114	56	24	9
TOTAL BRIDGETOWN			22	0	0	32	27	14	18	5	5	60	41	40	17
TOTAL BARBADOS			22	0	0	32	27	14	18	5	5	60	41	40	17
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	171	1	0	61	23	12	4	0	0	15	74	14	113
	SABENA	S	224	0	0	79	17	4	0	0	0	8	86	3	218
TOTAL BRUSSELS			395	1	0	71	19	8	2	0	0	11	82	7	331
TOTAL BELGIUM			395	1	0	71	19	8	2	0	0	11	82	7	331
<b>CANADA</b>															
TORONTO	AIR CANADA	S	44	0	0	75	5	16	5	0	0	14	55	33	38
	AIR TRANSAT	C	8	0	0	75	25	0	0	0	0	9	40	18	10
	CANADA 3000 AIRLINES	C	8	0	0	50	38	13	0	0	0	12	56	36	16
TOTAL TORONTO			61	1	1	72	11	13	3	0	0	12	53	31	64
TOTAL CANADA			61	1	1	72	11	13	3	0	0	12	55	31	66
<b>CUBA</b>															
HAVANA	CUBANA	S	8	0	0	38	13	25	0	0	25	115	0	0	0
TOTAL HAVANA			8	0	0	38	13	25	0	0	25	115	0	0	0
TOTAL CUBA			8	0	0	38	13	25	0	0	25	115	0	0	0
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	7	0	1	86	0	0	14	0	0	14	56	20	9
	CALEDONIAN AIRWAYS	C	3	0	0	0	33	67	0	0	0	29	67	40	6
	CYPRUS AIRWAYS	S	16	0	0	75	0	13	0	13	0	32	65	77	20
	EUROCYPRIA AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-13	42	54	12

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				Actual (7)	Plan (8)										
LARNACA	MY TRAVEL AIRWAYS UK	C	16	0	0	63	25	0	0	0	13	66	67	15	27
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	8	0	0	0	0	7	88	8	8
<b>TOTAL LARNACA</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>32</b>	<b>63</b>	<b>38</b>	<b>82</b>
PAPHOS	AIR 2000	S	19	0	1	58	21	16	5	0	0	15	67	11	18
	AIR FOYLE PASSENGER AIRLINES	C	4	2	4	25	0	0	75	0	0	90	0	0	0
	BRITANNIA AIRWAYS	C	23	0	0	52	26	9	13	0	0	23	56	17	18
	CALEDONIAN AIRWAYS	C	5	0	4	20	20	60	0	0	0	30	13	125	8
	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	-2	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	38	90	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	0	0	0
<b>TOTAL PAPHOS</b>			<b>76</b>	<b>2</b>	<b>9</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>43</b>	<b>52</b>	
<b>TOTAL CYPRUS</b>			<b>132</b>	<b>2</b>	<b>10</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>24</b>	<b>58</b>	<b>40</b>	<b>134</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	43	0	0	70	28	2	0	0	0	10	80	9	40
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
<b>TOTAL PRAGUE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>48</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>48</b>	
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	92	0	2	87	9	4	0	0	0	-1	90	1	90
<b>TOTAL BILLUND</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>90</b>	<b>1</b>	<b>90</b>
COPENHAGEN	MAERSK AIR	C	4	0	0	100	0	0	0	0	0	-4	0	0	0
	SAS	S	171	0	0	74	13	11	2	0	0	9	83	5	160
	STERLING EUROPEAN AIRLINES	C	4	0	2	50	50	0	0	0	0	14	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>180</b>	<b>1</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>5</b>	<b>160</b>	
<b>TOTAL DENMARK</b>			<b>272</b>	<b>1</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>3</b>	<b>250</b>	
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	42	80	1	10
	LEISURE INTERNATIONAL	C	9	0	0	67	0	22	0	11	0	29	75	-2	4
	MY TRAVEL AIRWAYS UK	C	3	1	1	33	33	33	0	0	0	4	100	-12	9
<b>TOTAL PUERTO PLATA</b>			<b>20</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>87</b>	<b>-4</b>	<b>23</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	13	62	53	13
<b>TOTAL SANTO DOMINGO</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>13</b>	<b>56</b>	<b>36</b>	<b>25</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>30</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>10</b>	<b>27</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>16</b>	<b>48</b>
<b>EGYPT</b>															
HURGHADA	AIR 2000	C	4	0	0	25	50	25	0	0	0	21	0	0	0
<b>TOTAL HURGHADA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	0	100	-3	6
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	0	13	13	0	46	0	0	0
<b>TOTAL LUXOR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>93</b>	<b>1</b>	<b>15</b>
<b>TOTAL EGYPT</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>93</b>	<b>1</b>	<b>15</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>FINLAND</b>															
HELSINKI	AIR EUROPA	C	2	0	0	50	0	0	50	0	0	28	0	0	0
	FINNAIR	S	60	0	0	70	15	13	2	0	0	12	83	3	60
<b>TOTAL HELSINKI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>3</b>	<b>60</b>
ROVANIEMI	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	33	0	0	40	0	43	1
<b>TOTAL ROVANIEMI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>43</b>	<b>1</b>
<b>TOTAL FINLAND</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>4</b>	<b>61</b>
<b>FRANCE</b>															
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	-1	88	1	16
<b>TOTAL BEAUVAIS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>88</b>	<b>1</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	234	0	2	75	9	9	7	0	0	13	75	9	236
	BRITISH AIRWAYS PLC	S	261	1	5	65	17	10	6	3	0	20	70	14	258
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>495</b>	<b>1</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>12</b>	<b>494</b>
PERPIGNAN	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL PERPIGNAN</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>515</b>	<b>2</b>	<b>7</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>11</b>	<b>514</b>
<b>GAMBIA</b>															
BANJUL	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	12	88	8	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	14	0	0	0	0	4	50	20	8
<b>TOTAL BANJUL</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>16</b>
<b>TOTAL GAMBIA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>16</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	87	0	7	83	10	2	5	0	0	8	90	4	89
<b>TOTAL BERLIN (TEGEL)</b>			<b>87</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>89</b>
DUSSELDORF	BMI BRITISH MIDLAND	S	153	0	0	90	7	0	3	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	164	0	0	86	10	4	0	0	0	3	86	5	158
<b>TOTAL DUSSELDORF</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>6</b>	<b>254</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	169	0	2	87	8	2	3	0	0	4	86	3	168
	LUFTHANSA	S	178	0	2	84	11	3	2	0	0	5	96	0	180
<b>TOTAL FRANKFURT MAIN</b>			<b>347</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>348</b>
HAMBURG	LUFTHANSA CITY LINE	S	98	0	4	88	6	2	4	0	0	3	94	4	49
<b>TOTAL HAMBURG</b>			<b>98</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>49</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	100	0	0	0	0	0	-5	92	-2	60
<b>TOTAL HANOVER</b>			<b>60</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>92</b>	<b>-2</b>	<b>60</b>
MUNICH	LUFTHANSA CITY LINE	S	167	1	5	89	7	2	1	1	0	4	86	5	166
<b>TOTAL MUNICH</b>			<b>167</b>	<b>1</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>166</b>

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				Actual (7)	Plan (8)										
STUTTGART	LUFTHANSA CITY LINE	S	42	0	0	48	45	7	0	0	0	16	0	0	0
TOTAL STUTTGART			42	0	0	48	45	7	0	0	0	16	0	0	0
TOTAL GERMANY			1120	2	20	86	10	2	2	0	0	4	87	3	967
GIBRALTAR															
GIBRALTAR	AIR 2000	C	2	0	0	50	0	50	0	0	0	32	0	0	0
	GB AIRWAYS LTD	S	4	0	0	25	0	25	25	25	0	72	70	42	10
TOTAL GIBRALTAR			6	0	0	33	0	33	17	17	0	59	70	42	10
TOTAL GIBRALTAR			6	0	0	33	0	33	17	17	0	59	70	42	10
GREECE															
ATHENS	LEISURE INTERNATIONAL	C	2	0	0	0	50	0	0	50	0	166	0	0	0
TOTAL ATHENS			3	0	0	33	33	0	0	33	0	110	33	18	3
TOTAL KOS			2	0	0	100	0	0	0	0	0	-28	0	0	0
TOTAL RHODES			2	0	0	100	0	0	0	0	0	-21	0	0	0
TOTAL GREECE			9	0	0	78	11	0	0	11	0	22	40	18	5
HONG KONG															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	58	0	2	88	7	2	3	0	0	1	77	6	60
TOTAL HONG KONG (CHEP LAP KOK)			58	0	2	88	7	2	3	0	0	1	77	6	60
TOTAL HONG KONG			58	0	2	88	7	2	3	0	0	1	77	6	60
HUNGARY															
BUDAPEST	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	42	100	1	2
TOTAL BUDAPEST			2	0	0	50	0	0	50	0	0	42	100	1	2
TOTAL HUNGARY			2	0	0	50	0	0	50	0	0	42	100	1	2
INDIA															
GOA	BRITANNIA AIRWAYS	C	13	0	0	38	15	23	23	0	0	38	71	75	7
	CALEDONIAN AIRWAYS	C	6	0	2	83	0	0	17	0	0	17	0	95	9
	MONARCH AIRLINES	C	8	0	0	63	13	0	0	13	13	76	57	19	7
TOTAL GOA			27	0	2	56	11	11	15	4	4	45	55	47	31
MUMBAI	AIR INDIA	S	33	1	1	45	18	12	12	12	0	57	13	103	16
TOTAL MUMBAI			33	1	1	45	18	12	12	12	0	57	13	103	16
TOTAL INDIA			60	1	3	50	15	12	13	8	2	52	40	66	47
IRISH REPUBLIC															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	24	12	12	83	4	4	4	4	0	10	85	11	34
TOTAL CONNAUGHT			24	12	12	83	4	4	4	4	0	10	85	11	34
CORK	BRITISH REGIONAL AIRLINES LTD	S	108	2	6	83	6	4	6	1	0	11	87	11	120
TOTAL CORK			108	2	6	83	6	4	6	1	0	11	87	11	120
DUBLIN	AER LINGUS	S	307	0	2	93	4	1	2	0	0	-1	88	1	255
	LUXAIR	S	39	0	3	82	10	0	5	3	0	8	0	0	0



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				Actual (7)	Plan (8)										
DUBLIN	RYANAIR	S	264	9	20	97	3	0	0	0	0	-1	86	6	290
<b>TOTAL DUBLIN</b>			<b>610</b>	<b>9</b>	<b>25</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>545</b>
GALWAY	EASTERN AIRWAYS	S	55	1	1	82	4	0	7	7	0	26	0	0	0
<b>TOTAL GALWAY</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	98	0	8	82	9	4	5	0	4	83	11	98	
<b>TOTAL SHANNON</b>			<b>98</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>11</b>	<b>98</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>895</b>	<b>24</b>	<b>52</b>	<b>90</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>797</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	10	2	0	70	30	0	0	0	0	2	100	3	8
	CALEDONIAN AIRWAYS	C	9	0	0	67	22	11	0	0	0	10	0	0	0
<b>TOTAL OVDA</b>			<b>20</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>8</b>
TEL AVIV	EL AL	S	18	0	0	94	6	0	0	0	0	-4	100	-9	16
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>100</b>	<b>-9</b>	<b>16</b>
<b>TOTAL ISRAEL</b>			<b>38</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>-5</b>	<b>24</b>
<b>ITALY</b>															
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	99	0	3	70	6	12	12	0	0	18	0	0	0
	KLM UK LTD	S	4	0	0	0	75	25	0	0	0	25	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>103</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>9</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BRITANNIA AIRWAYS	C	7	0	1	57	14	29	0	0	0	9	69	15	16
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>16</b>
ROME (CIAMPINO)	LEISURE INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>62</b>	<b>1</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	34	0	0	68	15	6	12	0	0	19	79	10	24
<b>TOTAL ROME (FIUMICINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>10</b>	<b>24</b>
VENICE	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	MARTINAIR HOLLAND	C	4	0	0	50	0	25	25	0	0	34	0	0	0
<b>TOTAL VENICE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>6</b>	<b>2</b>
<b>TOTAL ITALY</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>11</b>	<b>143</b>
<b>JAMAICA</b>															
MONTEGO BAY	LEISURE INTERNATIONAL	C	10	0	0	70	10	0	20	0	0	18	67	11	9
	MY TRAVEL AIRWAYS UK	C	17	0	1	29	35	18	18	0	0	33	0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>26</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>11</b>	<b>9</b>
<b>TOTAL JAMAICA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>26</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>11</b>	<b>9</b>
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	10	0	0	60	0	20	10	10	0	47	67	37	9
<b>TOTAL MOMBASA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>47</b>	<b>56</b>	<b>45</b>	<b>18</b>
<b>TOTAL KENYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>47</b>	<b>57</b>	<b>40</b>	<b>21</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	39	0	3	74	21	5	0	0	0	6	97	-1	36
TOTAL LUXEMBOURG			39	0	3	74	21	5	0	0	0	6	97	-1	36
TOTAL LUXEMBOURG			39	0	3	74	21	5	0	0	0	6	97	-1	36
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MY TRAVEL AIRWAYS UK	C	7	0	1	71	0	14	0	0	14	63	100	-4	3
TOTAL MALE INTERNATIONAL			7	0	1	71	0	14	0	0	14	63	100	-4	3
TOTAL MALDIVE ISLANDS			7	0	1	71	0	14	0	0	14	63	100	-4	3
<b>MALTA</b>															
MALTA	AIR 2000	C	9	0	0	78	11	11	0	0	0	5	78	7	9
	AIR MALTA	C	26	0	2	85	15	0	0	0	0	-9	100	-13	2
	AIR MALTA	S	16	0	0	88	13	0	0	0	0	-6	72	4	18
	AIRWORLD AVIATION LTD	C	8	0	0	50	50	0	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	44	31	25	0	0	0	22	53	17	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	16	37	22	19
	THOMAS COOK AIRLINES LTD	C	16	1	0	88	13	0	0	0	0	0	90	-4	10
TOTAL MALTA			100	1	2	74	19	6	1	0	0	3	65	9	81
TOTAL MALTA			100	1	2	74	19	6	1	0	0	3	65	9	81
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	70	20	0	10	0	0	9	50	14	8
TOTAL MAURITIUS			10	0	0	70	20	0	10	0	0	9	50	14	8
TOTAL MAURITIUS			10	0	0	70	20	0	10	0	0	9	50	14	8
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	50	0	0	65	0	0	0
	LEISURE INTERNATIONAL	C	6	1	2	83	17	0	0	0	0	-4	88	-5	8
	MY TRAVEL AIRWAYS UK	C	3	0	1	33	0	33	0	0	33	305	50	17	8
TOTAL CANCUN			13	1	3	62	8	8	15	0	8	88	69	6	16
PUERTO VALLARTA	LEISURE INTERNATIONAL	C	7	0	1	71	29	0	0	0	0	-1	0	0	0
TOTAL PUERTO VALLARTA			7	0	1	71	29	0	0	0	0	-1	0	0	0
TOTAL MEXICO			20	1	4	65	15	5	10	0	5	57	69	6	16
<b>MOROCCO</b>															
AGADIR	CALEDONIAN AIRWAYS	C	7	0	1	71	0	0	29	0	0	40	0	0	0
TOTAL AGADIR			7	0	1	71	0	0	29	0	0	40	0	0	0
TOTAL MOROCCO			7	0	1	71	0	0	29	0	0	40	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	203	0	3	75	12	6	5	1	0	14	78	13	192
	KLM UK LTD	S	392	0	2	69	14	9	7	0	0	14	72	18	385
TOTAL AMSTERDAM			595	0	5	71	13	8	7	1	0	14	74	16	577
EINDHOVEN	B A S E BUSINESS AIRLINES	S	82	0	2	87	7	5	1	0	0	0	96	-4	78

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL EINDHOVEN			82	0	2	87	7	5	1	0	0	0	96	-4	78
ROTTERDAM	VLM (BELGIUM)	S	142	0	10	86	8	5	1	0	0	4	0	0	0
TOTAL ROTTERDAM			142	0	10	86	8	5	1	0	0	4	63	25	8
TOTAL NETHERLANDS			819	0	17	75	12	7	5	0	0	11	77	14	663
NORWAY															
OSLO (GARDERMOEN)	BRAATHENS ASA	C	3	0	0	67	0	33	0	0	0	15	0	0	0
	SAS	S	3	0	1	33	33	0	33	0	0	33	0	0	0
TOTAL OSLO (GARDERMOEN)			6	0	1	50	17	17	17	0	0	24	0	0	0
TOTAL NORWAY			6	1	1	50	17	17	17	0	0	24	92	2	50
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	46	12	23	15	4	0	34	52	19	25
	PAKISTAN INTL AIRLINES	S	18	0	0	61	17	17	6	0	0	17	28	34	18
TOTAL ISLAMABAD			44	0	0	52	14	20	11	2	0	27	42	25	43
KARACHI	PAKISTAN INTL AIRLINES	S	8	0	0	75	0	25	0	0	0	8	0	0	0
TOTAL KARACHI			8	0	0	75	0	25	0	0	0	8	0	0	0
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	0	25	38	25	13	0	0	32	25	59	8
TOTAL LAHORE			8	0	0	25	38	25	13	0	0	32	25	59	8
TOTAL PAKISTAN			60	0	0	52	15	22	10	2	0	25	39	30	51
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	18	0	0	94	6	0	0	0	0	0	71	15	24
	LOT-POLISH AIRLINES	S	18	0	0	78	11	11	0	0	0	6	59	9	22
TOTAL WARSAW			36	0	0	86	8	6	0	0	0	3	65	12	46
TOTAL POLAND			36	0	0	86	8	6	0	0	0	3	65	12	46
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	16	1	0	88	6	6	0	0	0	3	71	13	21
	AIRWORLD AVIATION LTD	C	2	0	0	0	50	50	0	0	0	38	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	17	33	43	9
	CALEDONIAN AIRWAYS	C	8	1	5	88	0	0	0	13	0	26	64	54	11
	LEISURE INTERNATIONAL	C	15	0	0	60	20	20	0	0	0	17	57	33	14
	MONARCH AIRLINES	C	28	0	0	54	36	7	4	0	0	15	54	42	28
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	11	6	6	11	0	34	89	19	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	15	0	0	0	0	3	92	-6	12
TOTAL FARO			125	3	5	70	18	8	2	2	0	16	67	28	114
LISBON	PORTUGALIA	S	52	0	0	83	13	0	4	0	0	7	88	5	50
TOTAL LISBON			52	0	0	83	13	0	4	0	0	7	88	5	50
TOTAL PORTUGAL(EXCLUDING MADEIRA)			177	3	5	73	16	6	3	2	0	13	73	21	164
PORTUGAL(MADEIRA)															
FUNCHAL	AIR 2000	C	10	0	0	80	10	10	0	0	0	7	25	30	8
	CALEDONIAN AIRWAYS	C	10	0	0	40	10	10	40	0	0	52	75	15	8
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	2	50	13	8

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				Actual (7)	Plan (8)										
FUNCHAL	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	7	75	-1	8
<b>TOTAL FUNCHAL</b>			<b>38</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>18</b>	<b>56</b>	<b>14</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>38</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>18</b>	<b>56</b>	<b>14</b>	<b>32</b>
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	41	1	1	63	22	10	5	0	0	12	53	13	32
<b>TOTAL SINGAPORE</b>			<b>41</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>13</b>	<b>32</b>
<b>TOTAL SINGAPORE</b>			<b>41</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>13</b>	<b>32</b>
SPAIN															
ALICANTE	AIR 2000	C	31	0	1	77	23	0	0	0	0	4	60	21	35
	AIRWORLD AVIATION LTD	C	8	0	0	100	0	0	0	0	0	-2	0	0	0
	BRITANNIA AIRWAYS	C	54	0	2	56	17	15	13	0	0	26	71	36	65
	CALEDONIAN AIRWAYS	C	5	0	4	60	40	0	0	0	0	9	33	29	6
	MONARCH AIRLINES	C	40	0	0	58	18	15	5	5	0	30	53	38	45
	MY TRAVEL AIRWAYS UK	C	36	0	0	47	28	11	14	0	0	24	53	33	40
	THOMAS COOK AIRLINES LTD	C	26	0	2	85	12	0	4	0	0	1	94	-11	18
	TRANSAER	C	4	0	0	100	0	0	0	0	0	0	67	26	6
<b>TOTAL ALICANTE</b>			<b>204</b>	<b>1</b>	<b>9</b>	<b>64</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>29</b>	<b>215</b>
ALMERIA	MY TRAVEL AIRWAYS UK	C	16	0	0	19	6	44	25	0	6	76	38	26	8
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>44</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>38</b>	<b>26</b>	<b>8</b>
BARCELONA	AB AIRLINES	C	2	0	0	0	100	0	0	0	0	26	0	0	0
	AIR 2000	C	4	0	0	50	25	0	25	0	0	40	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	15	0	0	0
	TRANSAER	C	4	0	0	25	25	50	0	0	0	34	0	0	0
<b>TOTAL BARCELONA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>13</b>	<b>61</b>
IBIZA	THOMAS COOK AIRLINES LTD	C	7	0	1	57	14	0	29	0	0	18	50	14	2
<b>TOTAL IBIZA</b>			<b>12</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>-3</b>	<b>4</b>
MADRID	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	78	0	0	77	17	3	4	0	0	9	70	9	76
	IBERIA	S	60	0	0	45	25	27	3	0	0	22	48	21	60
<b>TOTAL MADRID</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>14</b>	<b>136</b>
MALAGA	AIR 2000	C	28	0	8	43	29	4	21	4	0	40	59	23	39
	AIRWORLD AVIATION LTD	C	8	0	0	100	0	0	0	0	0	-4	0	0	0
	BRITANNIA AIRWAYS	C	36	1	0	58	25	8	8	0	0	23	76	17	45
	CALEDONIAN AIRWAYS	C	7	0	9	86	14	0	0	0	0	9	50	143	6
	FUTURA AIRLINES	C	4	0	0	50	25	25	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	44	1	0	50	27	18	5	0	0	20	50	21	42
	MY TRAVEL AIRWAYS UK	C	30	0	1	50	17	17	17	0	0	31	46	18	26
	THOMAS COOK AIRLINES LTD	C	17	0	2	76	12	12	0	0	0	4	82	3	11
	TRANSAER	C	9	0	0	56	22	0	0	0	22	133	44	45	9
<b>TOTAL MALAGA</b>			<b>183</b>	<b>10</b>	<b>20</b>	<b>57</b>	<b>22</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>58</b>	<b>25</b>	<b>200</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-5	100	-15	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>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>100</b>	<b>-15</b>	<b>2</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	18	0	1	78	17	0	0	6	0	17	57	19	30
	AIR EUROPA	C	2	1	0	100	0	0	0	0	0	-27	100	-7	2
	BRITANNIA AIRWAYS	C	35	0	1	69	14	6	11	0	0	18	55	24	56
	MONARCH AIRLINES	C	5	0	0	60	0	40	0	0	0	14	60	5	5
	MY TRAVEL AIRWAYS UK	C	25	0	1	76	8	4	12	0	0	18	55	40	31
	THOMAS COOK AIRLINES LTD	C	14	0	2	86	14	0	0	0	0	2	100	-10	12
<b>TOTAL PALMA DE MALLORCA</b>			<b>99</b>	<b>3</b>	<b>5</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>21</b>	<b>152</b>
<b>TOTAL SPAIN</b>			<b>681</b>	<b>17</b>	<b>36</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>22</b>	<b>793</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	26	0	0	62	12	19	8	0	0	18	79	33	24
	AIRWORLD AVIATION LTD	C	8	0	0	50	13	13	25	0	0	33	0	0	0
	BRITANNIA AIRWAYS	C	28	0	0	57	32	4	7	0	0	17	89	3	28
	CALEDONIAN AIRWAYS	C	8	0	0	25	50	25	0	0	0	23	25	70	4
	LEISURE INTERNATIONAL	C	8	0	0	13	38	38	13	0	0	36	25	39	8
	MONARCH AIRLINES	C	17	0	0	35	29	29	6	0	0	34	75	12	16
	MY TRAVEL AIRWAYS UK	C	14	0	2	36	21	21	14	0	7	95	44	44	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	17	6	0	0	0	7	100	-14	16
<b>TOTAL ARRECIFE</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>24</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>72</b>	<b>22</b>	<b>120</b>
<b>FUERTEVENTURA</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	5	50	45	8
	AIRWORLD AVIATION LTD	C	8	0	0	63	13	0	25	0	0	36	0	0	0
	BRITANNIA AIRWAYS	C	22	0	0	55	18	27	0	0	0	19	61	20	18
	LEISURE INTERNATIONAL	C	8	0	0	63	25	0	13	0	0	18	50	25	4
	MY TRAVEL AIRWAYS UK	C	15	1	0	80	7	13	0	0	0	11	67	11	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	22	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>21</b>	<b>56</b>
<b>LAS PALMAS</b>	AIR 2000	C	18	0	0	89	6	6	0	0	0	0	78	8	18
	AIRWORLD AVIATION LTD	C	19	1	0	79	0	21	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	30	0	0	67	13	20	0	0	0	16	50	18	16
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-9	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	90	10	0	0	0	0	2	50	76	8
	MONARCH AIRLINES	C	10	0	0	70	0	20	10	0	0	16	88	7	8
	MY TRAVEL AIRWAYS UK	C	39	0	1	67	21	13	0	0	0	13	80	9	25
	THOMAS COOK AIRLINES LTD	C	37	0	0	65	22	5	5	0	3	36	86	0	28
<b>TOTAL LAS PALMAS</b>			<b>172</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>74</b>	<b>13</b>	<b>105</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	41	0	0	73	17	2	7	0	0	15	74	9	35
	AIR EUROPA	C	2	0	0	0	0	100	0	0	0	46	50	113	4
	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	25	0	50	25	0	0	42	0	0	0
	AIRWORLD AVIATION LTD	C	22	0	0	86	5	9	0	0	0	2	0	25	1
	BRITANNIA AIRWAYS	C	52	0	1	54	21	15	6	4	0	28	47	26	51
	CALEDONIAN AIRWAYS	C	22	0	0	55	23	9	5	5	5	43	50	36	36
	LEISURE INTERNATIONAL	C	22	0	0	36	23	27	14	0	0	33	44	44	25
	MONARCH AIRLINES	C	30	0	0	40	23	20	17	0	0	31	29	39	35
	MY TRAVEL AIRWAYS UK	C	40	2	2	25	15	30	25	5	0	58	61	21	33
	SPANAIR	C	15	0	0	33	33	7	13	13	0	52	0	107	6
	THOMAS COOK AIRLINES LTD	C	32	0	0	78	19	0	3	0	0	3	88	1	25

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## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	TRANSAER	C	8	0	0	50	25	13	13	0	0	26	0	49	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>290</b>	<b>2</b>	<b>3</b>	<b>53</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>30</b>	<b>267</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>658</b>	<b>4</b>	<b>6</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>24</b>	<b>548</b>
<b>SRI LANKA</b>															
COLOMBO	MONARCH AIRLINES	C	5	0	3	0	20	20	60	0	0	77	0	0	0
<b>TOTAL COLOMBO</b>			<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SRI LANKA</b>			<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	14	3	0	57	0	7	36	0	0	32	88	7	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>14</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>TOTAL ST LUCIA</b>			<b>14</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	51	0	1	98	2	0	0	0	0	-1	94	-1	48
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>94</b>	<b>-1</b>	<b>48</b>
<b>TOTAL SWEDEN</b>			<b>51</b>	<b>2</b>	<b>1</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>92</b>	<b>-1</b>	<b>50</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	50	0	0	60	28	12	0	0	0	13	58	19	50
<b>TOTAL BASLE MULHOUSE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>19</b>	<b>50</b>
GENEVA	AIR ENGIADINA	S	40	0	2	83	13	5	0	0	0	7	72	9	60
	BRITISH AIRWAYS PLC	S	101	1	1	78	9	10	2	1	0	8	74	15	43
<b>TOTAL GENEVA</b>			<b>141</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>12</b>	<b>103</b>
ZURICH	SWISS AIRLINES	S	50	0	0	62	20	18	0	0	0	13	56	19	50
	SWISSAIR	S	120	0	0	91	5	3	2	0	0	4	83	5	120
<b>TOTAL ZURICH</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>9</b>	<b>170</b>
<b>TOTAL SWITZERLAND</b>			<b>361</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>12</b>	<b>323</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	15	0	1	73	7	7	13	0	0	17	86	5	7
<b>TOTAL PHUKET</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>7</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>5</b>	<b>7</b>
<b>TOTAL THAILAND</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>7</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>5</b>	<b>7</b>
<b>TUNISIA</b>															
MONASTIR	AIRWORLD AVIATION LTD	C	9	0	1	78	0	0	22	0	0	13	0	0	0
	BRITANNIA AIRWAYS	C	15	0	0	93	7	0	0	0	0	2	89	4	18
	MY TRAVEL AIRWAYS UK	C	26	0	0	69	12	12	0	8	0	22	92	3	26
	NOUVELAIR TUNISIE	C	9	0	1	44	22	33	0	0	0	21	70	63	10
<b>TOTAL MONASTIR</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>15</b>	<b>64</b>
<b>TOTAL TUNISIA</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>14</b>	<b>66</b>
<b>TURKEY</b>															
ANTALYA	AIRWORLD AVIATION LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0

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				Actual (7)	Plan (8)										
TOTAL ANTALYA			9	1	0	89	0	11	0	0	0	4	0	19	1
TOTAL DALAMAN			3	0	0	33	67	0	0	0	0	15	100	-19	4
ISTANBUL	ISTANBUL HAVA YOLLARI	S	18	0	0	28	17	17	39	0	0	41	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	79	12	6	0	3	0	9	81	7	26
TOTAL ISTANBUL			52	0	0	62	13	10	13	2	0	20	57	16	42
TOTAL TURKEY			66	1	0	62	15	9	12	2	0	20	59	14	49
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	60	0	0	62	23	12	2	2	0	19	75	13	60
TOTAL DUBAI			60	0	0	62	23	12	2	2	0	19	75	13	60
TOTAL UNITED ARAB EMIRATES			60	0	0	62	23	12	2	2	0	19	75	13	60
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	140	0	4	87	6	6	0	0	0	3	68	14	155
	BRITISH AIRWAYS CITIEXPRESS L	S	294	0	4	86	7	2	4	0	0	7	0	0	0
TOTAL ABERDEEN			434	0	8	87	7	4	3	0	0	6	75	10	343
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	215	0	7	87	7	3	3	0	0	5	87	3	222
TOTAL BELFAST CITY			215	0	7	87	7	3	3	0	0	5	87	3	222
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	201	2	3	89	4	2	4	0	0	5	80	10	199
TOTAL BELFAST INTERNATIONAL			201	2	3	89	4	2	4	0	0	5	80	10	201
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	40	0	2	88	5	8	0	0	0	2	0	0	0
TOTAL BRISTOL			40	0	2	88	5	8	0	0	0	2	0	0	0
EDINBURGH	BMI REGIONAL	S	122	0	4	85	11	4	0	0	0	4	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	138	0	3	89	6	1	4	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	131	2	5	94	3	3	0	0	0	-1	87	7	215
TOTAL EDINBURGH			391	2	12	90	6	3	2	0	0	2	86	7	216
GATWICK	AB AIRLINES	C	2	0	0	50	0	0	50	0	0	36	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	25	0	25	50	0	0	52	33	85	9
	BRITISH AIRWAYS (EURO OPS) LG	S	380	0	4	88	9	2	1	0	0	4	86	6	320
	BRITISH AIRWAYS PLC	S	26	0	0	62	12	12	15	0	0	22	76	7	25
	MONARCH AIRLINES	C	8	0	2	38	13	25	25	0	0	47	0	0	0
TOTAL GATWICK			422	0	7	84	9	4	3	0	0	6	83	9	364
GLASGOW	BMI REGIONAL	S	179	0	7	86	10	4	0	0	0	4	80	7	126
	BRITISH AIRWAYS CITIEXPRESS L	S	188	0	0	86	7	5	2	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	93	1	0	89	8	0	3	0	0	4	79	11	262
TOTAL GLASGOW			461	1	7	87	8	3	2	0	0	4	79	10	389
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	80	10	7	2	2	0	12	92	5	59
TOTAL GUERNSEY			60	0	0	80	10	7	2	2	0	12	92	5	59
HEATHROW	BMI BRITISH MIDLAND	S	479	0	1	88	7	4	1	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	644	0	4	88	8	3	1	0	0	3	78	12	625
TOTAL HEATHROW			1123	0	5	88	8	4	1	0	0	4	78	12	625
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	C	2	0	1	100	0	0	0	0	0	-7	0	0	0

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				Actual (7)	Plan (8)										
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	169	1	0	95	4	1	0	0	0	1	94	1	170
<b>TOTAL ISLE OF MAN</b>			<b>171</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>1</b>	<b>170</b>
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	59	0	1	86	7	5	2	0	0	7	86	6	64
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-19	0	0	0
<b>TOTAL JERSEY</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>66</b>
LONDON CITY	KLM UK LTD	S	134	0	2	99	1	0	0	0	0	-6	97	-10	175
<b>TOTAL LONDON CITY</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>97</b>	<b>-10</b>	<b>175</b>
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	78	7	5	10	0	0	6	85	8	66
<b>TOTAL LONDONDERRY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>66</b>
NEWCASTLE	MY TRAVEL AIRWAYS UK	C	2	1	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	SCOT AIRWAYS	S	84	0	0	85	8	2	2	2	0	9	95	-2	80
<b>TOTAL NORWICH</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>-2</b>	<b>80</b>
SOUTHAMPTON	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	-5	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	128	1	6	89	5	2	3	0	0	4	89	4	120
<b>TOTAL SOUTHAMPTON</b>			<b>130</b>	<b>1</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>4</b>	<b>120</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	129	0	12	78	9	8	5	0	0	8	82	8	128
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL STANSTED</b>			<b>131</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>128</b>
TEESSIDE	EASTERN AIRWAYS	S	66	0	2	77	18	3	2	0	0	9	0	0	0
<b>TOTAL TEESSIDE</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4187</b>	<b>11</b>	<b>76</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>3287</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	60	0	0	93	5	2	0	0	0	-7	67	15	60
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>67</b>	<b>15</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	73	10	7	7	3	0	13	85	-1	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>-1</b>	<b>60</b>
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	7	0	0	0	29	43	29	0	0	63	13	45	8
<b>TOTAL LAS VEGAS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>45</b>	<b>8</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	58	0	0	84	3	3	3	5	0	14	78	11	59
	DELTA AIRLINES	S	44	0	0	98	0	2	0	0	0	-15	91	-1	58
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>117</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	77	12	7	3	0	2	13	87	3	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>84</b>	<b>4</b>	<b>64</b>
ORLANDO	AMERICAN TRANS AIR	C	5	1	0	80	0	20	0	0	0	-6	71	38	7
	VIRGIN ATLANTIC AIRWAYS LTD	S	20	3	3	90	0	10	0	0	0	-10	77	8	35
<b>TOTAL ORLANDO</b>			<b>25</b>	<b>5</b>	<b>3</b>	<b>88</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>75</b>	<b>60</b>	<b>57</b>
SANFORD	BRITANNIA AIRWAYS	C	17	0	0	71	18	12	0	0	0	7	68	27	31
	LEISURE INTERNATIONAL	C	17	2	2	29	41	6	18	6	0	43	85	3	20



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANFORD	MONARCH AIRLINES	C	14	2	2	50	0	14	29	7	0	57	0	0	0
	MY TRAVEL AIRWAYS UK	C	27	1	2	26	22	11	15	22	4	94	53	40	30
<b>TOTAL SANFORD</b>			<b>76</b>	<b>6</b>	<b>6</b>	<b>41</b>	<b>22</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>56</b>	<b>66</b>	<b>26</b>	<b>82</b>
<b>TOTAL USA</b>			<b>390</b>	<b>11</b>	<b>9</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>76</b>	<b>17</b>	<b>448</b>
<b>VENEZUELA</b>															
PORLAMAR	LEISURE INTERNATIONAL	C	4	0	0	25	25	25	25	0	0	37	67	2	3
<b>TOTAL PORLAMAR</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>37</b>	<b>67</b>	<b>2</b>	<b>3</b>
<b>TOTAL VENEZUELA</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>37</b>	<b>67</b>	<b>2</b>	<b>3</b>
<b>TOTAL MANCHESTER</b>			<b>11977</b>	<b>97</b>	<b>278</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>10527</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
BRUSSELS	SABENA	S	212	0	2	82	16	2	0	0	0	6	88	4	200
TOTAL BRUSSELS			212	0	2	82	16	2	0	0	0	6	87	5	202
TOTAL BELGIUM			212	0	2	82	16	2	0	0	0	6	87	5	202
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	8	0	0	75	0	25	0	0	0	-6	75	1	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	16	75	7	8
TOTAL LARNACA			17	2	0	71	6	24	0	0	0	6	75	4	16
TOTAL CYPRUS			17	2	0	71	6	24	0	0	0	6	75	4	16
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	117	0	2	44	27	15	13	0	0	27	66	17	113
	GILL AIRWAYS	S	101	0	1	61	25	9	5	0	0	17	76	13	100
TOTAL PARIS (CHARLES DE GAULLE)			218	0	3	52	26	12	9	0	0	23	71	15	213
TOTAL FRANCE			218	0	3	52	26	12	9	0	0	23	71	15	215
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	52	0	0	83	8	6	4	0	0	10	89	1	46
TOTAL DUSSELDORF			52	0	0	83	8	6	4	0	0	10	89	1	46
TOTAL GERMANY			52	0	0	83	8	6	4	0	0	10	89	1	46
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	120	0	0	88	8	2	2	0	0	4	98	-1	144
TOTAL DUBLIN			120	0	0	88	8	2	2	0	0	4	98	-1	144
TOTAL IRISH REPUBLIC			120	0	0	88	8	2	2	0	0	4	98	-1	144
<b>ITALY</b>															
NAPLES	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	30	0	0	0
TOTAL NAPLES			2	0	0	50	0	0	50	0	0	30	100	-1	1
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
TOTAL ROME (CIAMPINO)			2	0	0	100	0	0	0	0	0	-4	0	0	0
TOTAL ITALY			4	0	0	75	0	0	25	0	0	13	100	-1	1
<b>MALTA</b>															
MALTA	AIR MALTA	C	10	0	2	80	0	0	20	0	0	11	100	-5	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	7	100	5	9
TOTAL MALTA			18	0	2	72	6	6	17	0	0	10	100	0	16
TOTAL MALTA			18	0	2	72	6	6	17	0	0	10	100	0	16
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	285	0	7	69	15	8	8	0	0	16	73	15	226
TOTAL AMSTERDAM			285	0	7	69	15	8	8	0	0	16	72	15	228
TOTAL NETHERLANDS			285	0	7	69	15	8	8	0	0	16	72	15	228

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>NORWAY</b>															
OSLO (GARDERMOEN)	BRAATHENS ASA	S	48	4	4	60	21	10	8	0	0	18	0	0	0
TOTAL OSLO (GARDERMOEN)			48	4	4	60	21	10	8	0	0	18	0	0	0
SANDEFJORD(TORP)	GILL AIRWAYS	C	16	4	0	19	19	31	31	0	0	46	0	0	0
TOTAL SANDEFJORD(TORP)			16	4	0	19	19	31	31	0	0	46	0	0	0
STAVANGER	BRAATHENS ASA	S	52	0	0	69	13	6	8	2	2	25	0	0	0
TOTAL STAVANGER			52	0	0	69	13	6	8	2	2	25	0	0	0
TOTAL NORWAY			116	8	4	59	17	11	11	1	1	25	93	3	100
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	7	0	1	100	0	0	0	0	0	-7	100	-10	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	38	0	0	0	18	88	61	8
TOTAL FARO			15	0	1	73	7	20	0	0	0	6	93	28	15
TOTAL PORTUGAL(EXCLUDING MADEIRA)			15	0	1	73	7	20	0	0	0	6	93	28	15
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	SATA	C	10	0	0	80	0	0	20	0	0	13	0	0	0
TOTAL FUNCHAL			10	1	1	80	0	0	20	0	0	13	0	0	0
TOTAL PORTUGAL(MADEIRA)			10	1	1	80	0	0	20	0	0	13	0	0	0
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	88	0	0	13	0	0	13	90	0	10
	BRITANNIA AIRWAYS	C	25	0	0	72	20	0	8	0	0	14	80	11	20
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	6	50	27	8
TOTAL ALICANTE			39	0	0	77	15	0	8	0	0	12	76	12	38
TOTAL IBIZA			3	0	0	33	0	33	33	0	0	38	0	0	0
MALAGA	AIR 2000	C	10	0	0	80	0	0	20	0	0	26	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	20	0	0	30	60	15	10
	MY TRAVEL AIRWAYS UK	C	7	1	1	86	0	14	0	0	0	3	67	24	6
TOTAL MALAGA			27	1	1	70	4	11	15	0	0	22	63	19	16
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	0	0	38	0	50	13	0	0	41	63	32	16
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	33	17	0	0	0	8	88	0	8
TOTAL PALMA DE MALLORCA			15	0	0	47	13	33	7	0	0	25	71	22	24
TOTAL SPAIN			86	1	1	67	12	10	10	0	0	18	63	20	112
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	9	0	0	89	11	0	0	0	0	1	100	-8	8
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	25	34	8
	FUTURA AIRLINES	C	8	0	0	25	13	38	25	0	0	45	100	-1	4
TOTAL ARRECIFE			25	0	0	68	8	16	8	0	0	16	67	11	24
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	63	0	0	38	0	0	32	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	71	0	0	0	0	15	25	44	8
TOTAL FUERTEVENTURA			15	0	1	47	33	0	20	0	0	24	25	44	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	60	10	30	0	0	0	15	63	13	8
	FUTURA AIRLINES	C	10	0	0	60	0	0	40	0	0	32	0	0	0
	MY TRAVEL AIRWAYS UK	C	11	0	0	73	9	18	0	0	0	10	75	10	8
	SPANAIR	C	2	0	0	100	0	0	0	0	0	-38	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>12</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	15	0	0	93	7	0	0	0	0	-3	72	16	18
	BRITANNIA AIRWAYS	C	18	0	0	44	11	22	22	0	0	33	75	13	16
	FUTURA AIRLINES	C	8	0	0	25	25	0	25	0	25	185	80	10	5
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	9	44	64	9
	VIVA	C	8	0	0	38	38	25	0	0	0	23	63	7	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>66</b>	<b>28</b>	<b>58</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>130</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>63</b>	<b>23</b>	<b>106</b>
<b>SWITZERLAND</b>															
ZURICH	CITY FLYER EXPRESS	S	30	0	0	83	7	7	3	0	0	6	0	0	0
<b>TOTAL ZURICH</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</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>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	7	0	0	29	14	57	0	0	0	27	100	-3	10
<b>TOTAL MONASTIR</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>-3</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>-3</b>	<b>10</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	195	0	1	67	16	10	6	0	0	15	70	12	138
	GILL AIRWAYS	S	10	0	0	90	0	10	0	0	0	4	93	2	42
<b>TOTAL ABERDEEN</b>			<b>205</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>9</b>	<b>220</b>
BELFAST CITY	GILL AIRWAYS	S	264	1	2	71	15	12	3	0	0	12	84	7	283
<b>TOTAL BELFAST CITY</b>			<b>264</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>283</b>
BIRMINGHAM	DUO AIRWAYS LTD	S	166	0	2	96	3	0	1	0	0	2	97	-1	160
<b>TOTAL BIRMINGHAM</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>-1</b>	<b>160</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	0	76	11	9	3	1	0	12	84	6	149
<b>TOTAL BRISTOL</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>6</b>	<b>149</b>
CARDIFF WALES	EMERALD AIRWAYS LIMITED	C	2	0	0	50	0	50	0	0	0	17	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>12</b>	<b>80</b>
GATWICK	CITY FLYER EXPRESS	S	283	1	4	78	14	5	2	0	0	8	86	3	327
<b>TOTAL GATWICK</b>			<b>283</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>3</b>	<b>327</b>
HEATHROW	BRITISH AIRWAYS PLC	S	322	0	2	92	5	2	1	0	0	3	82	10	316
<b>TOTAL HEATHROW</b>			<b>322</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>316</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	C	2	0	0	100	0	0	0	0	0	8	100	-6	3
<b>TOTAL ISLE OF MAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>-6</b>	<b>3</b>
MANCHESTER	MY TRAVEL AIRWAYS UK	C	6	0	2	50	0	17	0	33	0	70	63	21	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MANCHESTER			6	0	2	50	0	17	0	33	0	70	63	21	8
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	9	0	0	67	22	11	0	0	0	12	0	0	0
TOTAL PLYMOUTH			9	0	0	67	22	11	0	0	0	12	0	0	0
STANSTED	KLM UK LTD	S	173	0	5	84	5	5	5	1	0	9	95	-3	130
TOTAL STANSTED			173	0	5	84	5	5	5	1	0	9	95	-3	130
WICK	GILL AIRWAYS	S	42	0	0	93	5	2	0	0	0	2	90	8	40
TOTAL WICK			42	0	0	93	5	2	0	0	0	2	90	8	40
TOTAL UNITED KINGDOM			1621	2	48	81	10	6	3	0	0	8	85	5	1812
USA															
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	7	67	15	9
	MY TRAVEL AIRWAYS UK	C	8	2	1	25	0	13	13	50	0	141	63	19	8
TOTAL SANFORD			16	2	1	50	6	13	6	25	0	74	65	17	17
TOTAL USA			16	2	1	50	6	13	6	25	0	74	65	17	17
TOTAL NEWCASTLE			2958	17	71	75	12	7	5	0	0	12	83	7	3174

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ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
BRUSSELS	KLM UK LTD	S	181	1	15	73	16	7	3	1	0	12	69	15	180
	SABENA	S	150	0	3	76	13	7	3	1	0	12	0	0	0
<b>TOTAL BRUSSELS</b>			<b>331</b>	<b>1</b>	<b>18</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>180</b>
<b>TOTAL BELGIUM</b>			<b>331</b>	<b>1</b>	<b>18</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>180</b>
<b>CANADA</b>															
TORONTO	ROYAL AIRLINES	C	2	0	0	0	0	50	50	0	0	52	0	0	0
<b>TOTAL TORONTO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	7	1	1	71	29	0	0	0	0	5	88	-1	8
<b>TOTAL LARNACA</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>-1</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>-1</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	35	0	1	86	11	3	0	0	0	8	85	6	34
<b>TOTAL PRAGUE</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>34</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>34</b>
<b>DENMARK</b>															
BILLUND	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	94	6	0	0	0	0	3	63	15	16
<b>TOTAL BILLUND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>32</b>	<b>20</b>
COPENHAGEN	GO FLY LTD	S	159	0	3	90	3	3	1	3	0	4	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	33	50	6	11	0	0	25	31	35	16
	SAS	S	166	0	6	67	13	11	9	0	0	13	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>343</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>172</b>
<b>TOTAL DENMARK</b>			<b>361</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>20</b>	<b>192</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	12	0	0	50	17	17	17	0	0	27	0	0	0
<b>TOTAL HELSINKI</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>69</b>	<b>14</b>
<b>TOTAL FINLAND</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>69</b>	<b>14</b>
<b>FRANCE</b>															
BEZIERS	BRITISH WORLD AIRLINES LTD	C	2	0	1	50	0	50	0	0	0	24	0	31	2
<b>TOTAL BEZIERS</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>31</b>	<b>2</b>
CALVI	KLM UK LTD	C	2	0	0	50	0	0	50	0	0	90	0	0	0
<b>TOTAL CALVI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARCASSONNE	RYANAIR	S	58	0	2	76	17	5	2	0	0	5	0	0	0
<b>TOTAL CARCASSONNE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	22	0	0	0

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Reporting Airport: STANSTED (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL NICE			3	0	0	33	33	33	0	0	0	26	67	8	12
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	208	0	14	59	19	9	13	0	0	23	80	11	207
TOTAL PARIS (CHARLES DE GAULLE)			208	0	14	59	19	9	13	0	0	23	80	11	207
ST ETIENNE	RYANAIR	S	60	0	0	77	22	2	0	0	0	5	0	0	0
TOTAL ST ETIENNE			60	0	0	77	22	2	0	0	0	5	0	0	0
TOTAL FRANCE			333	0	17	65	19	7	9	0	0	17	78	11	227
GERMANY															
DORTMUND	EUROWINGS LUFTVERKEHRS	S	100	0	2	84	7	5	4	0	0	7	0	0	0
TOTAL DORTMUND			100	0	2	84	7	5	4	0	0	7	0	0	0
DUSSELDORF	KLM UK LTD	S	157	1	5	80	10	6	4	0	0	7	81	6	154
TOTAL DUSSELDORF			157	1	5	80	10	6	4	0	0	7	80	6	156
FRANKFURT MAIN	KLM UK LTD	S	162	0	0	70	9	9	12	1	0	19	82	6	158
TOTAL FRANKFURT MAIN			163	0	0	69	9	9	12	1	0	19	82	6	158
HAMBURG	GILL AIRWAYS	S	53	4	7	49	21	17	13	0	0	28	91	6	75
TOTAL HAMBURG			53	4	7	49	21	17	13	0	0	28	91	6	75
MUNICH	GO FLY LTD	S	19	0	4	58	26	16	0	0	0	12	0	0	0
	LUFTHANSA	S	48	0	0	69	19	8	4	0	0	10	0	0	0
TOTAL MUNICH			67	0	4	66	21	10	3	0	0	10	0	0	0
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	100	0	2	63	31	3	3	0	0	12	0	0	0
TOTAL NUREMBERG			100	0	2	63	31	3	3	0	0	12	0	0	0
TOTAL GERMANY			643	6	20	71	14	7	6	0	0	13	83	6	391
GREECE															
ATHENS	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL ATHENS			2	0	0	100	0	0	0	0	0	4	0	78	1
TOTAL GREECE			2	0	0	100	0	0	0	0	0	4	0	78	1
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	C	2	4	2	0	0	50	50	0	0	66	0	0	0
TOTAL BUDAPEST			2	4	2	0	0	50	50	0	0	66	0	0	0
TOTAL HUNGARY			2	4	2	0	0	50	50	0	0	66	0	0	0
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	87	0	5	69	16	10	5	0	0	13	67	17	92
TOTAL CONNAUGHT			87	0	5	69	16	10	5	0	0	13	67	17	92
CORK	RYANAIR	S	181	0	3	71	14	9	4	1	0	14	58	20	161
TOTAL CORK			181	0	3	71	14	9	4	1	0	14	58	20	161
DUBLIN	AER LINGUS	S	341	3	2	91	5	3	1	0	0	2	89	4	277
	RYANAIR	S	590	1	14	79	14	5	2	0	0	8	71	18	526
TOTAL DUBLIN			931	4	16	83	11	5	2	0	0	6	77	13	803

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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)										
KERRY COUNTY	RYANAIR	S	60	0	0	55	33	8	3	0	0	14	67	17	60
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>33</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>60</b>
SHANNON	AB AIRLINES	S	56	0	4	89	2	4	2	4	0	10	0	0	0
<b>TOTAL SHANNON</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	27	0	1	74	11	7	7	0	0	10	84	10	49
<b>TOTAL WATERFORD</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>49</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1342</b>	<b>4</b>	<b>29</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>1165</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	8	1	2	63	13	13	13	0	0	15	70	0	10
<b>TOTAL TEL AVIV</b>			<b>8</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>0</b>	<b>10</b>
<b>TOTAL ISRAEL</b>			<b>8</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>0</b>	<b>10</b>
<b>ITALY</b>															
BOLOGNA	GO FLY LTD	S	59	0	1	78	14	3	3	0	2	12	0	0	0
<b>TOTAL BOLOGNA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	AIR ONE	S	132	0	2	63	27	8	2	0	0	15	75	12	168
	KLM UK LTD	S	150	2	4	57	21	10	11	0	0	20	52	24	155
<b>TOTAL MILAN (LINATE)</b>			<b>282</b>	<b>2</b>	<b>6</b>	<b>60</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>18</b>	<b>323</b>
MILAN (MALPENSA)	GO FLY LTD	S	160	0	2	65	19	9	6	0	0	17	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>21</b>	<b>2</b>
PISA	ALITALIA	S	55	0	5	25	20	27	25	2	0	43	0	0	0
	RYANAIR	S	115	0	1	77	19	3	1	0	0	6	0	0	0
<b>TOTAL PISA</b>			<b>170</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIMINI	RYANAIR	S	59	0	1	66	25	3	3	2	0	22	0	0	0
<b>TOTAL RIMINI</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	GO FLY LTD	S	118	0	4	74	10	8	8	0	0	12	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>118</b>	<b>2</b>	<b>4</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	KLM UK LTD	S	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	97	0	1	62	22	7	9	0	0	19	0	0	0
<b>TOTAL TREVISO</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>22</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	ALITALIA	S	107	0	5	25	25	37	12	0	0	35	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL TURIN</b>			<b>109</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>25</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>1058</b>	<b>4</b>	<b>26</b>	<b>60</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>18</b>	<b>325</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	87	0	5	72	21	7	0	0	0	7	92	3	90
<b>TOTAL LUXEMBOURG</b>			<b>87</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>3</b>	<b>90</b>
<b>TOTAL LUXEMBOURG</b>			<b>87</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>3</b>	<b>90</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>MALTA</b>															
MALTA	AIR MALTA	C	6	0	0	83	17	0	0	0	0	2	100	-5	8
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-9	46	17	13
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>67</b>	<b>8</b>	<b>21</b>
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>67</b>	<b>8</b>	<b>21</b>
<b>MOROCCO</b>															
MARRAKESH	AIR 2000	C	2	0	0	0	50	50	0	0	0	44	0	0	0
<b>TOTAL MARRAKESH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>2</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>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	445	0	1	63	19	9	9	0	0	19	67	19	428
<b>TOTAL AMSTERDAM</b>			<b>446</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>19</b>	<b>429</b>
EINDHOVEN	KLM EXEL	S	120	0	6	72	18	7	3	0	0	14	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>120</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAASTRICHT	KLM EXEL	S	131	1	9	57	23	14	6	0	0	21	83	8	140
<b>TOTAL MAASTRICHT</b>			<b>131</b>	<b>1</b>	<b>9</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>8</b>	<b>140</b>
ROTTERDAM	VLM (BELGIUM)	C	2	0	0	50	0	50	0	0	0	12	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>699</b>	<b>2</b>	<b>17</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>16</b>	<b>569</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	60	0	0	72	18	3	7	0	0	16	0	0	0
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>14</b>	<b>16</b>
OSLO (GARDERMOEN)	BRAATHENS ASA	S	119	0	0	55	25	11	7	2	0	22	0	0	0
	BRAATHENS ASA	C	2	0	6	50	50	0	0	0	0	15	88	9	8
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	44	11	22	11	6	6	63	50	43	18
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>139</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>24</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>62</b>	<b>32</b>	<b>26</b>
SANDEFJORD(TORP)	RYANAIR	S	111	0	1	67	22	6	5	0	0	11	66	24	97
<b>TOTAL SANDEFJORD(TORP)</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>24</b>	<b>97</b>
<b>TOTAL NORWAY</b>			<b>310</b>	<b>2</b>	<b>7</b>	<b>62</b>	<b>22</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>24</b>	<b>141</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	9	0	0	0	11	56	11	22	0	104	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	0	10	0	0	20	75	20	8
<b>TOTAL FARO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>26</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>60</b>	<b>56</b>	<b>54</b>	<b>18</b>
LISBON	GO FLY LTD	S	102	0	0	49	13	19	20	0	0	31	0	0	0
<b>TOTAL LISBON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>13</b>	<b>19</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>20</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>54</b>	<b>18</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MY TRAVEL AIRWAYS UK	C	4	3	1	100	0	0	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL FUNCHAL			4	3	1	100	0	0	0	0	0	4	0	0	0
TOTAL PORTUGAL(MADEIRA)			4	3	1	100	0	0	0	0	0	4	0	0	0
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	BRITANNIA AIRWAYS	C	7	0	2	57	29	14	0	0	0	13	63	10	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	17	33	0	0	0	17	38	74	8
TOTAL ALICANTE			15	0	2	53	20	27	0	0	0	16	53	39	17
BARCELONA	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL BARCELONA			6	0	1	50	50	0	0	0	0	13	50	29	2
MALAGA	AIR 2000	C	6	2	1	17	0	50	17	0	17	132	0	0	0
	BRITANNIA AIRWAYS	C	9	0	1	44	11	22	22	0	0	41	75	13	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	13	13	0	40	33	16	6
TOTAL MALAGA			23	2	4	48	4	22	17	4	4	65	55	20	33
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	11	0	0	27	45	27	0	0	0	22	81	8	16
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	28	100	0	1
TOTAL PALMA DE MALLORCA			13	0	0	23	46	31	0	0	0	23	82	7	17
TOTAL SPAIN			57	2	7	44	23	23	7	2	2	37	64	20	78
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	38	25	13	13	13	0	61	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	12	63	13	8
	IBERWORLD	C	8	0	0	75	25	0	0	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	63	13	0	0	40	67	10	3
TOTAL ARRECIFE			32	0	0	50	22	19	6	3	0	32	58	16	19
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	29	63	5	8
TOTAL FUERTEVENTURA			8	0	0	50	13	25	13	0	0	29	63	5	8
LAS PALMAS	BRITANNIA AIRWAYS	C	9	0	0	22	11	44	22	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	0	38	13	50	0	0	0	27	70	9	10
TOTAL LAS PALMAS			17	1	0	29	12	47	12	0	0	32	70	9	10
TENERIFE (SURREINA SOFIA)	AIR 2000	C	14	1	2	43	21	36	0	0	0	23	0	0	0
	AIR EUROPA	C	8	1	0	25	0	38	38	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	11	63	26	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	38	0	0	0	26	22	24	9
TOTAL TENERIFE (SURREINA SOFIA)			38	2	2	45	18	29	8	0	0	25	56	19	36
TOTAL SPAIN(CANARY ISLANDS)			95	3	2	44	18	28	8	1	0	29	59	16	73
<b>SWEDEN</b>															
GOTEBORG	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-10	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	33	11	28	17	6	6	66	50	42	18
TOTAL GOTEBORG			20	1	0	40	10	25	15	5	5	59	50	42	18
KRISTIANSTAD	RYANAIR	S	58	2	4	74	16	7	3	0	0	6	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL KRISTIANSTAD			58	2	4	74	16	7	3	0	0	6	0	0	0
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	26	0	0	27	23	38	4	8	0	49	4	50	28
	SAS	S	117	0	4	74	11	5	10	0	13	0	0	0	
TOTAL STOCKHOLM (ARLANDA)			143	0	4	65	13	11	9	1	0	19	13	80	48
STOCKHOLM (SKAVSTA)	RYANAIR	S	165	3	3	71	19	7	3	1	0	14	73	17	155
TOTAL STOCKHOLM (SKAVSTA)			165	3	3	71	19	7	3	1	0	14	73	17	155
TOTAL SWEDEN			386	6	11	68	16	9	6	1	0	17	58	33	221
SWITZERLAND															
ZURICH	FLIGHTLINE LTD	C	52	0	0	40	37	10	13	0	0	23	83	12	59
TOTAL ZURICH			52	0	0	40	37	10	13	0	0	23	88	3	202
TOTAL SWITZERLAND			52	0	0	40	37	10	13	0	0	23	86	4	244
TUNISIA															
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	13	25	13	0	64	43	47	7
TOTAL MONASTIR			8	0	0	50	0	13	25	13	0	64	43	47	7
TOTAL TUNISIA			8	0	0	50	0	13	25	13	0	64	43	47	7
TURKEY															
ANKARA (ESENBOGA)	KIBRIS TURKISH AIRLINES - KTHY	C	6	0	0	100	0	0	0	0	0	-5	92	-8	12
TOTAL ANKARA (ESENBOGA)			6	0	0	100	0	0	0	0	0	-5	92	-8	12
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	18	0	0	33	11	0	44	11	0	70	81	2	26
TOTAL ANTALYA			18	0	0	33	11	0	44	11	0	70	81	2	26
ISTANBUL	ISTANBUL HAVA YOLLARI	S	18	0	0	33	17	11	39	0	0	40	0	0	0
TOTAL ISTANBUL			18	0	0	33	17	11	39	0	0	40	25	34	16
TOTAL TURKEY			42	0	0	43	12	5	36	5	0	46	67	9	54
UNITED KINGDOM															
ABERDEEN	KLM UK LTD	S	192	1	4	84	8	4	4	0	0	2	67	18	158
TOTAL ABERDEEN			192	1	4	84	8	4	4	0	0	2	68	18	160
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	208	0	6	83	8	8	1	0	0	6	0	0	0
TOTAL BELFAST CITY			208	0	6	83	8	8	1	0	0	6	0	0	0
EDINBURGH	GO FLY LTD	S	176	0	6	77	14	6	3	0	0	8	0	0	0
	KLM UK LTD	S	341	1	8	87	7	3	2	0	0	3	81	9	326
TOTAL EDINBURGH			518	1	14	84	10	4	2	0	0	5	81	9	326
GLASGOW	KLM UK LTD	S	213	0	1	75	8	9	7	0	0	11	75	11	263
TOTAL GLASGOW			213	0	1	75	8	9	7	0	0	11	75	11	263
GUERNSEY	KLM UK LTD	S	162	0	0	78	14	5	2	1	0	8	0	0	0
TOTAL GUERNSEY			162	0	0	78	14	5	2	1	0	8	0	0	0
JERSEY	KLM UK LTD	S	160	0	2	86	8	3	4	0	0	5	79	10	99
TOTAL JERSEY			160	0	2	86	8	3	4	0	0	5	79	10	99

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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)										
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	127	0	9	76	14	6	4	0	0	9	81	12	128
<b>TOTAL MANCHESTER</b>			<b>128</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>128</b>
NEWCASTLE	KLM UK LTD	S	173	0	5	85	5	6	3	1	0	6	94	0	130
<b>TOTAL NEWCASTLE</b>			<b>173</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>0</b>	<b>130</b>
PRESTWICK	RYANAIR	S	212	0	7	67	17	9	7	0	0	14	74	17	216
<b>TOTAL PRESTWICK</b>			<b>212</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>17</b>	<b>216</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1966</b>	<b>2</b>	<b>48</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>1674</b>
<b>USA</b>															
NEW YORK (NEWARK)	EL AL	S	4	0	2	50	25	0	25	0	0	44	75	5	8
<b>TOTAL NEW YORK (NEWARK)</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>75</b>	<b>5</b>	<b>8</b>
<b>TOTAL USA</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>67</b>	<b>14</b>	<b>9</b>
<b>TOTAL STANSTED</b>			<b>7981</b>	<b>46</b>	<b>226</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>5762</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	HEATHROW	SAS	S	A	30	0	0	80	0	13	7	0	0	13	80	14	30	
	HEATHROW	SAS	S	D	30	0	0	60	13	13	13	0	0	21	63	29	30	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>22</b>	<b>22</b>	
ABERDEEN																		
	EDINBURGH	BMI REGIONAL	S	A	9	0	0	100	0	0	0	0	0	-2	79	9	28	
	EDINBURGH	BMI REGIONAL	S	D	9	4	0	78	11	11	0	0	7	79	17	28		
	MANCHESTER	BMI REGIONAL	S	A	70	0	2	86	6	9	0	0	5	54	19	87		
	MANCHESTER	BMI REGIONAL	S	D	70	0	2	89	7	4	0	0	2	85	7	68		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	132	0	0	86	8	5	1	0	4	72	8	110		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	132	0	0	88	7	5	1	0	6	72	9	110		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	75	0	2	87	5	5	3	0	6	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	83	4	8	5	0	12	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	147	0	2	82	11	3	4	0	11	0	0	0		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	147	0	2	90	4	2	3	0	4	0	0	0		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	98	0	0	64	18	10	7	0	17	72	13	69		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	97	0	1	70	14	10	5	0	14	68	11	69		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	1	83	15	1	1	0	6	78	14	180		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	1	94	5	1	1	0	0	86	5	180		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	42	0	0	93	2	0	5	0	2	95	-1	39		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	41	0	1	93	5	2	0	0	3	83	14	40		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	75	16	3	6	0	10	90	4	29		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	10	10	0	0	10	87	5	30		
	NEWCASTLE	GILL AIRWAYS	S	A	5	0	0	80	0	20	0	0	3	95	7	21		
	NEWCASTLE	GILL AIRWAYS	S	D	5	0	0	100	0	0	0	0	4	90	-4	21		
	STANSTED	KLM UK LTD	S	A	96	0	2	92	3	3	2	0	-7	60	23	78		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ABERDEEN	STANSTED	KLM UK LTD	S	D	96	1	2	77	13	5	5	0	0	11	74	13	80	
<b>TOTAL ABERDEEN</b>					<b>1783</b>	<b>7</b>	<b>18</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>10</b>	
ABIDJAN	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	0	40	0	0	18	0	0	0	0	
<b>TOTAL ABIDJAN</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ABU DHABI INTERNATIONAL	HEATHROW	GULF AIR	S	A	25	0	1	60	8	12	16	0	4	39	65	19	34	
	HEATHROW	GULF AIR	S	D	21	0	0	57	38	5	0	0	12	56	16	39		
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>46</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>71</b>	<b>8</b>	<b>8</b>	
ACCRA	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	53	24	18	6	0	19	69	6	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	58	33	8	0	0	15	46	44	13		
	HEATHROW	GHANA AIRWAYS	S	A	16	1	1	13	6	44	31	0	6	78	25	97	12	
	HEATHROW	GHANA AIRWAYS	S	D	14	3	2	29	7	50	7	7	47	0	149	13		
<b>TOTAL ACCRA</b>					<b>59</b>	<b>4</b>	<b>3</b>	<b>37</b>	<b>17</b>	<b>31</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>41</b>	<b>35</b>	<b>74</b>	<b>74</b>	
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	13	0	0	0	46	23	31	0	0	51	45	25	22	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	13	0	0	69	31	0	0	0	7	59	29	22		
<b>TOTAL ADDIS ABABA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>27</b>	<b>27</b>	
ADELAIDE	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	-5	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	20	0	0	0		
<b>TOTAL ADELAIDE</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AGADIR	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	-3	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	11	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	29	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	1	67	0	0	33	0	55	0	0	0		

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AGADIR	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL AGADIR</b>					<b>22</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>9</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>27</b>	<b>27</b>
AGRA (KHERIA)																	
ALEXANDRIA ( NOUZHA )	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	44	11	22	11	11	0	44	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	13	0	0	15	31	31	8	8	8	78	31	42	13
	HEATHROW	AIR ALGERIE	S	D	13	0	0	0	0	31	54	8	8	114	8	65	13
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>31</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>96</b>	<b>19</b>	<b>54</b>	<b>54</b>
ALICANTE	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	20	33	5	
	BIRMINGHAM	AIR 2000	C	D	4	1	0	100	0	0	0	0	0	100	-2	5	
	GATWICK	AIR 2000	C	A	10	0	0	40	40	0	0	10	10	72	56	11	9
	GATWICK	AIR 2000	C	D	9	0	1	78	22	0	0	0	0	10	100	4	9
	GLASGOW	AIR 2000	C	A	8	0	0	75	13	13	0	0	0	3	100	1	10
	GLASGOW	AIR 2000	C	D	8	0	0	75	13	0	0	13	0	34	100	0	9
	MANCHESTER	AIR 2000	C	A	15	0	1	73	27	0	0	0	0	1	44	26	18
	MANCHESTER	AIR 2000	C	D	16	0	0	81	19	0	0	0	0	7	76	17	17
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	31	80	2	5
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-5	100	-2	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	31	38	15	15	0	0	30	69	12	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	12	0	0	100	0	0	0	0	0	4	77	11	13
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	0	25	170	100	2	4
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	43	50	16	4

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					Actual (7)	Plan (8)											
ALICANTE	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	54	15	8	15	0	8	101	38	46	13
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	1	82	9	9	0	0	0	9	75	45	12
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	1	0	43	29	29	0	0	0	21	44	27	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	80	13	10
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	21	75	51	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	27	75	10	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	27	0	1	44	19	22	15	0	0	32	63	58	32
	MANCHESTER	BRITANNIA AIRWAYS	C	D	27	0	1	67	15	7	11	0	0	20	79	13	33
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	69	23	0	8	0	0	14	70	15	10
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	12	0	0	75	17	0	8	0	0	14	90	8	10
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	2	33	33	33	0	0	0	17	50	10	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	75	11	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	2	0	33	67	0	0	0	0	11	33	49	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-2	33	64	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	2	33	67	0	0	0	0	15	33	37	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	2	100	0	0	0	0	0	1	33	22	3
	GATWICK	CITY FLYER EXPRESS	C	A	4	0	0	25	25	50	0	0	0	29	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	HEATHROW	IBERIA	S	A	30	0	0	57	37	3	3	0	0	15	30	25	30
	HEATHROW	IBERIA	S	D	30	0	0	90	0	7	3	0	0	6	83	12	30
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	33	0	31	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	0	25	75	0	0	0	34	0	34	4
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	44	44	6	6	0	0	21	35	30	20
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	81	13	0	6	0	0	13	70	19	20
	LUTON	MONARCH AIRLINES	S	A	17	0	0	41	35	24	0	0	0	19	38	28	13
	LUTON	MONARCH AIRLINES	S	D	17	0	0	71	18	12	0	0	0	11	69	19	13
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	0	45	25	20	5	5	0	34	41	45	22
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	70	10	10	5	5	0	26	65	31	23
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	1	67	17	0	17	0	0	15	33	36	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	0	14	0	0	15	0	40	4



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					Actual (7)	Plan (8)												
ALICANTE																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	11	0	0	55	9	18	18	0	0	38	75	22	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	11	1	0	55	18	9	18	0	0	35	88	5	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	0	33	33	0	0	41	14	44	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	6	0	0	33	0	50	17	0	0	33	38	36	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	7	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	44	33	11	11	0	0	22	35	44	20	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	50	22	11	17	0	0	26	70	23	20	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	7	0	53	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	4	100	1	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	33	0	0	0	21	25	131	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	13	50	17	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	13	80	13	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	19	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	100	0	0	0	0	22	60	55	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	60	47	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	1	69	23	0	8	0	0	10	89	-13	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	1	100	0	0	0	0	0	-8	100	-9	9	
	MANCHESTER	TRANSAER	C	A	2	0	0	100	0	0	0	0	0	-6	67	28	3	
	MANCHESTER	TRANSAER	C	D	2	0	0	100	0	0	0	0	0	7	67	23	3	
<b>TOTAL ALICANTE</b>					<b>600</b>	<b>6</b>	<b>15</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>61</b>	<b>25</b>	<b>25</b>	
ALMA ATA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	25	50	13	13	0	0	26	50	38	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	-1	83	15	6	
<b>TOTAL ALMA ATA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>27</b>	<b>27</b>	
ALMERIA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	30	100	-16	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	27	100	-1	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	0	31	0	26	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)											
ALMERIA																		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	5	100	4	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	17	25	42	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	1	75	20	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	0	50	38	0	13	125	0	38	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	13	38	13	0	27	75	14	4		
<b>TOTAL ALMERIA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>58</b>	<b>17</b>	<b>17</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	17	0	0	88	6	6	0	0	-2	75	12	20		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	16	0	0	63	25	6	6	0	20	57	75	23		
	HEATHROW	ROYAL JORDANIAN	S	A	29	1	1	83	3	3	7	0	3	17	77	14	30	
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	63	13	17	7	0	22	63	15	30		
<b>TOTAL AMMAN</b>					<b>92</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>69</b>	<b>27</b>	<b>27</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	231	0	0	71	16	8	5	0	12	61	29	225		
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	0	68	20	7	5	0	14	61	26	226		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	0	76	13	6	5	0	11	72	22	191		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	0	0	80	11	4	4	0	8	74	14	192		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	101	0	2	75	12	7	4	2	15	77	16	96		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	102	0	1	75	12	6	6	1	13	79	10	96		
	GATWICK	CITY FLYER EXPRESS	S	A	137	0	0	45	38	10	7	0	22	60	34	114		
	GATWICK	CITY FLYER EXPRESS	S	D	137	0	0	73	12	9	7	0	16	74	15	116		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	108	0	3	81	12	2	6	0	10	82	13	97		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	109	0	2	82	9	3	6	1	12	81	12	97		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	83	7	6	4	0	6	68	25	79		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	80	10	5	5	0	11	66	26	80		
	HEATHROW	KLM	S	A	260	0	1	74	19	3	3	0	9	76	17	234		
	HEATHROW	KLM	S	D	260	0	1	77	13	3	7	0	12	65	28	234		
	BIRMINGHAM	KLM UK LTD	S	A	162	0	1	75	15	7	4	0	8	80	9	160		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMSTERDAM	BIRMINGHAM	KLM UK LTD	S	D	161	0	2	68	16	7	9	0	0	17	67	20	163
	EDINBURGH	KLM UK LTD	S	A	141	0	0	79	11	5	6	0	0	10	82	12	147
	EDINBURGH	KLM UK LTD	S	D	140	0	1	62	24	7	6	0	0	17	65	22	148
	GLASGOW	KLM UK LTD	S	A	90	0	0	36	32	19	12	1	0	34	71	13	119
	GLASGOW	KLM UK LTD	S	D	90	0	0	47	24	13	13	2	0	31	56	26	119
	LONDON CITY	KLM UK LTD	S	A	113	0	6	58	18	15	9	0	0	19	76	15	109
	LONDON CITY	KLM UK LTD	S	D	113	0	6	27	37	19	16	0	0	34	50	32	111
	MANCHESTER	KLM UK LTD	S	A	196	0	1	67	16	10	7	0	0	13	73	17	193
	MANCHESTER	KLM UK LTD	S	D	196	0	1	70	13	9	8	0	0	14	72	20	192
	NEWCASTLE	KLM UK LTD	S	A	143	0	3	62	22	8	8	0	0	17	71	17	113
	NEWCASTLE	KLM UK LTD	S	D	142	0	4	75	9	7	8	0	0	14	74	13	113
	STANSTED	KLM UK LTD	S	A	221	0	1	65	17	10	8	0	0	17	69	17	214
	STANSTED	KLM UK LTD	S	D	224	0	0	61	20	9	10	0	0	21	64	21	214
	GATWICK	TRANSAVIA	S	A	119	0	0	32	39	18	10	1	0	29	56	20	123
	GATWICK	TRANSAVIA	C	A	5	1	1	0	60	40	0	0	0	26	0	0	0
	GATWICK	TRANSAVIA	C	D	3	0	2	67	0	33	0	0	0	15	0	0	0
	GATWICK	TRANSAVIA	S	D	121	0	0	55	26	10	8	0	0	20	66	20	122
	GATWICK	TRANSBRASIL	S	A	8	0	0	25	25	50	0	0	0	31	75	17	8
	GATWICK	TRANSBRASIL	S	D	8	0	0	100	0	0	0	0	0	-1	88	0	8
	HEATHROW	UNITED AIRLINES	S	A	3	0	0	100	0	0	0	0	0	-1	0	28	5
	HEATHROW	UNITED AIRLINES	S	D	3	0	0	100	0	0	0	0	0	-4	80	6	5
<b>TOTAL AMSTERDAM</b>					<b>4646</b>	<b>2</b>	<b>40</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>20</b>	<b>20</b>
ANKARA (ESENBOGA)	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	3	0	0	100	0	0	0	0	0	-12	83	-12	6
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	3	0	0	100	0	0	0	0	0	3	100	-3	6
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>6</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>92</b>	<b>-8</b>	<b>-8</b>
ANTALYA	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	9	0	0	33	11	0	44	11	0	65	92	-8	13
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	9	0	0	33	11	0	44	11	0	75	69	11	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	0	21	0	0	0
<b>TOTAL ANTALYA</b>					<b>36</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>3</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>75</b>	<b>4</b>	<b>4</b>
ANTIGUA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	63	25	59	4
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	6	50	16	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	40	20	20	20	0	0	34	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	50	0	0	0	31	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	63	0	0	38	0	0	32	63	82	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	0	-4	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	0	25	25	0	0	41	0	0	0
<b>TOTAL ANTIGUA</b>					<b>45</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>9</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>53</b>	<b>53</b>
ANTWERP																	
	LONDON CITY	VLM (BELGIUM)	S	A	119	0	0	87	8	2	3	0	0	7	80	10	112
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	0	50	38	8	4	0	0	20	57	19	113
<b>TOTAL ANTWERP</b>					<b>238</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>23</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>11</b>
AQABA																	
<b>TOTAL AQABA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
ARRECIFE																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	8	50	15	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1	75	7	4
	GATWICK	AIR 2000	C	A	12	0	0	42	17	17	25	0	0	32	42	27	12
	GATWICK	AIR 2000	C	D	12	0	0	50	25	25	0	0	0	16	67	15	12
	GLASGOW	AIR 2000	C	A	4	0	0	0	50	25	25	0	0	40	50	15	4
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	20	100	1	4
	MANCHESTER	AIR 2000	C	A	13	0	0	38	15	38	8	0	0	27	75	27	12
	MANCHESTER	AIR 2000	C	D	13	0	0	85	8	0	8	0	0	9	83	38	12

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	100	-11	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	8	100	-5	4	
	STANSTED	AIR 2000	C	A	4	0	0	25	25	25	0	25	0	76	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	46	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	0	25	25	50	0	0	63	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	16	60	42	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	5	100	6	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	0	22	11	11	190	44	30	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	0	22	11	11	183	78	8	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	20	100	2	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	80	8	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	15	75	3	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	14	80	55	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	50	43	0	7	0	0	18	86	1	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	64	21	7	7	0	0	15	93	4	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	25	41	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	25	27	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	12	50	18	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	75	7	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	55	40	129	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	67	30	3	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	28	50	107	2	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	17	0	34	2	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	25	0	50	25	0	0	48	100	5	2	
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	25	25	25	25	0	0	43	100	-8	2	
	STANSTED	IBERWORLD	C	A	4	0	0	75	25	0	0	0	0	17	0	0	0	
	STANSTED	IBERWORLD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	40	20	40	0	0	49	25	27	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	0	40	20	0	0	39	75	6	4	

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						Actual (7)	Plan (8)										
ARRECIFE	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	75	25	0	0	56	25	35	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	25	75	0	0	0	0	17	25	42	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	51	100	-16	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	100	4	4
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	15	0	38	38	8	0	63	69	9	16
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	23	23	23	23	8	0	54	75	12	16
	LUTON	MONARCH AIRLINES	C	A	3	1	1	67	0	33	0	0	0	23	100	-9	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	17	67	12	3
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	33	0	56	11	0	0	49	75	13	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	63	0	0	0	0	17	75	11	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	23	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	35	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	13	13	0	13	75	25	166	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	0	0	0	25	185	50	76	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	75	0	0	80	50	44	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	30	50	15	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	31	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	45	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	2	33	33	17	0	0	17	171	50	40	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	13	25	25	0	0	37	38	48	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	25	0	0	53	67	10	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	28	0	0	0
	GLASGOW	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0
	GLASGOW	SPANAIR	C	D	4	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	33	33	0	0	0	20	100	-25	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	17	100	1	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-16	100	-22	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	3	100	-5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	22	11	0	0	0	9	100	-18	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	100	-10	8

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	VIVA	C	A	4	0	0	25	25	50	0	0	0	31	0	0	0
	GLASGOW	VIVA	C	D	4	0	0	25	0	50	25	0	0	38	0	0	0
<b>TOTAL ARRECIFE</b>					<b>422</b>	<b>2</b>	<b>3</b>	<b>49</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>69</b>	<b>22</b>	<b>22</b>
ASHKHABAD	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	100	0	0	0	0	0	-29	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	44	11	11	33	0	0	38	0	0	0
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	5	0	1	60	20	20	0	0	0	14	0	39	4
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	5	0	0	20	60	20	0	0	0	24	0	116	4
	HEATHROW	TURKMENISTAN AIRLINES	S	A	4	0	0	75	0	0	0	0	25	95	0	87	5
	HEATHROW	TURKMENISTAN AIRLINES	S	D	4	0	0	75	0	0	0	25	0	78	20	64	5
<b>TOTAL ASHKHABAD</b>					<b>36</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>27</b>	<b>6</b>	<b>76</b>	<b>76</b>
ASTURIAS	GATWICK	IBERIA	S	A	13	0	0	92	8	0	0	0	0	5	54	35	13
	GATWICK	IBERIA	S	D	13	0	0	100	0	0	0	0	0	-5	62	33	13
<b>TOTAL ASTURIAS</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>0</b>	<b>58</b>	<b>34</b>	<b>34</b>
ASWAN																	
ATHENS	HEATHROW	AEGEAN AIRLINES	S	A	22	0	0	73	27	0	0	0	0	2	75	0	12
	HEATHROW	AEGEAN AIRLINES	S	D	22	0	0	91	9	0	0	0	0	-1	83	2	12
	GATWICK	AIR 2000	C	A	2	0	0	0	0	100	0	0	0	40	31	33	16
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	97	3	0	0	0	0	-4	77	8	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	90	7	3	0	0	0	7	73	17	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	10	7	0	3	0	9	72	8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	92	5	2	2	0	0	0	80	6	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	95	3	2	0	0	0	-13	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	77	15	5	3	0	0	11	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ATHENS																	
	GATWICK	LEISURE INTERNATIONAL	C	A	7	0	0	29	43	29	0	0	0	28	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	7	0	0	86	0	14	0	0	0	6	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	0	50	0	166	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	89	11	0	0	0	5	60	13	10	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	92	0	0	0	8	18	85	7	13	
	HEATHROW	OLYMPIC AIRWAYS	S	A	69	0	1	38	30	26	6	0	26	69	20	68	
	HEATHROW	OLYMPIC AIRWAYS	S	D	68	0	1	75	13	9	3	0	11	74	9	69	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	13	0	3	0	-1	80	-2	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	20	7	0	0	10	63	20	30	
<b>TOTAL ATHENS</b>					<b>586</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>11</b>	<b>11</b>
ATLANTA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	77	13	7	3	0	6	73	4	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	10	7	0	15	77	12	30	
	GATWICK	DELTA AIRLINES	S	A	60	0	0	62	12	17	7	3	21	69	10	59	
	GATWICK	DELTA AIRLINES	S	D	60	0	0	73	10	8	5	3	22	75	11	59	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	93	3	3	0	0	-14	53	23	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	93	7	0	0	0	1	80	7	30	
<b>TOTAL ATLANTA</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>11</b>	<b>11</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	29	0	0	90	0	3	3	3	0	-3	82	1	22
	HEATHROW	AIR NEW ZEALAND LTD	S	D	29	0	0	34	34	17	10	3	0	38	50	20	22
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	32	25	161	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	26	0	38	4
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>26</b>	<b>26</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	36	0	0	83	3	11	3	0	0	-7	89	2	18	
	HEATHROW	GULF AIR	S	D	34	0	0	62	29	6	3	0	0	12	65	17	17	
<b>TOTAL BAHRAIN</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>9</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	8	0	0	25	38	38	0	0	0	28	50	17	8	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	8	0	0	50	50	0	0	0	0	17	88	9	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	63	19	13	6	0	0	16	92	-15	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	1	88	6	6	0	0	0	10	54	19	13	
<b>TOTAL BAKU</b>					<b>48</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>6</b>	<b>6</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	13	0	0	31	15	8	38	0	8	72	0	0	0	
	GATWICK	GARUDA INDONESIA	S	D	13	0	0	62	31	0	0	8	0	26	0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	10	3	7	0	0	1	90	-3	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	70	10	13	7	0	0	17	87	5	30	
<b>TOTAL BALTIMORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>1</b>	<b>1</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	80	7	10	3	0	0	5	67	9	30	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	93	3	3	0	0	0	5	90	4	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>7</b>	<b>7</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	42	0	0	86	10	2	2	0	0	4	70	12	30	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	42	0	0	74	21	5	0	0	0	11	67	13	30	
<b>TOTAL BANGKOK</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>12</b>	<b>12</b>	
BANJUL																		
	GATWICK	AIR 2000	C	A	3	0	0	0	0	100	0	0	0	36	25	26	4	
	GATWICK	AIR 2000	C	D	4	0	0	0	75	25	0	0	0	24	100	7	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	0	67	0	0	81	67	14	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	0	25	0	77	75	17	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	100	8	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	75	9	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	40	20	0	0	55	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	38	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	13	50	25	0	0	43	13	113	8	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	25	0	0	0	15	63	100	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	1	50	20	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	50	21	4	
<b>TOTAL BANJUL</b>					<b>55</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>27</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>46</b>	<b>46</b>	
BARCELONA																		
	MANCHESTER	AIR 2000	C	A	2	0	0	0	50	0	50	0	0	75	0	0	0	
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	80	13	5	2	0	0	5	69	9	51	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	85	10	3	2	0	0	6	87	5	52	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	18	0	0	94	0	6	0	0	0	-4	100	-10	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	18	0	0	72	22	6	0	0	0	9	80	6	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	82	12	3	1	1	0	7	86	6	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	88	8	2	2	0	0	6	73	10	90	
	GATWICK	DEBONAIR AIRWAYS LTD	S	A	30	0	0	43	23	23	7	3	0	35	0	0	0	
	GATWICK	DEBONAIR AIRWAYS LTD	S	D	30	0	0	60	13	17	7	3	0	31	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	28	2	2	39	25	29	7	0	0	28	73	9	75	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	30	0	0	53	30	7	7	3	0	26	57	33	75	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	1	2	91	3	5	0	0	0	-3	94	-5	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	87	7	3	3	0	0	10	86	9	35	
	HEATHROW	IBERIA	S	A	89	0	0	73	13	11	2	0	0	12	73	10	89	
	HEATHROW	IBERIA	S	D	89	0	0	93	1	2	3	0	0	2	84	9	89	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BARCELONA																	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	22	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	TRANSAER	C	A	2	0	0	0	0	100	0	0	0	46	0	0	0
	MANCHESTER	TRANSAER	C	D	2	0	0	50	50	0	0	0	0	22	0	0	0
<b>TOTAL BARCELONA</b>					<b>786</b>	<b>3</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>12</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	21	1	0	86	5	5	5	0	0	6	85	8	20
	GLASGOW	LOGANAIR	S	D	22	1	0	73	27	0	0	0	0	9	79	14	24
<b>TOTAL BARRA</b>					<b>43</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>11</b>	<b>11</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	40	52	5	3	0	0	19	67	17	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	23	2	2	0	0	7	67	15	55
	BIRMINGHAM	SWISS AIRLINES	S	A	25	0	0	68	24	8	0	0	0	11	68	12	25
	BIRMINGHAM	SWISS AIRLINES	S	D	26	0	0	69	19	8	4	0	0	14	64	14	25
	HEATHROW	SWISS AIRLINES	S	A	90	0	0	77	18	6	0	0	0	5	68	14	90
	HEATHROW	SWISS AIRLINES	S	D	90	0	0	83	13	3	0	0	0	4	82	5	90
	LONDON CITY	SWISS AIRLINES	S	A	26	0	0	85	12	0	4	0	0	2	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	58	23	19	0	0	0	14	56	16	25
	MANCHESTER	SWISS AIRLINES	S	D	24	0	0	63	33	4	0	0	0	12	60	23	25
<b>TOTAL BASLE MULHOUSE</b>					<b>427</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>13</b>
BEAUVAIS																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	-6	75	-3	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	3	100	5	8
<b>TOTAL BEAUVAIS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>88</b>	<b>1</b>	<b>1</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	13	0	0	92	0	0	0	8	0	-13	100	-24	13
	HEATHROW	AIR CHINA	S	D	12	1	0	83	0	8	8	0	0	16	76	3	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	0	5	92	-13	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	3	77	9	13

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BEIJING																	
<b>TOTAL BEIJING</b>					<b>51</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>-6</b>	<b>-6</b>
BEIRUT																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	30	0	0	90	0	3	7	0	0	3	100	3	8
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	30	0	0	60	23	7	7	3	0	25	63	7	8
	HEATHROW	MEA	S	A	21	0	0	43	10	33	14	0	0	30	42	25	19
	HEATHROW	MEA	S	D	21	0	0	33	33	14	19	0	0	34	63	27	19
<b>TOTAL BEIRUT</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>20</b>	<b>20</b>
BELFAST CITY																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	73	1	3	93	3	1	3	0	0	3	83	5	75
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	76	0	0	87	8	3	1	1	0	10	87	11	75
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	85	0	1	79	14	4	4	0	0	8	74	9	78
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	86	0	0	91	6	3	0	0	0	6	81	12	80
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	107	0	4	83	11	4	2	0	0	6	82	6	111
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	108	0	3	91	3	3	4	0	0	4	92	0	111
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	126	0	3	82	9	5	5	0	0	7	93	0	124
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	125	0	4	70	17	6	7	0	0	16	77	13	122
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	140	0	2	77	11	7	4	1	0	14	81	4	163
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	139	0	3	68	17	8	4	3	0	21	80	15	163
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	104	0	3	85	8	6	2	0	0	3	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	104	0	3	81	9	10	1	0	0	9	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	132	1	1	66	14	17	3	0	0	14	84	5	141
	NEWCASTLE	GILL AIRWAYS	S	D	132	0	1	76	15	7	2	0	0	10	84	8	142
<b>TOTAL BELFAST CITY</b>					<b>1537</b>	<b>2</b>	<b>31</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	91	5	3	1	0	0	2	79	14	266
	HEATHROW	BMI BRITISH MIDLAND	S	D	235	0	0	91	6	2	1	0	0	2	80	13	266
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	0	91	7	1	1	0	0	2	72	14	171
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	94	5	1	0	0	0	-1	83	10	172

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	92	4	0	4	0	0	3	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	69	27	4	0	0	0	10	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	77	0	1	91	1	1	5	1	0	7	83	12	86
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	80	1	1	88	5	1	5	1	0	11	84	10	89
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	100	0	2	87	6	1	5	1	0	7	75	15	99
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	101	2	1	90	3	4	3	0	0	4	85	5	100
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	138	0	3	96	3	0	1	0	0	-7	91	0	104
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	138	0	3	95	4	1	0	0	0	3	92	5	104
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	94	0	4	2	0	0	-8	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	86	7	0	6	0	0	9	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1670</b>	<b>5</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>10</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	78	11	6	6	0	0	14	90	-1	29
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	67	11	17	6	0	0	17	73	13	30
<b>TOTAL BELGRADE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>16</b>	<b>16</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	1	96	4	0	0	0	0	-2	80	6	25
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	1	92	8	0	0	0	0	4	75	13	24
<b>TOTAL BENBECULA</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>10</b>
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	83	13	3	0	0	0	9	70	14	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	73	10	3	10	3	0	22	73	12	30
	STANSTED	BRAATHENS ASA	S	A	30	0	0	90	7	0	3	0	0	6	0	0	0
	STANSTED	BRAATHENS ASA	S	D	30	0	0	53	30	7	10	0	0	26	0	0	0
<b>TOTAL BERGEN</b>					<b>120</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>10</b>	<b>10</b>
BERLIN (SCHONEFELD)																	
	GATWICK	AB AIRLINES	S	A	51	0	5	71	18	6	6	0	0	15	0	0	0
	GATWICK	AB AIRLINES	S	D	52	0	0	65	21	8	6	0	0	15	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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)																	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>106</b>	<b>1</b>	<b>5</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>14</b>	<b>14</b>
BERLIN (TEGEL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	77	16	5	1	0	0	6	81	12	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	92	6	1	1	0	0	1	84	10	119
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	43	0	4	72	19	2	7	0	0	13	84	5	44
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	44	0	3	93	2	2	2	0	0	3	96	3	45
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	92	0	0	8	0	0	4	100	-4	24
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	88	4	4	4	0	0	9	96	2	24
<b>TOTAL BERLIN (TEGEL)</b>					<b>431</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>8</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	16	85	40	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	0	8	17	0	0	18	92	4	13
<b>TOTAL BERMUDA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>22</b>	<b>22</b>
BERNE																	
	LONDON CITY	AIR ENGIADINA	S	A	69	0	0	59	22	14	4	0	0	16	84	9	49
	LONDON CITY	AIR ENGIADINA	S	D	69	0	0	22	32	36	10	0	0	32	40	23	50
<b>TOTAL BERNE</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>16</b>	<b>16</b>
BEZIERS																	
<b>TOTAL BEZIERS</b>					<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>31</b>	<b>31</b>
BILBAO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	7	2	0	0	0	0	88	0	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	92	5	3	0	0	0	2	78	7	59
	HEATHROW	IBERIA	S	A	30	0	0	87	7	0	7	0	0	10	80	10	30
	HEATHROW	IBERIA	S	D	30	0	0	93	3	0	3	0	0	3	63	22	30
<b>TOTAL BILBAO</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>9</b>	<b>9</b>
BILLUND																	
	GATWICK	MAERSK AIR	S	A	86	0	0	65	26	9	0	0	0	12	64	15	85
	GATWICK	MAERSK AIR	S	D	86	0	0	67	26	6	1	0	0	12	73	10	85

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	100	0	0	0	0	0	-1	75	9	8	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	89	11	0	0	0	7	50	20	8		
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	46	0	1	83	11	7	0	0	0	87	5	45		
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	46	0	1	91	7	2	0	0	-3	93	-3	45		
<b>TOTAL BILLUND</b>					<b>282</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>10</b>	<b>10</b>		
BIRMINGHAM																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	140	0	1	90	7	1	1	1	5	83	6	64		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	148	0	1	89	9	1	0	0	7	97	5	75		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	125	0	0	86	6	5	2	1	7	85	6	183		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	119	0	0	92	5	3	0	0	4	89	4	182		
	NEWCASTLE	DUO AIRWAYS LTD	S	A	83	0	1	93	6	0	1	0	4	96	0	80		
	NEWCASTLE	DUO AIRWAYS LTD	S	D	83	0	1	99	0	0	1	0	0	98	-1	80		
<b>TOTAL BIRMINGHAM</b>					<b>699</b>	<b>4</b>	<b>4</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>4</b>	<b>4</b>		
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	50	25	0	25	0	32	67	15	3		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	4	0	0	25	50	0	25	0	40	67	25	3		
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>42</b>	<b>67</b>	<b>20</b>	<b>20</b>		
BODRUM (MILAS)																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	0	33	0	33	324	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>184</b>	<b>0</b>	<b>276</b>	<b>276</b>	
BOGOTA																		
	HEATHROW	AVIANCA COLOMBIA	S	A	8	0	0	50	13	25	13	0	19	22	84	9		
	HEATHROW	AVIANCA COLOMBIA	S	D	8	0	0	50	0	13	38	0	41	22	56	9		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	6	73	7	11		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	8	31	38	23	0	46	27	36	11		
<b>TOTAL BOGOTA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>14</b>	<b>21</b>	<b>19</b>	<b>0</b>	<b>28</b>	<b>38</b>	<b>43</b>	<b>43</b>		
BOLOGNA																		

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	ALITALIA	S	A	87	0	3	63	22	11	2	1	0	18	67	15	30	
	GATWICK	ALITALIA	S	D	87	0	3	78	13	7	2	0	0	11	93	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	86	7	5	0	2	0	9	87	6	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	85	10	3	0	2	0	9	80	7	54	
	STANSTED	GO FLY LTD	S	A	30	0	0	83	7	3	3	0	3	14	0	0	0	
	STANSTED	GO FLY LTD	S	D	29	0	1	72	21	3	3	0	0	10	0	0	0	
<b>TOTAL BOLOGNA</b>					<b>351</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>7</b>	<b>7</b>	
BORDEAUX																		
	GATWICK	AIR LIB	S	A	90	0	0	64	23	6	7	0	0	16	90	3	89	
	GATWICK	AIR LIB	S	D	89	0	1	79	11	4	6	0	0	13	91	6	88	
<b>TOTAL BORDEAUX</b>					<b>179</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BOSTON																		
	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	93	3	0	3	0	0	-15	0	0	0	
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	57	0	0	82	9	5	2	0	2	9	83	2	59	
	HEATHROW	AMERICAN AIRLINES	S	D	58	0	0	86	9	2	3	0	0	11	81	7	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	93	4	1	1	0	0	-5	90	1	78	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	87	7	3	1	2	0	12	77	8	78	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	-15	86	-8	29	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	10	7	3	0	0	13	87	5	30	
<b>TOTAL BOSTON</b>					<b>415</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>3</b>	<b>3</b>	
BOURNEMOUTH																		
	EDINBURGH	GILL AIRWAYS	S	A	30	0	0	83	10	3	3	0	0	2	0	0	0	
	EDINBURGH	GILL AIRWAYS	S	D	29	0	1	66	24	7	3	0	0	10	0	0	0	
	GLASGOW	GILL AIRWAYS	S	A	30	0	1	83	13	3	0	0	0	3	0	0	0	
	GLASGOW	GILL AIRWAYS	S	D	30	0	0	83	13	3	0	0	0	4	0	0	0	
<b>TOTAL BOURNEMOUTH</b>					<b>121</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>2</b>	<b>2</b>	
BREMEN																		
	GATWICK	CITY FLYER EXPRESS	S	A	85	0	1	61	25	13	1	0	0	14	91	1	82	



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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)											
BREMEN	GATWICK	CITY FLYER EXPRESS	S	D	86	0	0	84	10	2	3	0	0	11	81	9	84
<b>TOTAL BREMEN</b>					<b>171</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>6</b>	<b>6</b>
BREST	GATWICK	BRIT AIR	S	A	83	0	0	61	28	11	0	0	0	16	60	13	82
	GATWICK	BRIT AIR	S	D	83	0	0	76	14	10	0	0	0	11	70	10	82
<b>TOTAL BREST</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>12</b>	<b>12</b>
BRIDGETOWN	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	66	0	46	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	0	100	0	0	0	0	20	0	27	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	52	25	63	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	25	56	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	71	12	0	12	6	0	24	85	-5	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	33	28	17	6	11	6	76	42	21	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	-15	100	-21	1
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	100	0	0	0	0	0	-1	100	-5	1
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	36	55	0	0	9	0	41	0	84	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	-1	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	19	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	0	0	20	125	50	15	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	0	40	0	20	173	0	38	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	25	0	25	125	50	23	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	40	20	0	106	60	24	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	38	15	23	23	0	0	32	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	31	31	31	8	0	0	30	0	0	0
<b>TOTAL BRIDGETOWN</b>					<b>119</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>29</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>52</b>	<b>39</b>	<b>31</b>	<b>31</b>
BRISBANE	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	1	0	160	1
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	50	0	50	0	120	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	27	10	0	0	3	35	62	17	21

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	0	7	3	0	19	77	11	22
<b>TOTAL BRISBANE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>29</b>	<b>68</b>	<b>17</b>	<b>17</b>
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	129	0	1	76	10	6	8	0	0	11	81	7	118
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	113	0	1	70	12	6	12	0	0	19	81	12	97
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	0	0	71	14	10	5	0	0	12	72	10	18
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	138	2	4	80	7	7	5	1	0	13	79	8	117
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	150	1	3	83	7	5	5	1	0	12	88	4	112
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	1	85	5	10	0	0	0	4	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	1	90	5	5	0	0	0	-1	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	74	14	9	3	0	0	11	84	3	75
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	69	0	0	78	7	9	4	1	0	13	84	8	74
<b>TOTAL BRISTOL</b>					<b>737</b>	<b>3</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>7</b>	<b>7</b>
BRUGGEN																	
BRUSSELS	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	68	0	0	76	21	3	0	0	0	8	68	12	63
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	68	0	0	84	13	3	0	0	0	6	81	8	63
	HEATHROW	BMI BRITISH MIDLAND	S	A	178	0	0	70	17	11	1	0	0	10	59	21	171
	HEATHROW	BMI BRITISH MIDLAND	S	D	179	0	0	80	16	3	1	0	0	6	76	12	172
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	104	0	0	86	9	4	2	0	0	5	79	7	96
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	104	0	0	80	10	7	4	0	0	11	92	4	96
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	71	0	1	59	34	4	3	0	0	14	62	14	50

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BRUSSELS																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	72	0	0	92	4	3	1	0	0	7	94	4	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	1	74	22	3	1	0	0	5	62	18	138	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	89	7	2	2	0	0	5	80	11	138	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	85	1	0	58	28	11	4	0	0	17	77	12	56	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	86	0	0	65	17	13	5	0	0	13	72	16	57	
	STANSTED	KLM UK LTD	S	A	89	0	9	79	13	3	3	1	0	11	72	11	89	
	STANSTED	KLM UK LTD	S	D	92	1	6	68	18	10	3	0	0	13	67	20	91	
	BIRMINGHAM	SABENA	S	A	105	0	2	60	32	7	1	0	0	12	0	0	0	
	BIRMINGHAM	SABENA	S	D	106	0	1	75	17	7	1	0	0	10	0	0	0	
	EDINBURGH	SABENA	S	A	85	0	1	85	6	7	2	0	0	6	91	-1	80	
	EDINBURGH	SABENA	S	D	86	0	0	52	27	15	6	0	0	19	65	19	80	
	GATWICK	SABENA	S	A	112	0	0	81	14	3	1	1	0	7	81	10	81	
	GATWICK	SABENA	S	D	112	0	0	92	5	1	1	1	0	7	80	14	82	
	GLASGOW	SABENA	S	A	83	0	2	92	7	0	1	0	0	2	91	-2	80	
	GLASGOW	SABENA	S	D	83	0	2	75	19	5	1	0	0	10	87	6	79	
	HEATHROW	SABENA	S	A	251	0	1	60	26	11	2	0	0	15	59	23	244	
	HEATHROW	SABENA	S	D	251	0	1	79	13	5	3	0	0	10	64	25	246	
	LONDON CITY	SABENA	S	A	139	0	2	71	25	3	1	0	0	9	78	7	130	
	LONDON CITY	SABENA	S	D	138	0	2	57	35	6	2	0	0	15	65	16	130	
	MANCHESTER	SABENA	S	A	112	0	0	77	17	6	0	0	0	8	84	2	109	
	MANCHESTER	SABENA	S	D	112	0	0	80	16	3	1	0	0	8	88	4	109	
	NEWCASTLE	SABENA	S	A	106	0	1	78	19	3	0	0	0	7	86	4	100	
	NEWCASTLE	SABENA	S	D	106	0	1	85	12	2	1	0	0	5	89	5	100	
	STANSTED	SABENA	S	A	76	0	1	70	22	5	3	0	0	10	0	0	0	
	STANSTED	SABENA	S	D	74	0	2	82	4	8	4	1	0	14	0	0	0	
<b>TOTAL BRUSSELS</b>					<b>3630</b>	<b>2</b>	<b>36</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>13</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	35	0	0	43	37	11	9	0	0	20	81	11	42	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	35	0	0	60	29	6	6	0	0	18	81	14	43	
	HEATHROW	TAROM	S	A	30	0	4	50	23	17	10	0	0	20	40	34	30	
	HEATHROW	TAROM	S	D	30	0	4	73	13	10	3	0	0	14	47	29	30	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>130</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>26</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>20</b>	<b>20</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	75	18	5	2	0	0	8	76	10	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	90	7	2	2	0	0	4	75	11	60	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	17	0	0	100	0	0	0	0	0	-3	0	0	0	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	17	0	0	82	12	0	6	0	0	8	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	60	0	0	50	30	20	0	0	0	14	82	16	60	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	67	28	5	0	0	0	11	77	14	60	
	STANSTED	MALEV (HUNGARIAN AIRLINES)	C	A	2	2	1	0	0	50	50	0	0	66	0	0	0	
<b>TOTAL BUDAPEST</b>					<b>278</b>	<b>4</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>13</b>	
BUENOS AIRES																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	-3	80	60	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	13	7	3	0	3	26	53	34	30	
	HEATHROW	EGYPT AIR	S	A	30	0	0	27	43	27	3	0	0	26	40	24	30	
	HEATHROW	EGYPT AIR	S	D	30	0	0	10	37	40	13	0	0	36	10	39	30	
<b>TOTAL CAIRO</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>45</b>	<b>40</b>	<b>40</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-14	100	-18	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	0	11	0	0	25	75	17	8	
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>-2</b>	<b>-2</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	29	0	1	55	34	10	0	0	0	13	29	24	17	
	HEATHROW	AIR CANADA	S	D	29	0	1	76	24	0	0	0	0	10	76	12	17	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	30	0	0	77	17	3	0	3	0	8	45	18	29	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	30	0	0	73	23	3	0	0	0	10	69	13	29	
<b>TOTAL CALGARY</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>16</b>	<b>16</b>	
CALVI																		
<b>TOTAL CALVI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	38	0	3	87	8	5	0	0	0	4	69	31	39	
	GLASGOW	LOGANAIR	S	D	37	0	0	95	3	3	0	0	0	4	74	23	38	
<b>TOTAL CAMPBELTOWN</b>					<b>75</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>27</b>	<b>27</b>	
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	53	0	83	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	18	50	27	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	65	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	64	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-11	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 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)											
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	20	0	0	0	18	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	2	1	100	0	0	0	0	0	-13	75	-11	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	11	50	30	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	1	2	100	0	0	0	0	0	-34	100	-29	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	11	75	19	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	33	33	0	0	40	75	13	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	1	0	25	25	50	0	0	57	0	27	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	24	25	33	4	
<b>TOTAL CANCUN</b>					<b>39</b>	<b>3</b>	<b>6</b>	<b>56</b>	<b>13</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>53</b>	<b>19</b>	<b>19</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	62	23	4	0	12	0	36	76	12	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	2	2	87	4	0	4	0	4	46	64	18	22	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	21	0	0	76	10	14	0	0	0	10	64	13	14	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	21	0	0	71	14	10	5	0	0	15	72	18	18	
<b>TOTAL CAPE TOWN</b>					<b>91</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>69</b>	<b>15</b>	<b>15</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	29	0	1	86	7	3	3	0	0	-2	0	0	0	
	STANSTED	RYANAIR	S	D	29	0	1	66	28	7	0	0	0	11	0	0	0	
<b>TOTAL CARCASSONNE</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CARDIFF WALES																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	61	0	2	84	7	7	3	0	0	7	88	1	60	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	61	1	2	93	3	2	2	0	0	5	90	8	60	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	67	0	1	90	6	0	4	0	0	9	92	-1	63	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	67	0	1	90	6	0	4	0	0	7	95	2	63	
<b>TOTAL CARDIFF WALES</b>					<b>260</b>	<b>2</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>5</b>	
CASABLANCA MOHAMED V																		
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	60	23	10	7	0	0	18	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	80	13	3	3	0	0	13	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	33	33	33	0	0	0	22	70	11	30	

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						Actual (7)	Plan (8)										
CASABLANCA MOHAMED V	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	67	23	7	3	0	0	10	83	9	30
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>15</b>	<b>15</b>
CATANIA (FONTANAROSSA)																	
CHARLOTTE	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	7	7	0	0	14	87	6	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	10	3	0	0	13	77	10	30
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>8</b>
CHICAGO (O'HARE)	HEATHROW	AIR INDIA	S	A	13	0	0	54	15	23	8	0	0	15	77	9	13
	HEATHROW	AIR INDIA	S	D	13	0	0	62	23	15	0	0	0	14	77	9	13
	BIRMINGHAM	AMERICAN AIRLINES	S	A	30	0	0	87	3	0	10	0	0	2	97	-12	30
	BIRMINGHAM	AMERICAN AIRLINES	S	D	30	0	0	77	7	7	10	0	0	12	97	2	30
	HEATHROW	AMERICAN AIRLINES	S	A	89	0	0	81	10	6	2	1	0	1	83	3	88
	HEATHROW	AMERICAN AIRLINES	S	D	89	0	0	78	11	9	1	1	0	14	70	15	88
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	73	7	10	7	3	0	6	77	-4	30
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	73	13	3	7	3	0	21	93	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	5	0	2	2	0	-3	93	-8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	70	20	7	3	0	0	13	58	20	60
	HEATHROW	UNITED AIRLINES	S	A	59	0	0	80	7	10	3	0	0	0	62	16	60
	HEATHROW	UNITED AIRLINES	S	D	59	1	0	85	14	0	2	0	0	5	83	6	59
<b>TOTAL CHICAGO (O'HARE)</b>					<b>562</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>6</b>	<b>6</b>
CINCINNATI	GATWICK	DELTA AIRLINES	S	A	30	0	0	87	10	0	3	0	0	-3	52	18	29
	GATWICK	DELTA AIRLINES	S	D	30	0	0	70	27	0	3	0	0	13	79	13	29
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>16</b>	<b>16</b>
COLOGNE (BONN)	HEATHROW	BMI BRITISH MIDLAND	S	A	39	0	0	77	13	8	3	0	0	8	90	1	39
	HEATHROW	BMI BRITISH MIDLAND	S	D	39	0	0	69	15	8	8	0	0	12	74	10	39
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	71	20	9	0	0	0	9	65	16	52

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	93	5	2	0	0	0	4	81	8	52	
	GATWICK	CITY FLYER EXPRESS	S	A	100	0	3	71	26	3	0	0	0	10	76	14	103	
	GATWICK	CITY FLYER EXPRESS	S	D	101	1	2	76	19	4	1	0	0	7	84	9	104	
<b>TOTAL COLOGNE (BONN)</b>					<b>391</b>	<b>2</b>	<b>5</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>10</b>		
COLOMBO																		
	GATWICK	MONARCH AIRLINES	C	A	6	0	2	33	0	0	50	17	0	110	0	68	4	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	0	0	38	13	0	71	75	21	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	71	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	A	21	0	1	48	5	5	19	5	19	153	67	34	18	
	HEATHROW	SRILANKAN AIRLINES	S	D	20	1	1	20	20	5	20	10	25	210	22	71	18	
<b>TOTAL COLOMBO</b>					<b>60</b>	<b>1</b>	<b>7</b>	<b>33</b>	<b>10</b>	<b>5</b>	<b>28</b>	<b>8</b>	<b>15</b>	<b>151</b>	<b>51</b>	<b>39</b>	<b>39</b>	
CONNAUGHT																		
	BIRMINGHAM	AER LINGUS	S	A	5	0	0	100	0	0	0	0	0	-6	80	18	5	
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	75	25	0	0	0	0	9	100	6	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	18	0	0	83	6	0	6	6	0	10	94	4	17	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	6	12	12	83	0	17	0	0	0	12	76	17	17	
	STANSTED	RYANAIR	S	A	41	0	5	78	10	7	5	0	0	7	65	14	46	
	STANSTED	RYANAIR	S	D	46	0	0	61	22	13	4	0	0	19	70	20	46	
<b>TOTAL CONNAUGHT</b>					<b>120</b>	<b>12</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>15</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	29	0	1	62	14	17	7	0	0	18	84	10	25	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	29	0	1	76	17	7	0	0	0	11	92	6	25	
	GLASGOW	BMI BRITISH MIDLAND	S	A	30	0	0	70	10	13	7	0	0	14	90	3	50	
	GLASGOW	BMI BRITISH MIDLAND	S	D	29	0	1	100	0	0	0	0	0	-1	86	5	50	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	67	23	10	0	0	0	11	72	12	25	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	53	20	27	0	0	0	18	76	20	25	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	87	8	3	2	0	0	4	92	1	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	50	40	10	0	0	0	16	85	8	60	



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
COPENHAGEN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	79	19	2	0	0	0	5	83	7	118
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	86	9	3	2	0	0	5	79	11	118
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	83	1	2	92	4	2	1	1	0	7	86	7	44
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	84	0	2	92	5	1	2	0	0	4	86	6	44
	STANSTED	GO FLY LTD	S	A	80	0	1	94	1	0	3	3	0	-5	0	0	0
	STANSTED	GO FLY LTD	S	D	79	0	2	86	5	6	0	3	0	12	0	0	0
	GATWICK	MAERSK AIR	S	A	44	0	0	70	27	2	0	0	0	8	84	9	38
	GATWICK	MAERSK AIR	S	D	43	0	0	88	5	5	2	0	0	10	89	6	38
	MANCHESTER	MAERSK AIR	C	A	2	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	MAERSK AIR	C	D	2	0	0	100	0	0	0	0	0	-6	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	33	44	11	11	0	0	25	38	30	8
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	33	56	0	11	0	0	25	25	41	8
	HEATHROW	SAS	S	A	146	0	1	66	15	14	5	0	0	15	67	18	143
	HEATHROW	SAS	S	D	149	0	2	77	13	6	4	0	0	11	73	15	150
	MANCHESTER	SAS	S	A	86	0	0	73	14	9	3	0	0	7	80	5	80
	MANCHESTER	SAS	S	D	85	0	0	74	13	12	1	0	0	10	86	5	80
	STANSTED	SAS	S	A	82	0	4	77	10	6	7	0	0	7	0	0	0
	STANSTED	SAS	S	D	84	0	2	57	17	15	11	0	0	20	0	0	0
	MANCHESTER	STERLING EUROPEAN AIRLINES	C	A	2	0	1	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	STERLING EUROPEAN AIRLINES	C	D	2	0	1	50	50	0	0	0	0	17	0	0	0
	HEATHROW	VARIG	S	A	13	0	0	62	31	0	8	0	0	19	69	37	13
	HEATHROW	VARIG	S	D	13	0	0	15	31	31	23	0	0	38	23	47	13
<b>TOTAL COPENHAGEN</b>					<b>1631</b>	<b>2</b>	<b>22</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>
CORFU																	
<b>TOTAL CORFU</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>50</b>	<b>24</b>	<b>24</b>
CORK																	
	BIRMINGHAM	AER LINGUS	S	A	30	0	0	87	3	0	10	0	0	2	96	-3	50
	BIRMINGHAM	AER LINGUS	S	D	50	0	0	86	4	4	6	0	0	12	82	13	50
	HEATHROW	AER LINGUS	S	A	90	0	0	92	1	2	3	1	0	6	70	21	90

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
CORK	HEATHROW	AER LINGUS	S	D	90	0	0	87	6	3	3	1	0	11	61	23	90
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	54	1	5	80	6	4	9	2	0	17	85	14	59
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	54	1	1	87	6	4	4	0	0	6	89	8	61
	GATWICK	CITY FLYER EXPRESS	S	A	63	0	2	59	19	19	2	2	0	17	66	13	59
	GATWICK	CITY FLYER EXPRESS	S	D	65	0	0	72	14	11	3	0	0	15	69	13	59
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	14	0	0	93	0	7	0	0	0	9	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	14	0	0	86	7	0	7	0	0	14	0	0	0
	STANSTED	RYANAIR	S	A	89	0	3	80	4	9	4	2	0	12	71	17	80
	STANSTED	RYANAIR	S	D	92	0	0	63	23	10	4	0	0	17	44	22	81
<b>TOTAL CORK</b>					<b>706</b>	<b>2</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>16</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
DACCA																	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	21	1	1	43	29	5	10	5	10	81	32	77	22
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	22	0	0	36	36	14	0	5	9	102	27	55	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	86	5	0	0	5	5	34	95	51	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	62	19	5	10	0	5	61	73	18	22
<b>TOTAL DACCA</b>					<b>85</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>70</b>	<b>55</b>	<b>50</b>	<b>50</b>
DALAMAN																	
<b>TOTAL DALAMAN</b>					<b>6</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>120</b>	<b>67</b>	<b>14</b>	<b>14</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	58	1	1	88	3	2	7	0	0	-10	83	0	58
	GATWICK	AMERICAN AIRLINES	S	D	59	0	0	81	12	7	0	0	0	9	75	15	59
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	-7	79	3	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	17	0	0	0	17	66	14	29
<b>TOTAL DALLAS/FORT WORTH</b>					<b>177</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>8</b>	<b>8</b>
DAMASCUS																	
	HEATHROW	SYRIANAIR	S	A	13	0	0	54	8	31	8	0	0	19	69	3	13
	HEATHROW	SYRIANAIR	S	D	13	0	0	46	38	8	8	0	0	23	23	39	13
<b>TOTAL DAMASCUS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>16</b>	<b>16</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	9	0	0	44	33	22	0	0	0	13	78	10	9
	HEATHROW	ALLIANCE	S	D	9	0	0	56	22	22	0	0	0	16	38	25	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	1	73	18	9	0	0	0	6	50	15	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	0	8	0	0	4	56	30	9
<b>TOTAL DAR-ES-SALAAM</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>20</b>	<b>20</b>
DELHI																	
	HEATHROW	AIR CANADA	S	A	18	0	0	33	22	17	28	0	0	37	76	79	17
	HEATHROW	AIR CANADA	S	D	17	0	0	6	12	53	29	0	0	55	0	48	18
<b>TOTAL DELHI</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>34</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>37</b>	<b>63</b>	<b>63</b>
DENVER INTERNATIONAL																	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
DENVER INTERNATIONAL																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	-11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	53	27	13	7	0	0	22	0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	0	-2	90	-3	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	13	7	0	0	0	7	83	9	29	
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	83	17	0	0	0	0	-3	70	11	30	
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	83	13	0	3	0	0	6	83	8	30	
<b>TOTAL DETROIT</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>6</b>	<b>6</b>	
DHAHRAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	92	4	0	0	4	0	-2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	88	4	8	0	0	0	7	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	78	0	11	11	0	0	13	25	46	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	56	44	0	0	0	0	14	50	27	4	
<b>TOTAL DHAHRAN</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>16</b>	<b>16</b>	
DIJON																		
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	7	3	0	0	12	0	0	0	
	HEATHROW	GULF AIR	S	A	4	0	0	75	25	0	0	0	0	-5	88	8	8	
	HEATHROW	GULF AIR	S	D	4	0	0	50	50	0	0	0	0	10	89	10	9	
	HEATHROW	QATAR AIRWAYS	S	A	30	0	0	83	7	7	3	0	0	-5	80	5	30	
	HEATHROW	QATAR AIRWAYS	S	D	29	0	1	45	31	14	10	0	0	23	79	9	29	
<b>TOTAL DOHA</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>7</b>	<b>7</b>	
DORTMUND																		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	50	0	1	84	8	6	2	0	0	2	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	50	0	1	84	6	4	6	0	0	12	0	0	0	
<b>TOTAL DORTMUND</b>					<b>100</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>-1</b>	<b>-1</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	75	0	25	0	0	0	12	0	113	4	
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	0	100	0	0	0	0	23	75	15	4	
<b>TOTAL DOUALA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>64</b>	<b>64</b>	
DRESDEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	21	0	0	38	57	5	0	0	0	16	55	17	20	
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	0	90	5	5	0	0	6	75	13	20		
	HEATHROW	LUFTHANSA	S	D	18	0	1	61	17	17	6	0	17	78	11	23		
<b>TOTAL DRESDEN</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>13</b>	<b>13</b>		
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	2	75	5	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	13	10	0	0	7	75	21	4		
	GATWICK	EMIRATES	S	A	29	0	1	83	14	0	3	0	4	53	16	30		
	GATWICK	EMIRATES	S	D	29	0	1	31	34	24	7	3	31	83	9	30		
	HEATHROW	EMIRATES	S	A	60	0	0	63	23	10	3	0	12	62	17	60		
	HEATHROW	EMIRATES	S	D	60	0	0	67	22	8	3	0	17	63	24	60		
	MANCHESTER	EMIRATES	S	A	30	0	0	63	27	10	0	0	11	80	7	30		
	MANCHESTER	EMIRATES	S	D	30	0	0	60	20	13	3	3	27	70	19	30		
<b>TOTAL DUBAI</b>					<b>298</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>17</b>		
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	140	0	1	90	5	3	2	0	2	94	-1	115		
	BIRMINGHAM	AER LINGUS	S	D	121	0	0	90	4	3	2	1	8	91	6	115		
	EDINBURGH	AER LINGUS	S	A	100	0	0	93	4	2	1	0	3	97	-3	90		
	EDINBURGH	AER LINGUS	S	D	100	0	0	90	5	2	2	1	10	86	8	90		
	GLASGOW	AER LINGUS	S	A	90	0	0	97	2	0	0	1	0	-1	95	-4	85	
	GLASGOW	AER LINGUS	S	D	90	0	0	97	1	1	0	1	0	3	91	3	85	
	HEATHROW	AER LINGUS	S	A	357	0	0	86	11	2	1	0	5	75	15	346		
	HEATHROW	AER LINGUS	S	D	356	0	0	87	9	2	2	0	6	77	14	346		
	MANCHESTER	AER LINGUS	S	A	153	0	1	93	4	1	3	0	-1	90	0	127		
	MANCHESTER	AER LINGUS	S	D	154	0	1	94	3	1	2	0	-1	87	3	128		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
DUBLIN	NEWCASTLE	AER LINGUS	S	A	60	0	0	88	8	2	2	0	0	3	97	-3	72
	NEWCASTLE	AER LINGUS	S	D	60	0	0	88	8	2	2	0	0	5	99	1	72
	STANSTED	AER LINGUS	S	A	172	1	0	94	3	2	1	0	0	-2	91	2	139
	STANSTED	AER LINGUS	S	D	169	2	2	87	7	5	1	0	0	7	86	6	138
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	92	6	2	1	0	0	1	58	24	257
	HEATHROW	BMI BRITISH MIDLAND	S	D	235	0	0	91	6	2	0	0	0	2	71	18	258
	GATWICK	CITY FLYER EXPRESS	S	A	146	0	0	75	10	9	6	0	0	11	83	16	118
	GATWICK	CITY FLYER EXPRESS	S	D	146	0	0	68	18	8	5	0	0	14	80	14	119
	LONDON CITY	CITY JET	S	A	154	2	1	91	4	4	1	0	0	0	78	8	162
	LONDON CITY	CITY JET	S	D	154	2	1	68	23	8	2	0	0	16	59	17	165
	MANCHESTER	LUXAIR	S	A	19	0	2	89	5	0	5	0	0	-3	0	0	0
	MANCHESTER	LUXAIR	S	D	20	0	1	75	15	0	5	5	0	18	0	0	0
	BIRMINGHAM	RYANAIR	S	A	132	2	15	93	5	2	0	0	0	1	86	4	135
	BIRMINGHAM	RYANAIR	S	D	132	2	15	85	11	3	2	0	0	8	79	10	135
	GATWICK	RYANAIR	S	A	120	0	0	90	8	2	1	0	0	5	84	6	117
	GATWICK	RYANAIR	S	D	120	0	0	91	6	2	2	0	0	5	84	7	118
	LUTON	RYANAIR	S	A	123	0	10	89	6	5	0	0	0	0	93	-2	118
	LUTON	RYANAIR	S	D	120	3	8	88	9	2	2	0	0	5	91	4	119
	MANCHESTER	RYANAIR	S	A	131	5	10	97	2	1	0	0	0	-2	84	7	145
	MANCHESTER	RYANAIR	S	D	133	4	10	97	3	0	0	0	0	-1	87	5	145
	STANSTED	RYANAIR	S	A	298	0	5	85	8	5	2	0	0	4	74	16	264
	STANSTED	RYANAIR	S	D	292	1	9	72	20	5	2	0	0	13	68	20	262
<b>TOTAL DUBLIN</b>					<b>4833</b>	<b>24</b>	<b>92</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>10</b>	<b>10</b>
DUNDEE																	
DURBAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	76	12	6	0	6	0	19	59	13	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	18	0	0	0	0	4	78	13	18
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	15	23	46	15	0	0	42	31	36	13
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	62	23	15	0	0	0	15	50	15	12

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DURBAN																		
<b>TOTAL DURBAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>19</b>	<b>19</b>	
DUSSELDORF																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	76	0	0	89	9	0	1	0	0	2	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	77	0	0	91	5	0	4	0	0	6	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	102	0	0	88	9	3	0	0	0	1	94	-1	99	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	103	0	0	85	10	3	2	0	0	6	98	4	98	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	24	0	0	92	8	0	0	0	0	0	91	3	54	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	19	0	0	79	11	11	0	0	0	11	85	8	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	80	10	7	3	0	0	6	81	16	130	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	0	81	13	4	1	0	0	7	81	10	130	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	82	0	0	84	12	4	0	0	0	1	86	4	79	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	82	0	0	88	9	4	0	0	0	4	86	6	79	
	GATWICK	CITY FLYER EXPRESS	S	A	116	0	0	74	16	8	2	0	0	9	76	9	63	
	GATWICK	CITY FLYER EXPRESS	S	D	116	0	0	66	22	8	4	0	0	15	89	6	63	
	NEWCASTLE	GILL AIRWAYS	S	A	26	0	0	85	8	4	4	0	0	8	87	-3	23	
	NEWCASTLE	GILL AIRWAYS	S	D	26	0	0	81	8	8	4	0	0	12	91	4	23	
	STANSTED	KLM UK LTD	S	A	78	1	3	91	3	3	4	0	0	-3	86	-2	77	
	STANSTED	KLM UK LTD	S	D	79	0	2	70	16	10	4	0	0	16	75	13	77	
	HEATHROW	LUFTHANSA	S	A	88	0	1	80	11	5	5	0	0	9	76	12	95	
	HEATHROW	LUFTHANSA	S	D	88	0	1	76	15	7	2	0	0	9	84	13	95	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	71	0	1	90	7	3	0	0	0	3	94	0	68	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	71	0	1	80	17	3	0	0	0	9	85	10	68	
<b>TOTAL DUSSELDORF</b>					<b>1610</b>	<b>2</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	92	0	6	89	4	4	2	0	0	6	97	-1	95
	EDINBURGH	BMI BRITISH MIDLAND	S	D	93	0	5	80	12	5	2	1	0	14	78	9	95
	GLASGOW	BMI BRITISH MIDLAND	S	A	91	0	2	86	7	4	2	1	0	10	92	1	90
	GLASGOW	BMI BRITISH MIDLAND	S	D	92	0	1	77	14	5	2	1	0	13	94	3	90
<b>TOTAL EAST MIDLANDS</b>					<b>368</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>3</b>	<b>3</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	81	14	4	1	0	0	5	61	21	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	243	0	0	84	12	3	1	0	0	4	73	14	245
	MANCHESTER	BMI REGIONAL	S	A	62	0	1	73	19	8	0	0	0	11	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	60	0	3	98	2	0	0	0	0	-4	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	160	0	1	88	9	3	1	0	0	2	79	8	158
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	161	0	1	90	6	3	1	0	0	7	86	9	159
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	69	0	1	88	6	1	4	0	0	6	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	69	0	2	90	6	0	4	0	0	2	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	223	1	1	95	4	0	0	0	0	0	94	3	197
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	224	0	1	90	6	2	1	0	0	5	88	6	194
	HEATHROW	BRITISH AIRWAYS PLC	S	A	324	0	1	91	6	2	1	0	0	1	68	18	312
	HEATHROW	BRITISH AIRWAYS PLC	S	D	326	0	0	92	6	2	0	0	0	0	79	9	314
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	64	1	4	95	3	2	0	0	0	1	84	12	107
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	67	1	1	93	3	4	0	0	0	-2	89	3	108
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	130	2	1	89	4	5	2	0	0	1	84	10	134
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	132	0	3	81	11	6	2	0	0	10	78	12	133
	STANSTED	GO FLY LTD	S	A	87	0	3	79	14	3	3	0	0	4	0	0	0
	STANSTED	GO FLY LTD	S	D	89	0	3	74	15	9	2	0	0	12	0	0	0
	LONDON CITY	KLM UK LTD	S	A	95	0	3	99	0	0	1	0	0	-7	92	2	88
	LONDON CITY	KLM UK LTD	S	D	94	0	4	78	21	1	0	0	0	11	48	21	89
	STANSTED	KLM UK LTD	S	A	170	1	4	95	2	2	1	0	0	-3	83	9	163



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EDINBURGH	STANSTED	KLM UK LTD	S	D	171	0	4	80	13	4	3	0	0	9	79	10	163
<b>TOTAL EDINBURGH</b>					<b>3266</b>	<b>7</b>	<b>42</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>11</b>
EDMONTON																	
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	42	0	0	81	12	2	5	0	0	6	50	14	36
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	41	0	1	78	12	5	5	0	0	9	69	11	36
	GATWICK	B A S E BUSINESS AIRLINES	S	A	25	0	1	64	32	4	0	0	0	10	0	0	0
	GATWICK	B A S E BUSINESS AIRLINES	S	D	25	0	1	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	41	0	1	83	10	5	2	0	0	1	95	-5	39
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	41	0	1	90	5	5	0	0	0	-1	97	-4	39
	HEATHROW	KLM	S	A	42	0	0	74	21	0	5	0	0	10	72	12	39
	HEATHROW	KLM	S	D	42	0	0	52	33	10	5	0	0	18	62	14	39
	STANSTED	KLM EXEL	S	A	60	0	3	78	13	5	3	0	0	12	0	0	0
	STANSTED	KLM EXEL	S	D	60	0	3	65	23	8	3	0	0	15	0	0	0
<b>TOTAL EINDHOVEN</b>					<b>419</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>7</b>	<b>7</b>
ENTEBBE																	
EXETER	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	62	0	1	90	8	2	0	0	0	4	98	-6	58
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	62	0	1	81	13	5	2	0	0	9	93	8	58
<b>TOTAL EXETER</b>					<b>124</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>1</b>	<b>1</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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	6	0	0	33	33	33	0	0	0	29	60	9	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	9	75	6	4	
	GATWICK	AIR 2000	C	A	12	0	0	58	17	0	25	0	0	31	44	47	18	
	GATWICK	AIR 2000	C	D	11	0	0	73	0	9	9	0	9	67	57	51	14	
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-6	100	2	7	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	6	86	4	7	
	MANCHESTER	AIR 2000	C	A	8	1	0	75	13	13	0	0	0	6	73	11	11	
	MANCHESTER	AIR 2000	C	D	8	0	0	100	0	0	0	0	0	1	70	16	10	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-9	100	-12	4	
	NEWCASTLE	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	-5	100	-7	3	
	STANSTED	AIR 2000	C	A	5	0	0	0	20	60	0	20	0	91	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	0	0	50	25	25	0	120	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	67	27	3	3	0	0	12	72	20	18	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	93	3	0	3	0	0	4	61	25	18	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	75	0	0	0	39	50	20	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	100	2	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	21	50	6	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	67	7	3	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	20	50	13	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	3	100	6	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	18	25	43	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	16	40	44	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	1	1	100	0	0	0	0	0	-3	25	60	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	4	33	62	3	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	43	100	-3	2	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	100	13	2	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	1	1	100	0	0	0	0	0	-4	67	63	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	4	75	0	0	0	25	0	56	60	45	5	
	GATWICK	GB AIRWAYS LTD	S	A	34	1	0	71	12	15	3	0	0	13	93	1	41	
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	65	18	15	3	0	0	17	85	11	40	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	GB AIRWAYS LTD	S	A	21	0	0	62	14	24	0	0	0	15	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	21	0	0	62	24	10	5	0	0	17	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	1	0	50	50	0	0	0	0	10	44	44	9
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	1	75	40	8
	MANCHESTER	LEISURE INTERNATIONAL	C	A	8	0	0	50	38	13	0	0	0	20	57	37	7
	MANCHESTER	LEISURE INTERNATIONAL	C	D	7	0	0	71	0	29	0	0	0	15	57	28	7
	BIRMINGHAM	MONARCH AIRLINES	C	A	6	0	0	100	0	0	0	0	0	2	80	8	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	6	0	0	50	50	0	0	0	0	13	60	13	5
	GATWICK	MONARCH AIRLINES	C	A	17	1	0	12	53	29	6	0	0	29	40	27	15
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	47	47	6	0	0	0	17	79	16	14
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	29	57	7	7	0	0	23	43	44	14
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	79	14	7	0	0	0	7	64	39	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	16	50	35	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	50	38	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	44	22	0	0	0	22	50	35	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	11	11	0	0	30	63	32	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	39	100	-8	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	58	50	33	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	22	0	11	11	0	40	89	20	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	0	11	0	29	89	19	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	19	75	121	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	100	1	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	33	75	22	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	75	18	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	1	0	100	0	0	0	0	0	-14	80	-3	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	1	83	17	0	0	0	0	2	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	15	0	0	0	0	5	100	-11	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	15	0	0	0	0	0	83	-1	6
<b>TOTAL FARO</b>					<b>521</b>	<b>11</b>	<b>9</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>24</b>	<b>24</b>

FLORENCE

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FLORENCE	GATWICK	MERIDIANA AIR	S	A	59	0	1	36	36	22	5	2	0	29	55	24	29
	GATWICK	MERIDIANA AIR	S	D	63	0	1	44	32	13	10	2	0	29	42	38	24
<b>TOTAL FLORENCE</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>34</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>49</b>	<b>30</b>	<b>30</b>
FORT LAUDERDALE																	
FRANKFURT MAIN	HEATHROW	BMI BRITISH MIDLAND	S	A	115	0	0	76	15	8	2	0	0	9	74	13	115
	HEATHROW	BMI BRITISH MIDLAND	S	D	116	0	0	92	5	3	0	0	0	2	82	13	115
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	81	0	0	77	14	9	1	0	0	9	88	4	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	81	0	0	69	20	10	1	0	0	13	91	5	90
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	77	0	0	84	9	5	1	0	0	3	92	-1	74
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	77	0	0	91	8	0	1	0	0	5	92	4	75
	GLASGOW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	-3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	0	71	21	6	2	0	0	10	74	9	136
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	83	11	4	1	0	0	6	79	11	136
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	84	0	1	87	7	2	4	0	0	3	88	-1	84
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	85	0	1	87	9	1	2	0	0	5	83	7	84
	STANSTED	KLM UK LTD	S	A	81	0	0	73	6	7	14	0	0	15	87	1	79
	STANSTED	KLM UK LTD	S	D	81	0	0	67	11	10	10	2	0	24	77	11	79
	BIRMINGHAM	LUFTHANSA	S	A	56	0	0	59	27	7	7	0	0	19	90	4	60
	BIRMINGHAM	LUFTHANSA	S	D	56	0	0	82	7	4	5	2	0	12	100	1	60
	HEATHROW	LUFTHANSA	S	A	236	0	0	59	22	14	5	0	0	17	79	11	209
	HEATHROW	LUFTHANSA	S	D	235	0	1	84	11	2	1	1	0	7	83	7	209
	LONDON CITY	LUFTHANSA	S	A	21	0	0	33	48	14	5	0	0	25	0	0	0
	LONDON CITY	LUFTHANSA	S	D	21	0	0	33	48	14	5	0	0	23	0	0	0
	MANCHESTER	LUFTHANSA	S	A	89	0	1	79	16	3	2	0	0	8	94	-1	90
	MANCHESTER	LUFTHANSA	S	D	89	0	1	90	7	2	1	0	0	2	97	1	90
	LONDON CITY	LUFTHANSA CITY LINE	S	A	47	0	0	72	26	2	0	0	0	12	83	10	63
	LONDON CITY	LUFTHANSA CITY LINE	S	D	47	0	0	30	45	26	0	0	0	22	51	16	63

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
FRANKFURT MAIN																		
<b>TOTAL FRANKFURT MAIN</b>					<b>2063</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>7</b>	<b>7</b>	
FUERTEVENTURA																		
	GATWICK	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	79	0	68	4	
	GATWICK	AIR 2000	C	D	4	0	0	50	0	0	25	25	0	78	75	24	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	8	50	67	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	2	50	24	4	
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	50	25	0	0	25	0	59	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	0	50	25	0	25	0	74	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	25	0	0	37	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	35	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	25	25	28	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	75	18	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	13	0	0	0	8	44	21	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	13	13	0	0	26	67	12	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	59	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	40	30	30	0	0	0	20	56	20	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	67	8	25	0	0	0	18	67	20	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	43	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	20	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	25	0	0	0	22	50	21	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	25	0	0	28	75	19	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	0	25	0	0	26	50	23	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	10	50	28	2	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	35	40	29	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	27	40	21	5	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	24	50	8	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	50	17	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	14	75	13	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	100	9	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
FUERTEVENTURA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	50	17	8	25	0	0	29	22	40	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	50	25	0	25	0	0	27	44	24	9	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-30	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-7	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	71	14	14	0	0	0	12	44	16	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	11	89	6	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	67	0	0	0	0	17	0	57	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	13	50	32	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	33	50	1	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	26	75	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	27	0	0	0	
<b>TOTAL FUERTEVENTURA</b>					<b>212</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>16</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>21</b>	<b>21</b>	
FUNCHAL																		
	GATWICK	AIR 2000	C	A	5	0	0	40	20	0	40	0	0	37	100	-3	4	
	GATWICK	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	14	75	6	4	
	GLASGOW	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	-12	100	-15	4	
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	0	0	20	0	64	75	3	4	
	MANCHESTER	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	6	0	38	4	
	MANCHESTER	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	8	50	22	4	
	BIRMINGHAM	AIR HOLLAND	C	A	5	0	0	20	20	20	40	0	0	40	0	35	4	
	BIRMINGHAM	AIR HOLLAND	C	D	5	0	0	80	20	0	0	0	0	10	25	20	4	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	44	11	33	11	0	0	35	78	15	9	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	56	22	11	11	0	0	33	44	24	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	0	27	9	45	18	0	0	41	10	40	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	64	36	0	0	0	0	13	56	30	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	57	75	17	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	46	75	13	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
FUNCHAL	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	42	17	8	33	0	0	35	77	-1	13
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	42	25	25	8	0	0	27	57	13	14
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	22	33	0	0	0	24	25	21	4
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	6	100	5	4
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	32	75	6	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	100	3	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	1	50	15	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	50	11	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	0	0	0	67	33	0	0	45	60	213	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	28	100	5	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	11	75	-6	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	75	3	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	SATA	C	A	5	0	0	40	0	40	20	0	0	38	0	0	0
	GLASGOW	SATA	C	D	5	0	0	80	0	0	20	0	0	17	0	0	0
	NEWCASTLE	SATA	C	A	5	0	0	80	0	0	20	0	0	14	0	0	0
	NEWCASTLE	SATA	C	D	5	0	0	80	0	0	20	0	0	11	0	0	0
<b>TOTAL FUNCHAL</b>					<b>189</b>	<b>6</b>	<b>2</b>	<b>58</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>21</b>	<b>21</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
GABORONE	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	7	44	24	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	0	14	88	5	8	
<b>TOTAL GABORONE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>15</b>	<b>15</b>	
GALWAY	MANCHESTER	EASTERN AIRWAYS	S	A	27	1	1	93	0	0	7	0	0	-1	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	D	28	0	0	71	7	0	7	14	0	51	0	0	0	
<b>TOTAL GALWAY</b>					<b>55</b>	<b>11</b>	<b>1</b>	<b>82</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GATWICK	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	33	0	33	33	0	0	45	50	74	4	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	160	0	2	86	10	3	1	0	0	5	81	4	159	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	160	0	2	85	10	4	1	0	0	10	78	13	159	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	171	1	1	83	13	2	1	0	0	5	68	16	132	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	171	0	1	87	11	1	1	0	0	5	73	14	134	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	191	0	1	87	10	3	1	0	0	3	84	7	160	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	189	0	3	89	8	2	1	0	0	4	88	6	160	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	54	23	15	8	0	0	17	77	14	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	69	0	8	23	0	0	27	75	-1	12	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	127	0	1	73	18	6	2	0	0	9	85	2	163	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	156	1	3	83	12	4	1	1	0	7	88	4	164	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	33	0	33	33	0	0	52	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	2	40	20	20	20	0	0	43	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	2	0	100	0	0	0	0	23	100	2	2	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	24	50	-2	4	
<b>TOTAL GATWICK</b>					<b>1376</b>	<b>2</b>	<b>19</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>8</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
GENEVA	MANCHESTER	AIR ENGIADINA	S	A	19	0	2	74	16	11	0	0	0	10	63	15	30
	MANCHESTER	AIR ENGIADINA	S	D	21	0	0	90	10	0	0	0	0	5	80	4	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	96	0	1	85	11	3	0	0	0	4	86	5	85
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	96	0	1	85	5	5	4	0	0	10	92	4	85
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	78	17	4	1	0	0	7	80	9	154
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	90	8	1	1	0	0	4	87	6	156
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	0	1	78	12	8	2	0	0	4	71	14	21
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	1	0	78	6	12	2	2	0	12	77	16	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	4	93	0	7	0	0	0	-3	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	0	3	7	0	0	11	0	0	0
	LUTON	EASYJET SWITZERLAND	S	A	22	4	0	36	41	23	0	0	0	21	0	0	0
	LUTON	EASYJET SWITZERLAND	S	D	26	0	0	73	19	8	0	0	0	12	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	77	0	0	86	9	3	3	0	0	6	92	2	73
	LONDON CITY	SWISS AIRLINES	S	D	102	0	0	32	40	24	4	0	0	25	79	12	71
	HEATHROW	SWISSAIR	S	A	120	0	0	89	7	2	3	0	0	3	81	7	118
	HEATHROW	SWISSAIR	S	D	120	0	0	85	12	2	2	0	0	2	83	7	119
<b>TOTAL GENEVA</b>					<b>1152</b>	<b>9</b>	<b>9</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>7</b>
GENOA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	55	0	0	84	9	5	2	0	0	5	76	15	54
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	64	20	11	5	0	0	15	63	17	54
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	-17	0	0	0
<b>TOTAL GENOA</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>16</b>
GERONA	<b>TOTAL GERONA</b>				<b>2</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-33</b>	<b>82</b>	<b>6</b>	<b>6</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	37	0	0	59	24	3	8	3	3	53	76	28	25

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
GIBRALTAR																	
	GATWICK	GB AIRWAYS LTD	S	D	37	0	0	49	38	5	8	0	0	22	73	12	26
	MANCHESTER	GB AIRWAYS LTD	S	A	2	0	0	0	0	50	0	50	0	113	60	39	5
	MANCHESTER	GB AIRWAYS LTD	S	D	2	0	0	50	0	0	50	0	0	31	80	44	5
	LUTON	MONARCH AIRLINES	S	A	12	0	1	58	25	17	0	0	0	10	75	33	12
	LUTON	MONARCH AIRLINES	S	D	13	0	0	62	31	8	0	0	0	11	75	42	12
<b>TOTAL GIBRALTAR</b>					<b>109</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>28</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>76</b>	<b>25</b>	<b>25</b>
GLASGOW																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	29	0	1	86	14	0	0	0	0	7	92	2	25
	EDINBURGH	BMI BRITISH MIDLAND	S	D	29	0	1	69	14	14	3	0	0	14	88	5	25
	HEATHROW	BMI BRITISH MIDLAND	S	A	232	0	0	78	16	5	0	0	0	7	69	18	225
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	0	88	8	4	0	0	0	3	74	13	225
	MANCHESTER	BMI REGIONAL	S	A	90	0	3	78	16	7	0	0	0	8	67	13	63
	MANCHESTER	BMI REGIONAL	S	D	89	0	4	94	4	1	0	0	0	-1	94	0	63
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	171	0	0	88	10	1	1	0	0	4	60	18	133
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	171	0	0	87	8	4	1	0	0	7	82	11	132
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	94	0	0	88	5	4	2	0	0	5	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	94	0	0	83	10	5	2	0	0	6	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	162	7	1	95	2	2	1	0	0	1	85	7	200
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	166	0	2	89	5	4	1	1	0	6	90	4	203
	HEATHROW	BRITISH AIRWAYS PLC	S	A	323	0	0	92	6	2	0	0	0	0	69	19	310
	HEATHROW	BRITISH AIRWAYS PLC	S	D	322	0	0	94	5	1	0	0	0	1	79	12	311
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	46	1	0	89	9	0	2	0	0	6	71	15	131
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	47	0	0	89	6	0	4	0	0	3	86	7	131
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	86	7	5	2	0	0	1	84	5	104
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	107	0	0	79	11	7	3	0	0	10	76	9	101
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	78	0	2	69	17	10	4	0	0	10	85	4	85
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	80	0	1	45	31	15	9	0	0	24	68	16	85

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
GLASGOW	LONDON CITY	KLM UK LTD	S	A	71	0	1	93	3	4	0	0	0	-1	0	0	0
	LONDON CITY	KLM UK LTD	S	D	71	0	1	56	32	10	1	0	0	17	0	0	0
	STANSTED	KLM UK LTD	S	A	106	0	1	83	4	8	5	0	0	4	79	7	131
	STANSTED	KLM UK LTD	S	D	107	0	0	67	13	10	9	0	0	17	72	15	132
<b>TOTAL GLASGOW</b>					<b>3026</b>	<b>8</b>	<b>18</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>12</b>
GOA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	32	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	25	25	25	0	131	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	17	50	17	0	17	0	56	80	3	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	48	100	4	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	20	67	83	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	25	25	13	38	0	0	50	75	69	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	1	3	80	0	0	0	0	20	69	22	192	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	13	13	13	0	13	72	63	20	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	2	50	0	0	50	0	0	33	0	176	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	0	31	5
	GATWICK	MONARCH AIRLINES	C	A	12	1	1	58	0	8	17	17	0	56	75	-6	8
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	33	25	8	17	0	17	101	67	20	9
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	46	33	39	3
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	0	25	106	75	3	4
<b>TOTAL GOA</b>					<b>80</b>	<b>2</b>	<b>6</b>	<b>49</b>	<b>14</b>	<b>10</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>64</b>	<b>60</b>	<b>47</b>	<b>47</b>
GOTEBORG	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	0	90	7	0	3	0	0	4	83	4	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	53	37	7	3	0	0	18	83	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	72	17	8	3	0	0	10	75	15	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	93	3	3	0	0	0	2	78	12	60
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	56	11	11	11	0	11	67	67	54	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	11	11	44	22	11	0	65	33	30	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
GOTEBORG		HEATHROW	SAS	S	A	65	0	0	66	23	8	2	2	0	11	71	14	65
		HEATHROW	SAS	S	D	65	0	0	65	18	9	8	0	0	18	74	17	65
<b>TOTAL GOTEBORG</b>						<b>330</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>14</b>
GRAND CAYMAN		GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	1	45	9	27	18	0	0	44	56	9	9
		GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	0	11	11	11	0	45	75	14	4
<b>TOTAL GRAND CAYMAN</b>						<b>20</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>5</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>62</b>	<b>11</b>	<b>11</b>
GRAZ																		
GRENADA		GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	-1	44	36	9
		GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	13	25	63	0	0	0	35	33	25	9
		GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	20	50	27	4
<b>TOTAL GRENADA</b>						<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>30</b>	<b>30</b>
GUERNSEY		EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	0	25	50	25	0	0	46	0	0	0
		EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	1	0	79	0	14	7	0	0	13	57	21	21
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	73	17	3	3	3	0	17	90	2	29
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	87	3	10	0	0	0	7	93	9	30
		GATWICK	CITY FLYER EXPRESS	S	A	102	0	0	79	11	8	2	0	0	5	93	-2	54
		GATWICK	CITY FLYER EXPRESS	S	D	101	0	1	75	12	9	4	0	0	10	69	12	55
		BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	26	0	1	85	8	4	4	0	0	4	80	8	25
		BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	27	0	1	81	11	4	4	0	0	14	83	9	24
		GATWICK	FLYBE.BRITISH EUROPEAN	S	A	111	0	1	76	11	8	5	0	0	10	86	3	108
		GATWICK	FLYBE.BRITISH EUROPEAN	S	D	86	0	1	81	6	5	8	0	0	12	93	2	90
		GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	24	0	0	42	38	21	0	0	0	21	0	0	0
		GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	22	0	0	86	9	5	0	0	0	7	0	0	0
		LUTON	FLYBE.BRITISH EUROPEAN	S	A	29	0	1	97	3	0	0	0	0	-5	0	0	0
		LUTON	FLYBE.BRITISH EUROPEAN	S	D	29	0	1	93	7	0	0	0	0	6	0	0	0

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
GUERNSEY	STANSTED	KLM UK LTD	S	A	81	0	0	91	4	1	2	1	0	-1	0	0	0	
	STANSTED	KLM UK LTD	S	D	81	0	0	64	23	9	2	1	0	17	0	0	0	
<b>TOTAL GUERNSEY</b>					<b>797</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>5</b>	<b>5</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	0	0	86	5	10	0	0	0	-1	35	24	20
	HEATHROW	AIR CANADA	S	D	22	0	0	82	18	0	0	0	0	6	75	8	20
<b>TOTAL HALIFAX INT</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>16</b>	<b>16</b>
HAMBURG	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	21	0	0	100	0	0	0	0	0	3	75	10	12
	GLASGOW	BRITISH AIRWAYS PLC	S	D	21	0	0	100	0	0	0	0	0	0	75	8	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	79	17	3	1	0	0	5	75	12	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	80	16	3	1	0	0	6	77	13	90
	GATWICK	DEUTSCHE BA	S	A	65	0	0	83	15	0	2	0	0	5	81	5	64
	GATWICK	DEUTSCHE BA	S	D	65	0	0	57	25	15	3	0	0	17	86	7	63
	STANSTED	GILL AIRWAYS	S	A	26	2	4	42	31	12	15	0	0	29	87	9	39
	STANSTED	GILL AIRWAYS	S	D	27	2	3	56	11	22	11	0	0	27	94	2	36
	HEATHROW	LUFTHANSA	S	A	119	0	1	81	13	6	0	0	0	4	74	11	118
	HEATHROW	LUFTHANSA	S	D	119	0	1	97	3	0	0	0	0	-1	86	9	118
	MANCHESTER	LUFTHANSA CITY LINE	S	A	49	0	2	88	6	2	4	0	0	1	96	0	25
	MANCHESTER	LUFTHANSA CITY LINE	S	D	49	0	2	88	6	2	4	0	0	5	92	8	24
<b>TOTAL HAMBURG</b>					<b>741</b>	<b>4</b>	<b>13</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>9</b>
HANOVER	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	21	0	0	100	0	0	0	0	0	-12	92	-5	12
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	12	7	2	0	0	6	91	1	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	77	18	2	3	0	0	6	76	8	34
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	100	0	0	0	0	0	-9	90	-6	30
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	100	0	0	0	0	0	-2	93	1	30
	HEATHROW	LUFTHANSA	S	A	58	0	2	83	16	2	0	0	0	5	88	4	59
	HEATHROW	LUFTHANSA	S	D	58	0	2	93	5	2	0	0	0	1	81	11	59
<b>TOTAL HANOVER</b>					<b>339</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>4</b>
HARARE	GATWICK	AIR ZIMBABWE	S	A	17	0	0	53	18	24	6	0	0	19	61	14	18

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
HARARE	GATWICK	AIR ZIMBABWE	S	D	17	0	0	76	24	0	0	0	0	9	94	4	18
<b>TOTAL HARARE</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>9</b>	<b>9</b>
HASSI MESSAOUD	GATWICK	AIR ALGERIE	C	A	7	0	0	71	0	14	14	0	0	9	50	45	4
	GATWICK	AIR ALGERIE	C	D	8	0	0	88	13	0	0	0	0	7	0	71	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-12	25	8	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	23	100	5	4
<b>TOTAL HASSI MESSAOUD</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>54</b>	<b>21</b>	<b>21</b>
HAVANA	GATWICK	CUBANA	S	A	16	0	0	50	0	25	0	0	25	151	46	33	13
	GATWICK	CUBANA	S	D	16	0	0	13	38	25	0	0	25	171	31	45	13
	MANCHESTER	CUBANA	S	A	4	0	0	25	25	25	0	0	25	119	0	0	0
	MANCHESTER	CUBANA	S	D	4	0	0	50	0	25	0	0	25	111	0	0	0
<b>TOTAL HAVANA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>18</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>151</b>	<b>38</b>	<b>39</b>	<b>39</b>
HEATHROW	EDINBURGH	BMI BRITISH MIDLAND	S	A	243	0	0	75	19	5	1	0	0	9	72	15	245
	EDINBURGH	BMI BRITISH MIDLAND	S	D	244	0	0	79	13	6	1	0	0	11	69	20	244
	GLASGOW	BMI BRITISH MIDLAND	S	A	231	0	0	75	19	5	0	0	0	9	69	14	223
	GLASGOW	BMI BRITISH MIDLAND	S	D	232	0	0	88	8	4	0	0	0	5	79	14	225
	MANCHESTER	BMI BRITISH MIDLAND	S	A	240	0	0	85	9	5	1	0	0	6	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	239	0	1	91	5	3	0	0	0	2	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	326	0	0	85	13	2	0	0	0	5	78	10	314
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	323	0	2	88	8	3	1	0	0	8	66	20	312
	GLASGOW	BRITISH AIRWAYS PLC	S	A	322	0	0	84	15	2	0	0	0	8	75	15	310
	GLASGOW	BRITISH AIRWAYS PLC	S	D	323	0	0	94	4	1	1	0	0	3	77	17	310
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	324	0	0	89	8	3	0	0	0	2	75	12	312
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	320	0	4	87	8	3	2	0	0	5	80	12	313
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	161	0	1	89	7	4	1	0	0	5	80	10	158
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	161	0	1	96	3	1	1	0	0	1	84	9	158

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
HEATHROW																	
<b>TOTAL HEATHROW</b>					<b>3689</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>14</b>
HELSINKI																	
	MANCHESTER	AIR EUROPA	C	A	2	0	0	50	0	0	50	0	0	28	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	47	30	17	7	0	0	21	73	34	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	65	20	13	2	0	0	14	70	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	45	28	23	3	0	0	19	74	14	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	23	3	0	0	0	8	78	9	59
	HEATHROW	FINNAIR	S	A	91	0	0	56	29	12	3	0	0	15	80	10	90
	HEATHROW	FINNAIR	S	D	90	0	0	78	14	3	3	1	0	13	83	10	90
	MANCHESTER	FINNAIR	S	A	30	0	0	73	10	13	3	0	0	13	83	3	30
	MANCHESTER	FINNAIR	S	D	30	0	0	67	20	13	0	0	0	11	83	4	30
	STANSTED	FINNAIR	S	A	6	0	0	83	0	0	17	0	0	12	0	0	0
	STANSTED	FINNAIR	S	D	6	0	0	17	33	33	17	0	0	41	0	0	0
<b>TOTAL HELSINKI</b>					<b>497</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>14</b>	<b>14</b>
HERAKLION																	
HOLGUIN (FRANK PAIS)																	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	25	25	0	82	0	0	0
<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>25</b>	<b>25</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
HONG KONG (CHEP LAP KOK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	0	0	3	10	100	-13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	0	0	0	3	25	87	7	30
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	59	0	1	61	24	10	3	0	2	20	98	0	44
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	59	0	1	86	8	3	2	0	0	3	73	14	44
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	29	0	1	86	7	3	3	0	0	-2	87	-7	30
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	29	0	1	90	7	0	3	0	0	5	67	19	30
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	73	3	3	10	3	7	51	100	-18	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	53	23	3	10	3	7	69	60	18	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	20	7	7	0	0	15	87	4	30



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Origin / Destinations: H

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																	Actual (7)
HONG KONG (CHEP LAP KOK)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	13	0	0	0	0	6	60	21	30
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>356</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>82</b>	<b>5</b>	<b>5</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	3	10	7	0	0	9	67	14	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	57	23	10	10	0	0	26	47	23	30
	GATWICK	CONTINENTAL AIRLINES	S	A	55	1	5	65	11	9	9	5	0	30	88	5	59
	GATWICK	CONTINENTAL AIRLINES	S	D	55	0	5	82	7	7	2	2	0	15	83	12	59
<b>TOTAL HOUSTON</b>					<b>170</b>	<b>1</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>12</b>	<b>12</b>
HUMBERSIDE																	
HURGHADA	MANCHESTER	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	29	0	0	0
	MANCHESTER	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	0	37	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL HURGHADA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>43</b>	<b>43</b>

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	LUTON	CORSAIR	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	
	LUTON	CORSAIR	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	15	50	14	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	0	33	0	0	21	0	0	0	
<b>TOTAL IBIZA</b>					<b>36</b>	<b>3</b>	<b>3</b>	<b>61</b>	<b>14</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>28</b>	<b>28</b>	
INVERNESS																		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	81	0	0	78	11	4	6	1	0	12	62	14	37	
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	81	0	0	80	10	2	6	1	0	13	69	14	36	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	68	14	18	0	0	0	11	77	17	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	17	20	0	0	0	16	76	13	29	
	GLASGOW	LOGANAIR	S	A	30	0	0	90	3	7	0	0	0	2	0	0	0	
	GLASGOW	LOGANAIR	S	D	30	0	0	63	23	10	3	0	0	15	0	0	0	
<b>TOTAL INVERNESS</b>					<b>282</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>16</b>	<b>16</b>	
ISLAMABAD																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	0	0	31	0	0	31	75	3	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	15	8	0	0	17	77	16	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	69	0	15	15	0	0	19	75	-4	12	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	23	23	31	15	8	0	49	31	41	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	7	0	0	29	14	57	0	0	0	30	44	72	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	7	0	0	29	43	14	14	0	0	41	22	65	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	67	11	22	0	0	0	9	22	33	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	22	11	11	0	0	25	33	34	9	
<b>TOTAL ISLAMABAD</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>19</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>30</b>	<b>30</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	42	0	3	74	19	7	0	0	0	9	0	0	0	
	GLASGOW	LOGANAIR	S	D	43	0	0	79	9	9	2	0	0	12	0	0	0	
<b>TOTAL ISLAY</b>					<b>85</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>9</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	51	0	0	88	8	2	2	0	0	4	94	1	51	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE					NOV 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	D	51	0	0	86	6	6	2	0	0	9	90	6	51
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	30	0	0	97	3	0	0	0	0	0	90	2	29
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	30	0	0	93	7	0	0	0	6	90	10	30	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	81	0	0	90	7	0	2	0	6	77	14	78	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	81	0	0	94	4	0	2	0	3	76	16	79	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	14	0	0	93	0	7	0	0	-2	94	3	17	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	14	0	0	86	7	7	0	0	3	76	6	17	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	85	0	0	96	4	0	0	0	3	93	4	85	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	84	1	0	94	4	2	0	0	-1	95	-2	85	
<b>TOTAL ISLE OF MAN</b>					<b>525</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>6</b>	
ISTANBUL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	13	8	2	0	4	73	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	20	2	0	0	6	68	10	60	
	HEATHROW	ISTANBUL HAVA YOLLARI	S	A	14	0	0	7	36	50	7	0	34	0	0	0	
	HEATHROW	ISTANBUL HAVA YOLLARI	S	D	14	0	0	21	21	36	21	0	36	0	0	0	
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	A	9	0	0	11	22	22	44	0	49	0	0	0	
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	D	9	0	0	44	11	11	33	0	32	0	0	0	
	STANSTED	ISTANBUL HAVA YOLLARI	S	A	9	0	0	33	22	0	44	0	39	0	0	0	
	STANSTED	ISTANBUL HAVA YOLLARI	S	D	9	0	0	33	11	22	33	0	40	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	90	0	0	62	21	12	4	0	12	63	18	68	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	90	0	0	72	21	2	4	0	11	74	17	69	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	76	18	6	0	0	4	85	4	13	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	0	82	6	6	0	6	14	77	10	13	
<b>TOTAL ISTANBUL</b>					<b>402</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>16</b>	<b>16</b>	
IZMIR (ADNAM MENDERES)																	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	78	11	0	0	11	25	56	21	9	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
IZMIR (ADNAM MENDERES)	HEATHROW	THY TURK HAVA YOLLARI TURKISH		S D	9	0	0	67	11	11	0	11	0	30	44	22	9	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>24</b>	<b>24</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	9	0	0	67	11	11	11	0	0	21	76	22	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	50	0	0	0	0	10	71	17	21
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>34</b>	<b>34</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	0	0	12	0	0	5	88	4	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	6	12	12	0	0	24	71	17	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	21	0	0	76	19	0	5	0	0	7	84	7	19
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	21	0	0	71	19	5	5	0	0	12	73	25	11
<b>TOTAL JEDDAH</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>12</b>
JERBA	GATWICK	NOUVELAIR TUNISIE	C	A	3	0	0	33	0	0	67	0	0	111	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	D	2	0	0	0	50	0	50	0	0	78	0	0	0
	HEATHROW	TUNISAIR	S	A	4	0	0	0	50	50	0	0	0	38	0	0	0
	HEATHROW	TUNISAIR	S	D	4	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL JERBA</b>					<b>13</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEREZ																	
<b>TOTAL JEREZ</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>21</b>	<b>21</b>
JERSEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	2	91	4	3	3	0	0	0	81	6	108
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	1	92	5	2	1	0	0	0	85	6	108
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	83	10	7	0	0	0	8	81	9	32
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	1	90	3	3	3	0	0	6	91	3	32
	GATWICK	CITY FLYER EXPRESS	S	A	109	0	3	69	15	13	4	0	0	13	67	12	108
	GATWICK	CITY FLYER EXPRESS	S	D	111	0	1	82	9	4	5	0	0	10	66	14	109
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	27	1	2	85	0	4	11	0	0	12	81	1	31
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	27	0	1	93	0	4	4	0	0	11	88	9	32
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	90	0	0	80	12	7	1	0	0	9	93	15	95
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	115	0	1	79	11	8	2	0	0	11	89	14	114
	STANSTED	KLM UK LTD	S	A	80	0	1	94	4	0	3	0	0	-1	84	4	49

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	KLM UK LTD		S D	80	0	1	79	11	5	5	0	0	12	74	17	50	
<b>TOTAL JERSEY</b>					<b>939</b>	<b>1</b>	<b>17</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>10</b>	<b>10</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	73	10	3	3	10	0	35	52	16	25	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	77	7	7	3	0	7	67	68	18	25	
	HEATHROW	SOUTH AFRICAN AIRWAYS		S A	39	0	0	10	18	44	23	5	0	59	21	53	39	
	HEATHROW	SOUTH AFRICAN AIRWAYS		S D	39	0	0	64	21	10	0	3	3	38	78	11	36	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	57	30	10	3	0	0	11	33	21	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	93	7	0	0	0	0	2	80	12	30	
<b>TOTAL JOHANNESBURG</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>54</b>	<b>23</b>	<b>23</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	44	33	0	0	0	25	56	49	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	0	44	0	0	0	20	11	58	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	75	0	25	0	0	0	8	0	0	0
<b>TOTAL KARACHI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>54</b>	<b>54</b>
KATHMANDU	GATWICK	ROYAL NEPAL AIRLINES	S	A	9	0	0	56	11	11	11	0	11	127	0	405	9
	GATWICK	ROYAL NEPAL AIRLINES	S	D	9	0	0	44	44	0	0	0	11	125	22	514	9
<b>TOTAL KATHMANDU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>126</b>	<b>11</b>	<b>460</b>	<b>460</b>
KEFLAVIK	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	1	40	40	20	0	0	0	17	38	65	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	50	17	17	0	17	0	46	75	42	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	43	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	32	0	0	0
	GLASGOW	ICELANDAIR	S	A	24	2	2	58	8	29	4	0	0	20	53	25	38
	GLASGOW	ICELANDAIR	S	D	26	0	0	81	12	8	0	0	0	5	85	3	39
	HEATHROW	ICELANDAIR	S	A	43	0	0	65	14	14	7	0	0	13	72	9	39
	HEATHROW	ICELANDAIR	S	D	43	0	0	47	26	28	0	0	0	19	64	14	39
<b>TOTAL KEFLAVIK</b>					<b>163</b>	<b>3</b>	<b>3</b>	<b>60</b>	<b>16</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>16</b>	<b>16</b>
KERRY COUNTY	STANSTED	RYANAIR	S	A	30	0	0	57	37	0	7	0	0	12	70	16	30
	STANSTED	RYANAIR	S	D	30	0	0	53	30	17	0	0	0	16	63	19	30
<b>TOTAL KERRY COUNTY</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>33</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>14</b>	<b>14</b>
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	5	0	0	0	20	40	40	0	0	53	0	0	0
	HEATHROW	SUDAN AIRWAYS	S	D	5	0	0	0	40	20	40	0	0	47	0	0	0
<b>TOTAL KHARTOUM</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
KIEV																	
<b>TOTAL KIEV</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
KIEV (BORISPOL)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	64	23	9	5	0	0	12	67	7	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	64	23	14	0	0	0	15	71	13	21	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	22	0	0	73	14	14	0	0	0	11	81	19	21	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	22	0	0	95	0	0	5	0	0	7	86	5	22	
<b>TOTAL KIEV (BORISPOL)</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>11</b>	
KILIMANJARO																		
	HEATHROW	ALLIANCE	S	A	5	0	0	20	60	20	0	0	0	22	0	0	0	
	HEATHROW	ALLIANCE	S	D	5	0	0	60	40	0	0	0	0	9	40	30	5	
<b>TOTAL KILIMANJARO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>45</b>	<b>45</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	16	1	0	50	19	6	19	6	0	35	47	47	17	
	HEATHROW	AIR JAMAICA	S	D	17	0	0	18	18	35	24	6	0	56	12	71	17	
<b>TOTAL KINGSTON</b>					<b>33</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>18</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>59</b>	<b>59</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	22	0	3	68	0	14	18	0	0	22	0	0	0	
	EDINBURGH	LOGANAIR	S	D	24	0	1	79	21	0	0	0	0	8	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>46</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>21</b>	<b>21</b>	
KOS																		
<b>TOTAL KOS</b>					<b>5</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>50</b>	<b>50</b>	
KRAKOW																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	69	8	15	8	0	0	12	63	13	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	85	0	8	8	0	0	12	38	20	8	
	GATWICK	LOT-POLISH AIRLINES	S	A	11	0	0	73	9	0	18	0	0	21	89	23	9	
	GATWICK	LOT-POLISH AIRLINES	S	D	11	0	0	82	0	0	18	0	0	17	56	41	9	
<b>TOTAL KRAKOW</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>4</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>25</b>	<b>25</b>	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
KRISTIANSAND (KJEVIK)	GATWICK	MAERSK AIR	S	A	25	0	0	80	16	0	4	0	0	11	76	11	25
	GATWICK	MAERSK AIR	S	D	26	0	0	35	54	12	0	0	0	19	32	20	25
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>52</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>37</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>16</b>	<b>16</b>
KRISTIANSTAD	STANSTED	RYANAIR	S	A	28	1	3	89	7	4	0	0	0	-10	0	0	0
	STANSTED	RYANAIR	S	D	30	1	1	60	23	10	7	0	0	22	0	0	0
<b>TOTAL KRISTIANSTAD</b>					<b>58</b>	<b>2</b>	<b>4</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	82	5	8	5	0	0	2	77	2	60
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	72	18	7	2	2	0	14	85	7	60
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>5</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	0	3	0	3	12	100	-10	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	0	3	0	0	8	82	11	28
	HEATHROW	KUWAIT AIRWAYS	S	A	30	0	0	70	13	0	17	0	0	12	73	16	30
	HEATHROW	KUWAIT AIRWAYS	S	D	30	0	0	73	23	0	3	0	0	11	62	19	29
<b>TOTAL KUWAIT</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAGOS																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	0	3	0	0	6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	27	20	7	0	0	24	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	8	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	17	17	0	0	0	13	0	0	0
<b>TOTAL LAGOS</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAHORE																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	38	38	13	0	0	48	33	67	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	0	0	38	38	25	0	0	0	24	22	41	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	25	38	25	13	0	0	32	25	61	4
<b>TOTAL LAHORE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>27</b>	<b>55</b>	<b>55</b>
LARNACA																	
	GATWICK	AIR 2000	S	A	4	0	0	25	25	25	25	0	0	33	40	32	5
	GATWICK	AIR 2000	S	D	2	0	0	0	50	0	50	0	0	64	60	22	5
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	10	50	15	4
	GLASGOW	AIR 2000	C	D	3	1	1	67	0	33	0	0	0	21	75	2	4
	MANCHESTER	AIR 2000	S	A	5	0	0	80	0	0	20	0	0	17	50	16	4
	MANCHESTER	AIR 2000	S	D	2	0	1	100	0	0	0	0	0	6	60	24	5
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-27	75	-2	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	16	75	4	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	81	8	12	0	0	0	1	92	1	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	56	26	11	7	0	0	18	71	16	24
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	14	14	14	29	14	14	143	0	220	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	2	3	67	0	33	0	0	0	23	33	188	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	28	75	52	4
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	5	0	0	60	20	0	0	20	0	44	80	31	5
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	5	0	0	40	20	0	20	20	0	65	40	47	5
	GATWICK	CYPRUS AIRWAYS	S	A	4	0	0	50	0	25	0	25	0	87	75	56	4
	GATWICK	CYPRUS AIRWAYS	S	D	4	0	0	25	0	50	0	25	0	94	25	77	4
	HEATHROW	CYPRUS AIRWAYS	S	A	41	0	0	32	29	39	0	0	0	24	45	37	38

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	D	40	0	0	73	15	8	5	0	0	14	61	20	38
	MANCHESTER	CYPRUS AIRWAYS	S	A	8	0	0	88	0	0	0	13	0	25	70	68	10
	MANCHESTER	CYPRUS AIRWAYS	S	D	8	0	0	63	0	25	0	13	0	38	60	86	10
	STANSTED	CYPRUS AIRWAYS	S	A	4	0	0	75	25	0	0	0	0	-2	100	-19	4
	STANSTED	CYPRUS AIRWAYS	S	D	3	1	1	67	33	0	0	0	0	13	75	16	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	0	40	0	20	0	72	100	-4	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	1	50	0	25	0	25	0	91	60	17	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	60	0	0	0	28	0	97	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	3	80	20	0	0	0	0	10	75	39	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	38	0	0	0	13	65	46	17	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	0	0	13	67	86	13	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	75	9	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	23	75	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	24	100	3	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	18	100	-3	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	17	0	0	0	0	11	75	15	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	4	100	1	4
<b>TOTAL LARNACA</b>					<b>292</b>	<b>6</b>	<b>10</b>	<b>61</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>61</b>	<b>30</b>	<b>30</b>
LAS PALMAS	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	12	75	5	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	1	75	10	4
	GATWICK	AIR 2000	C	A	14	0	0	43	21	29	7	0	0	26	31	34	13
	GATWICK	AIR 2000	C	D	14	0	0	64	29	7	0	0	0	12	62	20	13
	GLASGOW	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	11	75	21	4
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	10	75	11	4
	MANCHESTER	AIR 2000	C	A	9	0	0	78	11	11	0	0	0	2	67	13	9
	MANCHESTER	AIR 2000	C	D	9	0	0	100	0	0	0	0	0	-2	89	2	9
	BIRMINGHAM	AIR EUROPA	C	D	3	0	1	0	33	0	33	33	0	154	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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
LAS PALMAS	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	0	70	0	30	0	0	0	11	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	1	0	89	0	11	0	0	0	1	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	22	11	0	0	19	50	24	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	13	100	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	15	0	0	7	27	53	7	0	7	112	50	26	8
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	0	67	20	7	7	0	0	18	63	11	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	1	0	75	0	25	0	0	0	11	25	29	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	25	27	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	32	25	21	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	75	9	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	0	47	13	40	0	0	0	24	25	24	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	15	0	0	87	13	0	0	0	0	9	75	11	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	28	25	21	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	100	6	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	40	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	40	20	0	0	33	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	75	0	25	0	0	0	12	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	0	340	1
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	A	5	0	0	60	0	0	40	0	0	34	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	5	0	0	60	0	0	40	0	0	29	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	0	17	33	50	0	0	59	25	44	4
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	33	17	33	17	0	0	30	50	12	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	80	20	0	0	0	0	0	25	87	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	3	75	65	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	6	0	0	50	17	33	0	0	0	16	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	80	0	0	0	0	20	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	32	25	46	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	60	20	20	0	0	34	50	19	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
LAS PALMAS	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	54	0	29	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	21	50	15	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	32	75	12	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-1	100	3	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-1	50	11	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	5	75	30	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	15	0	0	40	20	20	13	7	0	50	33	27	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	1	0	50	36	7	7	0	0	24	56	12	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	17	17	17	0	17	126	33	46	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	10	25	35	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	50	0	0	0	0	9	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	1	60	25	15	0	0	0	14	83	11	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	74	16	11	0	0	0	12	77	7	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	0	33	0	0	0	14	50	25	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	5	100	-4	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	0	50	0	0	0	33	80	5	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	22	60	13	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	59	18	18	6	0	0	24	67	2	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	1	0	73	20	7	0	0	0	10	100	0	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-11	60	22	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	20	58	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	47	37	5	5	0	5	63	71	10	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	83	6	6	6	0	0	7	100	-10	14	
<b>TOTAL LAS PALMAS</b>					<b>495</b>	<b>10</b>	<b>3</b>	<b>61</b>	<b>17</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>62</b>	<b>18</b>	<b>18</b>	
LAS VEGAS	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	85	0	65	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	33	67	0	0	0	33	25	25	4	
<b>TOTAL LAS VEGAS</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>45</b>	<b>45</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
LE HAVRE																		
	BIRMINGHAM	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	39	0	1	49	36	13	3	0	0	21	0	0	0	
	BIRMINGHAM	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	39	0	1	67	28	5	0	0	0	12	0	0	0	
<b>TOTAL LE HAVRE</b>					<b>78</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>32</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LE TOUQUET																		
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	136	0	0	84	10	6	1	0	0	4	58	27	125	
	HEATHROW	BMI BRITISH MIDLAND	S	D	137	0	0	87	7	5	1	0	0	4	66	18	125	
	GLASGOW	BMI REGIONAL	S	A	68	0	0	87	3	4	4	1	0	11	0	0	0	
	GLASGOW	BMI REGIONAL	S	D	66	0	0	85	5	8	3	0	0	8	0	0	0	
	EDINBURGH	GILL AIRWAYS	S	A	40	0	2	95	0	3	3	0	0	7	92	17	39	
	EDINBURGH	GILL AIRWAYS	S	D	41	0	1	85	7	5	2	0	0	9	90	11	40	
<b>TOTAL LEEDS BRADFORD</b>					<b>488</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>16</b>	
LEIPZIG																		
	HEATHROW	LUFTHANSA	S	A	30	0	0	43	33	10	10	3	0	30	65	14	43	
<b>TOTAL LEIPZIG</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>33</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>79</b>	<b>10</b>	<b>10</b>	
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	5	0	0	40	20	40	0	0	0	24	0	64	4	
	GATWICK	AIR GABON	S	D	4	0	0	0	50	50	0	0	0	29	0	37	5	
<b>TOTAL LIBREVILLE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>49</b>	<b>49</b>	
LILLE																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	1	1	0	75	0	25	0	0	39	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	33	33	0	33	0	91	0	0	0	
<b>TOTAL LILLE</b>					<b>9</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LILONGWE																		
	GATWICK	AIR MALAWI	S	A	4	0	0	25	50	25	0	0	0	21	0	0	0	
	GATWICK	AIR MALAWI	S	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	60	20	20	0	0	0	15	100	-11	3	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
LILONGWE																		
	GATWICK	BRITISH AIRWAYS PLC		S D	4	0	0	100	0	0	0	0	0	0	100	9	4	
<b>TOTAL LILONGWE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>1</b>	<b>1</b>	
LIMA																		
LISBON																		
	HEATHROW	AIR PORTUGAL		S A	77	0	0	44	25	18	13	0	0	27	60	21	78	
	HEATHROW	AIR PORTUGAL		S D	77	0	0	48	22	13	17	0	0	29	72	21	78	
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	83	9	7	1	0	0	6	81	5	89	
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	79	10	7	4	0	0	8	84	9	89	
	GATWICK	GB AIRWAYS LTD		S A	17	0	0	35	41	18	6	0	0	25	0	0	0	
	GATWICK	GB AIRWAYS LTD		S D	46	0	0	74	13	9	4	0	0	16	0	0	0	
	STANSTED	GO FLY LTD		S A	51	0	0	47	16	22	16	0	0	31	0	0	0	
	STANSTED	GO FLY LTD		S D	51	0	0	51	10	16	24	0	0	32	0	0	0	
	MANCHESTER	PORTUGALIA		S A	26	0	0	73	23	0	4	0	0	13	80	9	25	
	MANCHESTER	PORTUGALIA		S D	26	0	0	92	4	0	4	0	0	0	96	1	25	
<b>TOTAL LISBON</b>					<b>553</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>13</b>	<b>13</b>	
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS		S A	26	0	0	50	38	12	0	0	0	13	68	57	22	
	HEATHROW	ADRIA AIRWAYS		S D	26	0	0	81	8	12	0	0	0	7	68	55	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	12	0	0	83	17	0	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	12	0	0	92	8	0	0	0	0	4	0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>77</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>8</b>	<b>68</b>	<b>56</b>	<b>56</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD		S A	94	0	4	99	1	0	0	0	0	-1	91	3	89	
	EDINBURGH	KLM UK LTD		S D	96	0	2	85	11	2	1	0	0	8	84	11	90	
	GLASGOW	KLM UK LTD		S A	71	0	1	80	13	6	1	0	0	7	0	0	0	
	GLASGOW	KLM UK LTD		S D	71	0	1	83	10	6	1	0	0	7	0	0	0	
	MANCHESTER	KLM UK LTD		S A	67	0	1	99	1	0	0	0	0	-10	99	-17	87	
	MANCHESTER	KLM UK LTD		S D	67	0	1	99	1	0	0	0	0	-2	94	-3	88	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)											
LONDON CITY																	
<b>TOTAL LONDON CITY</b>					<b>466</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>-1</b>	<b>-1</b>
LONDONDERRY																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	77	10	3	10	0	0	3	85	7	33
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	80	3	7	10	0	0	8	85	10	33
	GLASGOW	LOGANAIR	S	A	28	0	0	79	14	0	4	4	0	19	0	0	0
	GLASGOW	LOGANAIR	S	D	28	0	0	68	25	0	4	4	0	24	0	0	0
<b>TOTAL LONDONDERRY</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>9</b>	<b>9</b>
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	97	0	0	3	0	0	-24	97	-13	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	60	37	0	0	3	0	18	83	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	83	13	3	0	0	0	-5	82	6	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	1	0	69	22	7	2	0	0	13	58	18	60
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	83	7	10	0	0	0	-4	73	14	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	73	20	7	0	0	0	10	67	13	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	1	1	93	3	2	2	0	0	-20	81	-2	54
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	68	23	3	3	2	0	14	59	16	54
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>358</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>8</b>	<b>8</b>
LUGANO																	
	LONDON CITY	SWISS AIRLINES	S	A	53	0	24	79	17	2	2	0	0	4	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	54	0	0	43	48	7	2	0	0	18	0	0	0
<b>TOTAL LUGANO</b>					<b>107</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>33</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUSAKA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	23	0	0	0	0	8	100	-10	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	15	8	0	0	18	75	20	8
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>5</b>
LUTON																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	87	5	5	2	0	0	4	86	8	135
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	70	20	8	2	0	0	14	74	18	133
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	110	0	1	80	15	4	2	0	0	6	85	5	100



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
LUTON	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	74	16	6	4	0	0	11	78	11	103
<b>TOTAL LUTON</b>					<b>487</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>11</b>
LUXEMBOURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	81	8	8	4	0	0	12	80	14	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	85	8	4	4	0	0	4	88	8	25
	GATWICK	CITY FLYER EXPRESS	S	A	97	0	0	54	36	8	2	0	0	16	79	9	72
	GATWICK	CITY FLYER EXPRESS	S	D	98	0	0	68	19	12	0	0	0	12	82	9	74
	HEATHROW	LUXAIR	S	A	60	1	0	73	25	2	0	0	0	12	65	15	60
	HEATHROW	LUXAIR	S	D	60	0	0	83	13	2	0	2	0	6	87	3	60
	MANCHESTER	LUXAIR	S	A	20	0	1	65	30	5	0	0	0	13	94	3	18
	MANCHESTER	LUXAIR	S	D	19	0	2	84	11	5	0	0	0	0	100	-6	18
	STANSTED	LUXAIR	S	A	43	0	3	93	2	5	0	0	0	-2	93	1	45
	STANSTED	LUXAIR	S	D	44	0	2	52	39	9	0	0	0	16	91	5	45
	LONDON CITY	VLM (BELGIUM)	S	A	37	0	0	78	11	3	8	0	0	17	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	36	0	1	58	33	3	6	0	0	21	0	0	0
<b>TOTAL LUXEMBOURG</b>					<b>566</b>	<b>1</b>	<b>9</b>	<b>70</b>	<b>22</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>7</b>
LUXOR	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	39	67	12	6
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	38	80	11	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	100	-5	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	100	0	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	34	14	26	7
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	61	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	32	0	0	0
	HEATHROW	EGYPT AIR	S	A	5	0	0	0	0	40	60	0	0	89	25	51	4
	HEATHROW	EGYPT AIR	S	D	5	0	0	0	0	20	60	20	0	119	25	69	4
<b>TOTAL LUXOR</b>					<b>39</b>	<b>3</b>	<b>2</b>	<b>41</b>	<b>10</b>	<b>15</b>	<b>26</b>	<b>5</b>	<b>3</b>	<b>75</b>	<b>58</b>	<b>21</b>	<b>21</b>
LYON	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	92	8	0	0	0	0	-1	74	12	87

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
LYON	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	89	7	3	1	0	0	3	84	6	87	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	29	0	0	83	14	3	0	0	0	0	93	1	28	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	29	0	0	86	3	10	0	0	0	6	86	10	28	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	72	1	4	79	14	4	3	0	0	8	73	12	78	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	73	0	4	81	10	8	1	0	0	5	59	18	79	
<b>TOTAL LYON</b>					<b>383</b>	<b>1</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Matched	Plan (8)										
MAASTRICHT	STANSTED	KLM EXEL	S	A	65	1	5	51	25	20	5	0	0	23	74	12	70
	STANSTED	KLM EXEL	S	D	66	0	4	64	21	8	8	0	0	18	91	4	70
<b>TOTAL MAASTRICHT</b>					<b>131</b>	<b>1</b>	<b>9</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>8</b>	<b>8</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	33	0	0	0	0	-6	100	-21	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	16	63	18	8
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>-3</b>	<b>-3</b>
MADRID	GATWICK	AIR EUROPA	S	A	21	0	1	0	14	62	14	10	0	65	10	38	20
	GATWICK	AIR EUROPA	S	D	21	0	1	38	24	14	19	5	0	47	50	44	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	67	22	10	1	0	0	11	72	10	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	81	10	7	2	0	0	11	71	12	90
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	72	18	8	3	0	0	10	62	24	117
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	85	11	3	1	0	0	6	65	17	117
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	39	0	0	59	33	3	5	0	0	15	66	9	38
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	39	0	0	95	0	3	3	0	0	3	74	9	38
	LUTON	DEBONAIR AIRWAYS LTD	S	A	30	0	0	67	13	10	7	3	0	23	73	6	30
	LUTON	DEBONAIR AIRWAYS LTD	S	D	29	0	1	79	7	3	10	0	0	17	70	12	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	1	71	14	0	14	0	0	14	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	40	33	20	7	0	0	26	0	0	0
	GATWICK	IBERIA	S	A	26	0	4	8	58	31	4	0	0	28	42	24	24
	GATWICK	IBERIA	S	D	26	0	4	19	69	12	0	0	0	23	46	25	24
	HEATHROW	IBERIA	S	A	150	1	0	60	26	10	4	0	0	16	59	30	139
	HEATHROW	IBERIA	S	D	150	0	0	76	9	10	3	1	0	13	60	30	140
	MANCHESTER	IBERIA	S	A	30	0	0	43	27	27	3	0	0	23	40	26	30
	MANCHESTER	IBERIA	S	D	30	0	0	47	23	27	3	0	0	21	57	16	30
	GATWICK	SPANAIR	S	A	9	0	0	11	56	22	11	0	0	35	20	54	5
	GATWICK	SPANAIR	S	D	9	0	0	22	33	33	11	0	0	31	0	64	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MADRID	GATWICK	VIVA	C	A	9	0	0	11	44	44	0	0	0	33	0	0	0
	GATWICK	VIVA	C	D	9	0	0	67	33	0	0	0	0	6	0	0	0
<b>TOTAL MADRID</b>					<b>1078</b>	<b>1</b>	<b>12</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>21</b>	<b>21</b>
MAHON	GATWICK	CITY FLYER EXPRESS	C	A	4	0	0	50	25	0	25	0	0	30	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	LUTON	MONARCH AIRLINES	S	A	6	0	0	67	17	0	17	0	0	26	100	-9	9
	LUTON	MONARCH AIRLINES	S	D	6	0	0	67	17	0	17	0	0	32	100	-3	9
<b>TOTAL MAHON</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>96</b>	<b>-3</b>	<b>-3</b>
MALAGA	GATWICK	AB AIRLINES	C	A	2	0	0	0	0	50	50	0	0	95	0	0	0
	GATWICK	AB AIRLINES	C	D	2	0	0	0	50	0	0	50	0	119	0	0	0
	BIRMINGHAM	AIR 2000	C	A	6	0	0	50	0	33	17	0	0	37	20	28	5
	BIRMINGHAM	AIR 2000	C	D	6	0	0	50	0	17	33	0	0	37	60	6	5
	GATWICK	AIR 2000	C	A	10	0	0	70	20	10	0	0	0	14	27	86	11
	GATWICK	AIR 2000	C	D	10	1	0	70	10	10	0	10	0	35	50	65	10
	GLASGOW	AIR 2000	C	A	5	0	0	40	40	0	0	20	0	60	60	15	5
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	14	100	-3	5
	MANCHESTER	AIR 2000	C	A	14	0	4	36	36	0	21	7	0	47	40	30	20
	MANCHESTER	AIR 2000	C	D	14	0	4	50	21	7	21	0	0	33	79	15	19
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	32	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	20	0	0	0
	STANSTED	AIR 2000	C	A	2	2	1	0	0	100	0	0	0	45	0	0	0
	STANSTED	AIR 2000	C	D	4	0	0	25	0	25	25	0	25	175	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	29	36	29	7	0	0	29	63	18	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	14	0	0	86	7	0	7	0	0	10	89	11	9
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	8	38	38	8	8	0	48	20	45	10

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
MALAGA	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	62	23	0	8	8	0	29	78	22	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	22	11	0	0	34	33	18	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	22	0	0	0	13	89	9	9	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	20	20	0	0	42	20	20	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	15	100	1	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	1	0	33	39	17	11	0	0	32	65	24	23	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	83	11	0	6	0	0	13	86	11	22	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	40	20	29	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	20	100	2	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	1	25	25	25	25	0	0	38	50	17	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	44	100	9	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	1	0	79	7	7	7	0	0	10	57	37	14	
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	75	0	17	8	0	0	17	77	25	13	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	5	67	33	0	0	0	0	11	67	144	3	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	4	100	0	0	0	0	0	8	33	142	3	
	LUTON	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	LUTON	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	16	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	50	50	0	0	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	35	0	0	60	37	3	0	0	0	12	78	7	64	
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	80	11	6	3	0	0	11	86	9	63	
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	70	23	7	0	0	0	10	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	77	13	10	0	0	0	10	0	0	0	
	HEATHROW	IBERIA	S	A	30	0	0	23	37	30	10	0	0	29	7	50	30	
	HEATHROW	IBERIA	S	D	30	0	0	50	23	23	3	0	0	17	27	49	30	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	1	0	25	25	50	0	0	0	30	67	17	3	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	25	0	0	6	67	21	3	
	BIRMINGHAM	MONARCH AIRLINES	C	A	7	0	0	0	14	86	0	0	0	35	14	28	7	
	BIRMINGHAM	MONARCH AIRLINES	C	D	7	0	0	57	43	0	0	0	0	11	43	21	7	
	GATWICK	MONARCH AIRLINES	C	A	25	0	0	28	16	48	8	0	0	35	39	35	31	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MALAGA	GATWICK	MONARCH AIRLINES	C	D	25	0	0	80	12	0	8	0	0	14	71	16	31
	LUTON	MONARCH AIRLINES	S	A	26	0	0	77	12	8	4	0	0	15	72	18	18
	LUTON	MONARCH AIRLINES	S	D	25	1	0	100	0	0	0	0	0	-2	83	5	18
	MANCHESTER	MONARCH AIRLINES	C	A	22	1	0	27	45	23	5	0	0	26	24	33	21
	MANCHESTER	MONARCH AIRLINES	C	D	22	0	0	73	9	14	5	0	0	14	76	9	21
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	51	50	64	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	23	50	40	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	23	0	38	0	0	58	18	108	11
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	4	85	8	0	8	0	0	13	67	81	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	72	17	27	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	46	57	10	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	0	44	13	25	19	0	0	37	15	29	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	1	57	21	7	14	0	0	23	77	6	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	1	67	0	33	0	0	0	14	33	39	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-5	100	9	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	51	0	25	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	30	67	6	3
	BIRMINGHAM	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	13	100	5	4
	BIRMINGHAM	SPANAIR	C	D	4	0	0	25	50	25	0	0	0	20	100	11	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	22	0	0	0	8	60	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	7	100	-2	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	16	20	61	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	0	18	60	51	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	1	75	13	13	0	0	0	4	67	8	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	1	78	11	11	0	0	0	4	100	-2	5
	GATWICK	TRANSAER	C	A	4	0	0	75	0	0	0	0	25	124	100	-3	4
	GATWICK	TRANSAER	C	D	4	0	0	50	25	0	0	0	25	117	50	23	4
	MANCHESTER	TRANSAER	C	A	5	0	0	40	40	0	0	0	20	124	60	38	5
	MANCHESTER	TRANSAER	C	D	4	0	0	75	0	0	0	0	25	145	25	55	4
	GLASGOW	VIVA	C	A	3	0	0	33	33	0	0	0	33	164	100	12	3

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MALAGA	GLASGOW	VIVA	C	D	2	0	1	50	0	50	0	0	0	21	0	20	3	
<b>TOTAL MALAGA</b>					<b>801</b>	<b>19</b>	<b>33</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>58</b>	<b>26</b>	<b>26</b>	
MALE INTERNATIONAL																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	20	20	20	340	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	1	0	60	20	0	20	0	32	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	8	75	49	4		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	17	40	79	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	1	0	25	0	0	25	25	200	50	13	2		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	0	79	100	-8	2		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	1	50	0	50	0	0	31	100	2	1		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	0	76	100	-7	2		
<b>TOTAL MALE INTERNATIONAL</b>					<b>36</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>100</b>	<b>68</b>	<b>27</b>	<b>27</b>	
MALMO																		
	LONDON CITY	BRAATHENS ASA	S	A	52	0	0	92	4	2	2	0	3	0	0	0		
	LONDON CITY	BRAATHENS ASA	S	D	52	0	0	56	37	2	6	0	18	0	0	0		
<b>TOTAL MALMO</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>10</b>	<b>10</b>		
MALTA																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	50	25	0	0	22	50	23	4		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	10	100	4	4		
	GATWICK	AIR 2000	C	A	5	0	0	80	0	0	20	0	14	70	-1	10		
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	2	92	3	12		
	MANCHESTER	AIR 2000	C	A	5	0	0	60	20	20	0	0	11	60	13	5		
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	-2	100	-1	4		
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	75	0	25	0	0	1	100	-31	4		
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	75	0	25	0	0	15	100	-3	4		
	GATWICK	AIR MALTA	S	A	30	0	0	87	3	3	7	0	6	87	-1	31		
	GATWICK	AIR MALTA	S	D	29	0	0	69	17	7	7	0	20	73	12	30		
	GLASGOW	AIR MALTA	S	A	4	0	0	100	0	0	0	0	-1	100	-12	4		
	GLASGOW	AIR MALTA	C	A	9	0	0	89	11	0	0	0	-5	88	-14	8		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MALTA	GLASGOW	AIR MALTA	S	D	4	0	0	25	50	25	0	0	0	26	75	19	4	
	GLASGOW	AIR MALTA	C	D	9	0	0	89	0	0	11	0	0	5	88	-6	8	
	HEATHROW	AIR MALTA	S	A	52	0	0	81	13	2	4	0	0	-1	87	-5	52	
	HEATHROW	AIR MALTA	S	D	52	0	0	50	31	13	6	0	0	22	58	19	52	
	LUTON	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	-13	0	0	0	
	LUTON	AIR MALTA	C	D	4	0	0	50	50	0	0	0	0	5	0	0	0	
	MANCHESTER	AIR MALTA	S	A	8	0	0	100	0	0	0	0	0	-19	89	-6	9	
	MANCHESTER	AIR MALTA	C	A	13	0	1	100	0	0	0	0	0	-22	100	-27	1	
	MANCHESTER	AIR MALTA	S	D	8	0	0	75	25	0	0	0	0	7	56	15	9	
	MANCHESTER	AIR MALTA	C	D	13	0	1	69	31	0	0	0	0	3	100	2	1	
	NEWCASTLE	AIR MALTA	C	A	5	0	1	80	0	0	20	0	0	4	100	-9	3	
	NEWCASTLE	AIR MALTA	C	D	5	0	1	80	0	0	20	0	0	18	100	-2	4	
	STANSTED	AIR MALTA	C	A	3	0	0	67	33	0	0	0	0	-4	100	-7	4	
	STANSTED	AIR MALTA	C	D	3	0	0	100	0	0	0	0	0	8	100	-4	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	50	0	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	45	50	103	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	100	2	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	25	50	13	13	0	0	29	33	23	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	9	88	8	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	38	50	0	0	0	33	44	21	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	12	63	13	8	
	GATWICK	GB AIRWAYS LTD	S	A	22	0	1	68	5	23	5	0	0	15	67	4	18	
	GATWICK	GB AIRWAYS LTD	S	D	23	0	0	57	17	17	4	4	0	27	86	6	22	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	16	25	30	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	1	1	67	0	33	0	0	0	14	25	37	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	50	0	0	0	40	50	19	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	20	86	14	7	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALTA																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	36	50	16	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-2	100	7	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-19	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	16	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	20	13	37	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	55	11	11	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-9	100	7	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	24	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	6	100	-12	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	100	7	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	1	0	88	13	0	0	0	0	0	80	-2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	1	100	-5	5	
<b>TOTAL MALTA</b>					<b>473</b>	<b>3</b>	<b>8</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>8</b>	<b>8</b>	
MANCHESTER																		
	GATWICK	AIR 2000	C	A	2	0	0	0	0	0	50	50	0	195	100	-6	1	
	GATWICK	AIR 2000	C	D	4	0	0	0	100	0	0	0	0	21	0	57	1	
	GATWICK	AIR 2000	S	D	2	0	0	50	0	50	0	0	0	24	50	15	4	
	HEATHROW	BMI BRITISH MIDLAND	S	A	239	0	0	86	10	3	1	0	0	2	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	240	0	0	87	8	5	1	0	0	3	0	0	0	
	EDINBURGH	BMI REGIONAL	S	A	69	0	3	86	13	1	0	0	0	6	69	15	68	
	EDINBURGH	BMI REGIONAL	S	D	67	0	0	67	30	3	0	0	0	11	82	11	68	
	GLASGOW	BMI REGIONAL	S	A	89	1	0	75	19	6	0	0	0	10	63	30	64	
	GLASGOW	BMI REGIONAL	S	D	88	2	0	86	8	6	0	0	0	7	98	2	63	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	54	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	1	0	50	0	50	0	0	0	21	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	30	2	1	40	33	20	7	0	0	29	38	32	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	23	1	1	22	17	26	30	4	0	54	58	37	12	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	189	0	5	84	12	3	2	0	0	8	78	10	160	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)										
MANCHESTER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	191	0	0	85	8	6	1	0	0	8	89	9	160
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	69	0	2	87	7	1	4	0	0	7	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	69	0	3	77	14	4	4	0	0	13	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	93	0	0	67	23	8	3	0	0	14	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	93	0	0	89	6	3	1	0	0	5	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	66	0	3	94	3	3	0	0	0	1	88	5	109
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	64	0	3	89	8	3	0	0	0	8	85	9	107
	GLASGOW	BRITISH AIRWAYS PLC	S	A	47	0	0	87	6	2	4	0	0	10	81	11	115
	GLASGOW	BRITISH AIRWAYS PLC	S	D	46	0	0	96	2	0	2	0	0	6	86	9	115
	HEATHROW	BRITISH AIRWAYS PLC	S	A	320	0	3	83	12	3	2	0	0	6	76	14	313
	HEATHROW	BRITISH AIRWAYS PLC	S	D	324	0	0	91	6	3	0	0	0	-1	79	9	312
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	63	0	5	84	8	5	3	0	0	5	83	11	64
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	64	0	4	67	20	8	5	0	0	13	80	12	64
	LONDON CITY	KLM UK LTD	S	A	67	0	1	100	0	0	0	0	0	-13	98	-15	87
	LONDON CITY	KLM UK LTD	S	D	67	0	1	94	6	0	0	0	0	9	90	9	87
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	17	83	0	0	0	0	24	25	37	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	2	50	25	0	25	0	0	11	80	-16	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	25	0	25	50	0	0	66	20	23	5
	GATWICK	MONARCH AIRLINES	C	D	3	1	2	0	0	0	67	33	0	205	0	105	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	1	80	0	0	0	0	20	72	100	-9	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	1	0	0	0	50	50	0	190	57	21	7
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	0	33	0	64	75	11	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	0	33	0	33	0	75	50	31	4
<b>TOTAL MANCHESTER</b>					<b>2730</b>	<b>8</b>	<b>46</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>10</b>
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	-6	100	-4	17

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	0	12	12	0	0	22	71	15	17
<b>TOTAL MANILA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>30</b>	<b>30</b>
MARRAKESH	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	88	0	13	0	0	6	25	24	4	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	2	75	19	8	
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	20	20	40	20	0	41	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	14	0	0	0	
<b>TOTAL MARRAKESH</b>					<b>23</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>21</b>	<b>21</b>	
MARSEILLE	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	86	12	1	1	0	5	76	10	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	83	8	8	1	0	10	84	8	90	
<b>TOTAL MARSEILLE</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>9</b>	
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	44	0	44	0	11	43	11	44	9	
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	0	22	33	33	11	0	29	67	13	9	
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	80	20	0	0	0	1	0	41	4	
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	60	20	0	20	0	18	100	-12	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	8	23	0	39	62	6	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	6	31	24	13	
<b>TOTAL MAURITIUS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>24</b>	<b>44</b>	<b>20</b>	<b>20</b>	
MELBOURNE	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	45	33	53	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	46	0	29	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	7	3	10	3	17	77	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	0	3	0	12	67	12	30	
	HEATHROW	QANTAS	S	A	26	0	0	73	8	19	0	0	9	67	14	12	
	HEATHROW	QANTAS	S	D	30	0	0	73	13	10	3	0	13	47	30	34	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL MELBOURNE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>20</b>	<b>20</b>
MEXICO CITY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	-7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	15	8	0	0	24	0	0	0
<b>TOTAL MEXICO CITY</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>5</b>	<b>5</b>
MIAMI INTERNATIONAL																	
	GATWICK	AMERICAN AIRLINES	S	A	29	1	1	97	0	0	3	0	0	-18	0	0	0
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	80	10	10	0	0	0	9	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	3	7	3	0	0	-5	83	-7	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	80	13	7	0	0	0	12	63	23	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	16	13	6	0	3	33	87	14	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	40	40	3	13	0	3	41	40	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	3	0	0	-4	87	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	27	13	7	0	0	21	37	42	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	3	3	13	0	0	13	63	31	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	57	27	7	10	0	0	24	33	44	30
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>300</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>61</b>	<b>22</b>	<b>22</b>
MILAN (LINATE)																	
	STANSTED	AIR ONE	S	A	66	0	1	64	27	8	2	0	0	14	75	11	84
	STANSTED	AIR ONE	S	D	66	0	1	62	27	8	3	0	0	16	75	13	84
	HEATHROW	ALITALIA	S	A	82	0	2	63	22	13	1	0	0	14	68	15	205
	HEATHROW	ALITALIA	S	D	88	0	1	50	25	17	8	0	0	22	68	14	205
	LONDON CITY	ALITALIA	S	A	41	0	1	37	20	27	17	0	0	33	85	3	40
	LONDON CITY	ALITALIA	S	D	40	0	2	10	18	25	48	0	0	57	28	26	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	65	26	3	6	0	0	15	74	13	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	1	0	85	9	2	3	0	0	10	73	12	146
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	70	0	2	94	4	1	0	0	0	-8	85	2	67
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	71	0	1	92	1	4	3	0	0	6	79	13	68
	STANSTED	KLM UK LTD	S	A	75	1	2	61	17	12	9	0	0	17	62	16	77

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	STANSTED	KLM UK LTD	S	D	75	1	2	53	25	8	13	0	0	23	41	33	78
<b>TOTAL MILAN (LINATE)</b>					<b>851</b>	<b>4</b>	<b>15</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>13</b>	<b>13</b>
MILAN (MALPENSA)	HEATHROW	ALITALIA	S	A	122	1	2	31	17	37	15	0	0	34	0	0	0
	HEATHROW	ALITALIA	S	D	116	0	4	84	6	6	3	0	0	6	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	54	0	6	78	9	6	7	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	55	0	5	69	18	11	2	0	0	13	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	2	47	24	26	3	0	0	21	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	3	91	7	2	0	0	0	4	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	49	0	2	41	12	24	22	0	0	33	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	0	1	98	0	0	2	0	0	4	0	0	0
	STANSTED	GO FLY LTD	S	A	80	0	1	66	16	11	6	0	0	17	0	0	0
	STANSTED	GO FLY LTD	S	D	80	0	1	64	23	8	6	0	0	16	0	0	0
	MANCHESTER	KLM UK LTD	S	A	2	0	0	0	50	50	0	0	0	29	0	0	0
	MANCHESTER	KLM UK LTD	S	D	2	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>724</b>	<b>1</b>	<b>27</b>	<b>65</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>28</b>	<b>28</b>
MINNEAPOLIS-ST PAUL	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	87	7	7	0	0	0	-8	60	37	30
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	77	20	3	0	0	0	7	90	2	29
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>75</b>	<b>20</b>	<b>20</b>
MINSK	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	56	22	22	0	0	0	15	44	30	9
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	89	11	0	0	0	0	8	67	42	9
<b>TOTAL MINSK</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>56</b>	<b>36</b>	<b>36</b>
MOENCHENGLADBACH	LUTON	DEBONAIR AIRWAYS LTD	S	A	45	9	7	60	27	4	4	4	0	24	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MOENCHENGLADBACH																	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	51	1	4	53	24	24	0	0	0	19	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	100	0	2	81	15	4	0	0	0	7	67	12	99
	LONDON CITY	VLM (BELGIUM)	S	D	100	0	2	47	43	9	1	0	0	19	43	20	99
<b>TOTAL MOENCHENGLADBACH</b>					<b>296</b>	<b>10</b>	<b>15</b>	<b>61</b>	<b>28</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>16</b>	<b>16</b>
MOMBASA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	14	29	14	14	14	14	243	50	54	4
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	57	0	29	14	0	0	35	80	33	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	40	20	20	0	90	75	41	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	60	33	5
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	20	40	20	10	10	0	54	0	118	4
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	55	18	18	0	9	0	35	40	35	5
<b>TOTAL MOMBASA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>74</b>	<b>49</b>	<b>106</b>	<b>106</b>
MONASTIR																	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	1	75	0	0	25	0	0	23	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	0	0	20	0	0	6	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	10	80	11	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	5	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	0	0	11	109	44	26	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	12	78	15	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	40	29	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	80	9	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	86	14	0	0	0	0	2	89	1	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	89	6	9
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	33	33	0	0	0	32	50	21	6
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	33	0	0	0	23	80	8	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	40	75	13	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	37	25	66	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	17	0	17	17	0	59	89	1	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	17	0	33	0	0	46	89	3	9

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MONASTIR	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	8	15	0	8	0	20	85	5	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	69	15	8	0	8	0	23	100	0	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	65	67	16	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	64	25	70	4
	GLASGOW	NOUVELAIR TUNISIE	C	A	3	0	1	67	33	0	0	0	0	11	100	-12	4
	GLASGOW	NOUVELAIR TUNISIE	C	D	4	0	0	50	0	50	0	0	0	27	100	-1	5
	MANCHESTER	NOUVELAIR TUNISIE	C	A	5	0	0	40	20	40	0	0	0	21	80	56	5
	MANCHESTER	NOUVELAIR TUNISIE	C	D	4	0	1	50	25	25	0	0	0	21	60	69	5
	NEWCASTLE	NOUVELAIR TUNISIE	C	A	3	0	0	33	0	67	0	0	0	30	100	1	5
	NEWCASTLE	NOUVELAIR TUNISIE	C	D	4	0	0	25	25	50	0	0	0	26	100	-8	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	2	71	14	14	0	0	0	11	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	2	86	14	0	0	0	0	8	0	0	0
<b>TOTAL MONASTIR</b>					<b>158</b>	<b>7</b>	<b>10</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>76</b>	<b>16</b>	<b>16</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	16	1	1	75	6	13	6	0	0	9	54	28	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	29	29	24	12	6	0	40	23	31	13
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	50	25	0	25	218	0	52	4
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	20	20	40	0	20	198	0	36	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	80	0	0	20	0	0	1	50	14	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	20	0	20	0	0	35	80	9	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	1	0	40	0	0	60	0	0	83	25	49	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	0	33	0	50	17	0	87	0	34	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	1	50	25	13	13	0	0	18	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	11	44	22	22	0	0	47	0	0	0
<b>TOTAL MONTEGO BAY</b>					<b>80</b>	<b>3</b>	<b>2</b>	<b>39</b>	<b>20</b>	<b>15</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>55</b>	<b>33</b>	<b>30</b>	<b>30</b>
MONTPELLIER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	97	0	3	0	0	0	-1	90	1	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	73	20	7	0	0	0	10	90	8	30

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MONTPELLIER																	
<b>TOTAL MONTPELLIER</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>5</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	14	0	0	64	14	14	7	0	0	19	0	0	0
	HEATHROW	AIR CANADA	S	D	13	0	0	62	31	0	8	0	0	24	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	97	3	0	0	0	0	-14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	8	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>					<b>86</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	42	0	0	50	21	19	7	2	0	30	64	12	39
	HEATHROW	AEROFLOT	S	D	42	0	0	62	24	7	5	2	0	21	64	17	42
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	93	0	3	3	0	0	-3	80	8	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	90	7	0	3	0	0	11	70	15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	0	3	0	-10	72	15	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	0	3	0	0	3	67	20	30
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>15</b>	<b>15</b>
MULHOUSE HABSHEIM																	
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	43	0	0	56	28	12	2	2	0	16	58	21	43
	HEATHROW	AIR INDIA	S	D	43	0	0	19	35	28	14	5	0	40	23	40	43
	MANCHESTER	AIR INDIA	S	A	16	1	1	31	31	13	13	13	0	64	13	58	8
	MANCHESTER	AIR INDIA	S	D	17	0	0	59	6	12	12	12	0	51	13	149	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	17	3	7	0	0	12	70	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	37	20	3	0	0	21	37	25	30
<b>TOTAL MUMBAI</b>					<b>179</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>27</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>33</b>	<b>33</b>
MUNICH																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-8	95	-12	22
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	3	0	0	0	6	91	5	22



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MUNICH	EDINBURGH	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	0	-1	65	10	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	70	21	6	3	0	0	11	82	10	142
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	83	12	3	1	0	0	7	77	14	143
	LUTON	DEBONAIR AIRWAYS LTD	S	A	55	1	8	35	38	13	13	0	2	40	83	10	42
	LUTON	DEBONAIR AIRWAYS LTD	S	D	58	1	1	55	21	14	10	0	0	22	44	25	43
	GATWICK	DEUTSCHE BA	S	A	86	0	0	41	36	21	2	0	0	22	68	12	63
	GATWICK	DEUTSCHE BA	S	D	86	0	0	73	16	7	3	0	0	12	83	9	64
	STANSTED	GO FLY LTD	S	A	9	0	3	67	22	11	0	0	0	7	0	0	0
	STANSTED	GO FLY LTD	S	D	10	0	1	50	30	20	0	0	0	16	0	0	0
	HEATHROW	LUFTHANSA	S	A	119	0	1	50	31	13	5	0	0	17	78	10	157
	HEATHROW	LUFTHANSA	S	D	130	0	1	84	10	3	2	1	0	10	78	9	151
	STANSTED	LUFTHANSA	S	A	24	0	0	75	17	4	4	0	0	4	0	0	0
	STANSTED	LUFTHANSA	S	D	24	0	0	63	21	13	4	0	0	16	0	0	0
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	58	0	2	67	22	9	2	0	0	13	98	-6	58
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	59	0	1	92	8	0	0	0	0	4	97	5	58
	MANCHESTER	LUFTHANSA CITY LINE	S	A	84	1	2	83	10	5	1	1	0	7	82	7	82
	MANCHESTER	LUFTHANSA CITY LINE	S	D	83	0	3	94	5	0	1	0	0	1	89	2	84
<b>TOTAL MUNICH</b>					<b>1242</b>	<b>3</b>	<b>23</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>8</b>
MUNSTER-OSNABRUCK																	
MURCIA SAN JAVIER	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	1	100	0	0	0	0	0	-10	0	67	1
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	1	100	0	0	0	0	0	2	0	75	1
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	22	0	11	11	0	53	79	14	14
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	67	11	0	11	11	0	48	100	0	10
<b>TOTAL MURCIA SAN JAVIER</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>82</b>	<b>11</b>	<b>11</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	10	0	0	0	0	4	72	10	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	6	70	19	30
	HEATHROW	GULF AIR	S	A	28	0	0	79	4	11	7	0	0	-3	87	-5	38

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			MATCHED		UNMATCHED				Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)												
MUSCAT	HEATHROW	GULF AIR	S	D	34	0	1	74	12	9	6	0	0	16	85	10	33	
<b>TOTAL MUSCAT</b>					<b>122</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</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 NOVEMBER 1998

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	JAPAN AIRLINES	S	A	8	0	0	100	0	0	0	0	0	-4	0	0	0	
	HEATHROW	JAPAN AIRLINES	S	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
<b>TOTAL NAGOYA (AFB)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>9</b>	
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	5	89	-7	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4	38	12	8	
	HEATHROW	KENYA AIRWAYS	S	A	33	1	1	45	27	12	15	0	0	28	65	18	34	
	HEATHROW	KENYA AIRWAYS	S	D	34	0	0	65	18	6	9	3	0	27	76	15	34	
<b>TOTAL NAIROBI</b>					<b>93</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>14</b>	<b>14</b>	
NAPLES																		
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	24	80	20	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	23	50	37	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	6	50	23	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	41	13	29	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	18	88	5	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	1	0	100	0	0	0	0	21	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	18	75	21	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	-4	63	10	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	73	10	13	2	2	0	14	80	3	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	68	17	12	2	2	0	17	80	12	60	
<b>TOTAL NAPLES</b>					<b>156</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>11</b>	<b>11</b>	
NASSAU																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	50	50	0	183	67	55	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	50	0	50	0	158	100	6	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	57	100	-1	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	42	100	3	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0	50	25	0	25	0	83	25	34	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL NASSAU</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>71</b>	<b>23</b>	<b>23</b>	
NEW YORK (JF KENNEDY)																	
	HEATHROW	AIR INDIA	S	A	30	0	0	50	30	10	7	3	0	26	40	30	30
	HEATHROW	AIR INDIA	S	D	30	0	0	20	43	23	10	3	0	39	43	30	30
	HEATHROW	AMERICAN AIRLINES	S	A	177	0	0	83	10	5	3	0	0	-5	87	-2	179
	HEATHROW	AMERICAN AIRLINES	S	D	176	0	0	88	8	3	1	0	0	7	73	13	179
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	3	0	0	4	80	5	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	90	0	3	7	0	0	13	73	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	4	84	9	4	2	0	0	2	79	16	206
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	1	3	78	12	4	4	1	0	14	69	15	206
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	29	0	0	83	7	3	0	7	0	14	93	-5	29
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	29	0	0	86	0	3	7	3	0	14	63	26	30
	MANCHESTER	DELTA AIRLINES	S	A	22	0	0	100	0	0	0	0	0	-31	90	-3	29
	MANCHESTER	DELTA AIRLINES	S	D	22	0	0	95	0	5	0	0	0	1	93	0	29
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	100	0	0	0	0	0	-28	67	12	12
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	67	17	8	8	0	0	12	62	23	13
	HEATHROW	UNITED AIRLINES	S	A	89	0	0	83	12	3	0	1	0	-2	65	11	60
	HEATHROW	UNITED AIRLINES	S	D	89	0	1	88	7	2	1	2	0	9	85	10	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	93	0	5	2	0	0	-8	54	21	59
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	72	20	2	5	2	0	16	64	17	59
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1310</b>	<b>1</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>13</b>	<b>13</b>
NEW YORK (NEWARK)																	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	3	0	10	0	0	7	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	87	13	0	0	0	0	6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	3	0	0	-3	87	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	23	3	0	0	0	11	43	19	30
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	80	10	0	10	0	0	1	83	2	30
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	80	10	10	0	0	0	7	90	6	30
	GATWICK	CONTINENTAL AIRLINES	S	A	56	0	4	64	11	16	9	0	0	12	90	1	59

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)										
NEW YORK (NEWARK)																	
	GATWICK	CONTINENTAL AIRLINES	S	D	55	1	5	95	2	2	2	0	0	8	85	10	60
	GLASGOW	CONTINENTAL AIRLINES	S	A	28	0	2	57	11	21	11	0	0	20	0	0	0
	GLASGOW	CONTINENTAL AIRLINES	S	D	28	0	2	89	7	4	0	0	0	3	0	0	0
	MANCHESTER	CONTINENTAL AIRLINES	S	A	30	0	0	70	13	13	3	0	0	0	77	4	30
	MANCHESTER	CONTINENTAL AIRLINES	S	D	30	0	0	83	10	0	3	0	3	25	97	1	30
	STANSTED	EL AL	S	A	2	0	1	50	0	0	50	0	0	74	75	-15	4
	STANSTED	EL AL	S	D	2	0	1	50	50	0	0	0	0	14	75	24	4
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	70	7	7	13	3	0	15	80	5	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	83	10	3	3	0	0	10	50	27	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	20	7	0	0	0	5	83	8	29
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	10	13	0	0	0	13	93	7	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	3	0	3	0	0	-6	87	-4	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	7	0	7	0	0	10	83	4	30
<b>TOTAL NEW YORK (NEWARK)</b>					<b>591</b>	<b>1</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>7</b>
NEWCASTLE																	
	GLASGOW	AIR 2000	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	GLASGOW	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	-12	50	19	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	1	91	6	2	1	0	0	2	75	13	158
	HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	1	93	5	1	1	0	0	0	81	8	158
	GATWICK	CITY FLYER EXPRESS	S	A	157	0	2	81	13	4	1	1	0	7	80	7	162
	GATWICK	CITY FLYER EXPRESS	S	D	157	0	1	82	10	6	3	0	0	10	82	8	163
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	83	0	1	98	0	0	2	0	0	-3	98	-4	80
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	83	0	1	96	2	0	1	0	0	3	100	1	80
	STANSTED	KLM UK LTD	S	A	87	0	2	90	2	5	2	1	0	-1	95	-5	65
	STANSTED	KLM UK LTD	S	D	86	0	3	80	7	8	3	1	0	12	92	4	65
<b>TOTAL NEWCASTLE</b>					<b>983</b>	<b>1</b>	<b>13</b>	<b>88</b>	<b>7</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>
NEWQUAY																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	1	74	18	8	0	0	0	10	83	7	29

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
NEWQUAY	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	76	0	1	74	14	9	3	0	0	13	78	9	60
<b>TOTAL NEWQUAY</b>					<b>126</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>9</b>
NICE	GATWICK	AB AIRLINES	S	A	27	0	2	56	33	7	4	0	0	16	0	0	0
	GATWICK	AB AIRLINES	S	D	27	0	2	56	22	15	7	0	0	21	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	72	15	10	3	0	0	13	60	20	50
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	90	8	0	2	0	0	5	68	13	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	84	11	3	3	0	0	4	78	9	108
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	87	8	3	2	0	0	3	81	11	109
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	93	2	2	2	0	0	-6	96	-12	80
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	80	8	3	8	0	0	12	89	6	81
<b>TOTAL NICE</b>					<b>589</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>7</b>	<b>7</b>
NORWICH	EDINBURGH	SCOT AIRWAYS	S	A	46	0	1	67	22	9	2	0	0	14	96	3	45
	EDINBURGH	SCOT AIRWAYS	S	D	46	0	1	76	17	4	2	0	0	10	100	0	45
	LUTON	SCOT AIRWAYS	S	A	22	0	2	50	32	18	0	0	0	20	77	10	22
	LUTON	SCOT AIRWAYS	S	D	22	0	2	77	9	9	5	0	0	8	91	-10	22
	MANCHESTER	SCOT AIRWAYS	S	A	42	0	0	79	12	5	0	5	0	16	93	4	40
	MANCHESTER	SCOT AIRWAYS	S	D	42	0	0	90	5	0	5	0	0	2	98	-8	40
<b>TOTAL NORWICH</b>					<b>220</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>0</b>	<b>0</b>
NUREMBERG	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	50	0	1	68	30	0	2	0	0	7	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	50	0	1	58	32	6	4	0	0	16	0	0	0
	HEATHROW	LUFTHANSA	S	A	30	0	0	90	10	0	0	0	0	1	83	2	29
	HEATHROW	LUFTHANSA	S	D	30	0	0	77	10	13	0	0	0	7	83	11	30
<b>TOTAL NUREMBERG</b>					<b>160</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
OPORTO																	
	HEATHROW	AIR PORTUGAL	S	A	47	0	0	43	47	11	0	0	0	16	90	4	30
	HEATHROW	AIR PORTUGAL	S	D	47	0	0	89	9	2	0	0	0	3	87	6	30
	GATWICK	GB AIRWAYS LTD	S	A	55	0	0	58	20	16	5	0	0	20	80	5	44
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	65	15	8	12	0	0	23	76	18	41
<b>TOTAL OPORTO</b>					<b>175</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>9</b>	<b>9</b>
ORAN ES SENIA																	
ORLANDO																	
	MANCHESTER	AMERICAN TRANS AIR	C	A	5	1	0	80	0	20	0	0	0	-6	71	38	7
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	63	7	7	17	7	0	32	62	34	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	27	7	17	3	0	38	64	44	22
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	75	10	10	3	2	0	11	93	-6	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	83	8	5	2	2	0	9	90	5	30
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	3	3	100	0	0	0	0	0	-30	67	11	18
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	0	82	0	18	0	0	0	6	88	5	17
<b>TOTAL ORLANDO</b>					<b>207</b>	<b>7</b>	<b>3</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>38</b>	<b>38</b>
OSAKA (KANSAI)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	21	0	0	100	0	0	0	0	0	-11	87	-11	15
	HEATHROW	ALL NIPPON AIRWAYS	S	D	21	0	0	62	38	0	0	0	0	12	73	9	15
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	83	10	7	0	0	0	-8	50	10	22
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	87	3	3	7	0	0	14	33	27	21
<b>TOTAL OSAKA (KANSAI)</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>11</b>	<b>11</b>
OSLO (FORNEBU)																	
OSLO (GARDERMOEN)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	26	0	0	38	27	23	12	0	0	29	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	26	0	0	62	27	8	4	0	0	18	0	0	0
	MANCHESTER	BRAATHENS ASA	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	A	24	2	2	42	29	17	13	0	0	27	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	D	24	2	2	79	13	4	4	0	0	10	0	0	0
	STANSTED	BRAATHENS ASA	S	A	60	0	0	57	27	12	3	2	0	19	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
OSLO (GARDERMOEN)																		
	STANSTED	BRAATHENS ASA	S	D	59	0	0	54	24	10	10	2	0	26	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	53	0	2	51	26	13	8	2	0	24	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	64	20	11	4	2	0	19	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	38	29	24	8	2	0	32	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	81	14	4	0	1	0	8	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	33	22	22	11	11	0	48	89	6	9	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	56	0	22	11	0	11	78	11	80	9	
	HEATHROW	SAS	S	A	170	0	4	35	24	27	12	1	0	33	0	0	0	
	HEATHROW	SAS	S	D	167	0	3	69	18	8	4	1	0	14	0	0	0	
	MANCHESTER	SAS	S	D	2	0	1	0	50	0	50	0	0	50	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>930</b>	<b>4</b>	<b>21</b>	<b>55</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>31</b>	<b>31</b>	
OSTEND																		
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	30	0	0	63	17	17	0	3	0	17	10	73	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	80	13	7	0	0	0	10	60	24	30	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>35</b>	<b>49</b>	<b>49</b>	
OVDA																		
	GATWICK	AIR 2000	C	A	5	0	0	40	20	0	40	0	0	45	40	39	5	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	32	60	17	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	1	0	25	0	25	50	0	0	67	25	26	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	38	50	13	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	1	1	50	25	25	0	0	0	19	25	26	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	1	60	20	0	20	0	0	21	100	6	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	2	0	60	40	0	0	0	0	-4	100	4	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	100	3	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	19	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	EL AL	S	A	8	0	1	88	0	13	0	0	0	1	100	-19	8	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
OVDA	HEATHROW	EL AL	S	D	9	0	0	89	11	0	0	0	0	3	63	13	8
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	34	25	20	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	80	7	5
<b>TOTAL OVDA</b>					<b>75</b>	<b>4</b>	<b>3</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>11</b>	<b>11</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PALERMO	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	14	0	63	5	
	GATWICK	MERIDIANA AIR	S	A	25	0	1	60	24	12	4	0	0	15	40	23	25	
	GATWICK	MERIDIANA AIR	S	D	21	0	1	71	24	5	0	0	0	9	64	19	25	
<b>TOTAL PALERMO</b>					<b>51</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>26</b>	<b>26</b>		
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-8	60	19	10	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-9	56	22	9	
	GATWICK	AIR 2000	C	A	9	0	0	67	33	0	0	0	0	9	50	37	16	
	GATWICK	AIR 2000	C	D	8	0	0	75	25	0	0	0	0	9	82	19	11	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-2	100	-3	4	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-3	100	-2	4	
	MANCHESTER	AIR 2000	C	A	10	0	0	70	20	0	0	10	0	26	56	20	16	
	MANCHESTER	AIR 2000	C	D	8	0	1	88	13	0	0	0	0	6	57	18	14	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	0	20	20	20	20	20	184	20	39	5	
	EDINBURGH	AIR EUROPA	C	D	2	1	2	0	0	0	50	0	50	320	20	49	5	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	50	37	13	0	0	0	16	77	6	35	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	97	3	0	0	0	0	5	83	6	35	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	43	29	29	0	0	0	20	53	21	19	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	12	0	2	92	8	0	0	0	0	6	82	12	17	
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	21	36	36	0	7	0	38	21	32	19	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	8	0	0	0	6	83	9	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	10	50	20	10	0	10	81	13	42	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	24	75	18	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	22	20	33	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	6	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	72	11	6	11	0	0	18	43	28	28	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	1	65	18	6	12	0	0	19	68	20	28	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	58	50	39	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	25	75	26	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	6	0	0	17	50	33	0	0	0	27	78	8	9	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PALMA DE MALLORCA	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	15	86	7	7
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	93	3	0	3	0	0	-5	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	3	3	0	0	11	0	0	0
	GATWICK	FUTURA AIRLINES	S	A	11	0	0	36	45	18	0	0	0	21	77	13	13
	GATWICK	FUTURA AIRLINES	S	D	11	0	0	64	27	9	0	0	0	15	85	7	13
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	54	23	8	15	0	0	25	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	77	15	0	8	0	0	19	0	0	0
	BIRMINGHAM	IBERWORLD	C	A	4	0	0	50	50	0	0	0	0	20	0	0	0
	BIRMINGHAM	IBERWORLD	C	D	4	0	0	25	75	0	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	1	50	50	0	0	0	0	11	67	8	3
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	100	-11	2
	LUTON	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	0	20	17	5
	LUTON	MONARCH AIRLINES	S	D	4	0	1	75	25	0	0	0	0	4	100	1	5
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	9	67	-1	3
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	21	50	13	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	6	50	60	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	-1	67	16	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	1	60	20	0	10	10	0	37	50	78	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	1	89	0	0	0	11	0	32	67	62	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	49	50	29	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	6	25	42	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	8	8	15	0	0	20	50	47	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	1	83	8	0	8	0	0	15	62	31	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	33	0	0	0	25	80	0	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	-9	100	0	3
	GLASGOW	SPANAIR	C	A	4	0	0	50	0	50	0	0	0	22	75	5	8
	GLASGOW	SPANAIR	C	D	4	0	0	50	0	50	0	0	0	26	88	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	2	100	-9	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	2	80	20	0	0	0	0	3	100	-10	5
<b>TOTAL PALMA DE MALLORCA</b>					<b>482</b>	<b>5</b>	<b>18</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>62</b>	<b>21</b>	<b>21</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PAPHOS	BIRMINGHAM	AIR 2000	S	A	5	0	0	80	0	0	20	0	0	19	50	21	4	
	BIRMINGHAM	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	5	100	5	4	
	GATWICK	AIR 2000	S	A	14	0	0	29	43	7	21	0	0	41	21	54	14	
	GATWICK	AIR 2000	S	D	14	0	0	50	21	7	14	7	0	37	86	19	14	
	GLASGOW	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	25	0	41	4	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	25	100	10	4	
	MANCHESTER	AIR 2000	S	A	9	0	1	33	44	11	11	0	0	19	33	20	9	
	MANCHESTER	AIR 2000	S	D	10	0	0	80	0	20	0	0	0	11	100	2	9	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	1	2	0	0	0	100	0	0	130	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	1	2	50	0	0	50	0	0	50	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	16	75	10	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	18	36	18	27	0	0	51	56	37	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	45	18	9	27	0	0	44	78	36	9	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	31	78	3	9	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	4	75	25	0	0	0	0	9	89	5	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	58	17	8	17	0	0	22	44	21	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	0	45	36	9	9	0	0	26	67	13	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	1	17	0	17	50	17	0	97	0	127	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	75	0	25	0	0	35	25	84	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	2	0	0	100	0	0	0	39	0	129	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	2	50	50	0	0	0	0	16	25	120	4	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	6	0	0	0	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	11	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-11	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	7	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	9	50	10	4	
	LUTON	MONARCH AIRLINES	C	D	4	1	0	75	25	0	0	0	0	13	80	2	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-19	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	9	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	8	25	94	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	50	87	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	2	2	0	0	50	50	0	0	98	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0	
<b>TOTAL PAPHOS</b>					<b>213</b>	<b>5</b>	<b>16</b>	<b>54</b>	<b>23</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>32</b>	<b>32</b>	
PARIS (CHARLES DE GAULLE)																		
	EDINBURGH	AIR FRANCE	S	A	30	0	0	77	3	7	13	0	0	23	17	34	29	
	EDINBURGH	AIR FRANCE	S	D	30	0	0	77	10	0	13	0	0	22	79	10	29	
	HEATHROW	AIR FRANCE	S	A	352	0	11	55	22	15	7	1	0	22	59	21	360	
	HEATHROW	AIR FRANCE	S	D	352	0	14	73	11	8	8	1	0	16	68	18	358	
	LONDON CITY	AIR FRANCE	S	A	82	0	2	74	16	5	5	0	0	10	80	10	98	
	LONDON CITY	AIR FRANCE	S	D	82	0	2	65	17	10	9	0	0	20	54	23	100	
	MANCHESTER	AIR FRANCE	S	A	117	0	1	68	13	9	9	0	0	18	64	13	118	
	MANCHESTER	AIR FRANCE	S	D	117	0	1	81	5	9	5	0	0	9	86	6	118	
	GATWICK	AIR GABON	S	A	4	0	0	0	25	75	0	0	0	33	25	34	4	
	GATWICK	AIR GABON	S	D	5	0	0	40	20	20	20	0	0	29	0	64	3	
	HEATHROW	BMI BRITISH MIDLAND	S	A	211	0	2	70	17	9	4	0	0	13	70	19	239	
	HEATHROW	BMI BRITISH MIDLAND	S	D	211	0	2	82	9	5	5	0	0	9	72	17	239	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	140	0	1	58	22	12	6	1	0	22	70	13	138	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	140	0	1	71	15	10	4	1	0	15	78	10	139	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	0	70	10	5	15	0	0	17	88	-1	24	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	68	32	0	0	0	0	10	83	6	24	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	59	0	1	46	22	15	17	0	0	29	66	15	56	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	58	0	1	43	33	16	9	0	0	25	67	19	57
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	137	0	0	57	26	10	7	0	1	23	77	9	135
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	137	0	0	80	10	4	6	0	0	12	86	7	135
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	59	0	1	88	3	5	3	0	0	4	90	2	50
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	51	0	0	94	4	2	0	0	0	6	94	5	50
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	86	5	10	0	0	0	7	90	5	20
	GLASGOW	BRITISH AIRWAYS PLC	S	D	25	0	1	92	0	4	4	0	0	6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	76	13	4	6	0	0	8	74	13	201
	HEATHROW	BRITISH AIRWAYS PLC	S	D	203	0	0	78	12	5	5	0	0	10	73	12	201
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	1	50	0	0	50	0	0	53	0	83	2
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	130	1	3	58	20	13	6	3	0	23	67	15	129
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	131	0	2	72	15	6	5	2	0	16	74	14	129
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	0	100	0	0	0	0	22	25	19	4
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	75	0	25	0	0	0	15	0	129	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	141	0	0	72	11	9	7	0	1	23	82	6	131
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	142	0	0	65	15	12	8	0	0	19	75	15	133
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	56	0	0	55	18	18	9	0	0	19	72	10	54
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	56	0	0	57	23	13	7	0	0	18	80	6	54
	NEWCASTLE	GILL AIRWAYS	S	A	50	0	1	66	26	4	4	0	0	15	70	15	50
	NEWCASTLE	GILL AIRWAYS	S	D	51	0	0	57	24	14	6	0	0	19	82	11	50
	STANSTED	KLM UK LTD	S	A	103	0	8	71	11	7	11	1	0	17	81	7	104
	STANSTED	KLM UK LTD	S	D	105	0	6	47	27	10	16	0	0	30	80	14	103
	LUTON	SCOT AIRWAYS	S	A	81	0	11	53	28	9	7	2	0	24	78	4	78
	LUTON	SCOT AIRWAYS	S	D	83	0	9	73	16	5	6	0	0	14	68	8	79
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4004</b>	<b>2</b>	<b>83</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>14</b>	<b>14</b>
PARIS (ORLY)	HEATHROW	AIR LIB	S	A	90	0	0	72	20	6	2	0	0	11	74	11	87
	HEATHROW	AIR LIB	S	D	90	0	0	71	9	13	6	0	1	17	76	11	87
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	84	3	8	5	0	0	4	79	10	84

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PARIS (ORLY)	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	77	10	7	6	0	0	11	77	14	84
<b>TOTAL PARIS (ORLY)</b>					<b>352</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>12</b>
PERPIGNAN					2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL PERPIGNAN</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PERTH (AUSTRALIA)	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	51	50	32	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	50	24	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	0	3	0	0	-1	80	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	27	3	3	3	0	22	40	22	30
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>17</b>	<b>17</b>
PHILADELPHIA INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	2	1	95	3	0	2	0	0	1	77	29	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	22	3	2	0	0	10	13	36	30
	GATWICK	US AIRWAYS	S	A	59	0	0	75	14	2	8	2	0	4	0	0	0
	GATWICK	US AIRWAYS	S	D	59	0	0	71	15	7	5	2	0	20	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>236</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>45</b>	<b>33</b>	<b>33</b>
PHUKET	GATWICK	BRITANNIA AIRWAYS	C	A	5	1	0	20	20	40	20	0	0	47	67	5	3
	GATWICK	BRITANNIA AIRWAYS	C	D	7	2	0	71	0	14	14	0	0	25	75	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	1	67	17	0	17	0	0	20	67	5	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	16	100	5	4
<b>TOTAL PHUKET</b>					<b>27</b>	<b>3</b>	<b>1</b>	<b>63</b>	<b>7</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>5</b>	<b>5</b>
PISA	STANSTED	ALITALIA	S	A	27	0	3	26	19	33	19	4	0	45	0	0	0
	STANSTED	ALITALIA	S	D	28	0	2	25	21	21	32	0	0	41	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	78	8	8	2	3	0	14	87	3	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	65	15	8	8	3	0	23	85	8	60

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PISA																	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	5	100	3	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	75	9	4
	STANSTED	RYANAIR	S	A	57	0	1	81	14	4	2	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	58	0	0	72	24	3	0	0	0	11	0	0	0
<b>TOTAL PISA</b>					<b>300</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>6</b>	<b>6</b>
PITTSBURGH																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	23	3	0	0	0	4	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	90	0	3	3	3	0	17	0	0	0
<b>TOTAL PITTSBURGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>41</b>	<b>41</b>
PLYMOUTH																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	5	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	69	0	0	71	13	13	3	0	0	15	72	8	90
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	63	1	1	81	14	3	2	0	0	8	86	5	59
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	12	0	0	67	17	8	8	0	0	17	87	10	23
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	9	0	0	67	22	11	0	0	0	12	0	0	0
<b>TOTAL PLYMOUTH</b>					<b>158</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>
PONTOISE																	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	29	0	1	17	31	24	24	3	0	49	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	30	0	0	53	20	3	23	0	0	26	0	0	0
<b>TOTAL PONTOISE</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>25</b>	<b>14</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORLAMAR																	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	50	50	0	0	60	100	-31	1
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	21	50	12	2
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	50	0	0	52	100	-35	1
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	22	50	21	2
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>67</b>	<b>0</b>	<b>0</b>



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	26	0	0	38	8	35	19	0	0	32	65	3	26	
	HEATHROW	BWIA	S	D	25	1	1	20	32	20	28	0	0	41	42	39	26	
<b>TOTAL PORT OF SPAIN</b>					<b>51</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>20</b>	<b>27</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>54</b>	<b>21</b>	<b>21</b>	
PRAGUE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	1	53	21	24	3	0	0	20	68	18	38	
	HEATHROW	BMI BRITISH MIDLAND	S	D	39	0	0	74	15	8	3	0	0	9	74	10	38	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	88	10	2	0	0	0	80	7	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	87	13	0	0	0	3	80	12	60		
	HEATHROW	CSA	S	A	60	0	0	77	15	7	2	0	10	82	18	60		
	HEATHROW	CSA	S	D	60	0	0	88	10	0	2	0	4	85	6	60		
	MANCHESTER	CSA	S	A	22	0	0	91	9	0	0	0	5	85	7	20		
	MANCHESTER	CSA	S	D	21	0	0	48	48	5	0	0	15	75	12	20		
	STANSTED	CSA	S	A	17	0	1	88	6	6	0	0	10	82	5	17		
	STANSTED	CSA	S	D	18	0	0	83	17	0	0	0	6	88	6	17		
	LUTON	TRAVEL SERVICE AIRLINES	C	A	2	0	0	0	50	50	0	0	41	0	0	0		
<b>TOTAL PRAGUE</b>					<b>404</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>11</b>		
PRESTWICK																		
	STANSTED	RYANAIR	S	A	106	0	4	77	12	5	6	0	0	9	74	18	108	
	STANSTED	RYANAIR	S	D	106	0	3	56	23	13	8	0	0	20	73	16	108	
<b>TOTAL PRESTWICK</b>					<b>212</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>17</b>	<b>17</b>	
PREVEZA																		
PUERTO PLATA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	75	25	42	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	50	0	58	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	55	100	-6	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	30	60	9	5		
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	0	0	0	20	164	100	-3	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	20	20	0	0	20	187	60	13	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	25	0	25	0	42	100	-18	2	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PUERTO PLATA	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	20	0	0	0	19	50	13	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	25	0	0	13	0	25	40	49	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	1	0	56	22	0	22	0	0	27	50	50	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	50	0	0	0	32	100	5	5
<b>TOTAL PUERTO PLATA</b>					<b>56</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>62</b>	<b>65</b>	<b>16</b>	<b>16</b>
PUERTO VALLARTA	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	25	25	0	0	49	60	-4	5
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	58	50	34	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	-9	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	1	67	33	0	0	0	0	8	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>37</b>	<b>171</b>	<b>171</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	29	0	0	97	0	0	0	3	0	-7	97	-15	29
	GATWICK	AMERICAN AIRLINES	S	D	29	0	0	86	7	0	7	0	0	14	72	16	29
<b>TOTAL RALEIGH</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>0</b>	<b>0</b>
RENNES	GATWICK	BRIT AIR	S	A	47	0	3	36	45	15	4	0	0	25	77	15	48
	GATWICK	BRIT AIR	S	D	47	0	3	62	23	13	0	2	0	17	81	12	48
<b>TOTAL RENNES</b>					<b>94</b>	<b>0</b>	<b>6</b>	<b>49</b>	<b>34</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>14</b>	<b>14</b>
REUS					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>43</b>	<b>43</b>
<b>TOTAL REUS</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>43</b>	<b>43</b>
RHODES					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>149</b>	<b>0</b>	<b>25</b>	<b>25</b>
<b>TOTAL RHODES</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>149</b>	<b>0</b>	<b>25</b>	<b>25</b>
RIGA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	90	0	10	0	0	0	-2	83	26	18
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	50	33	7	10	0	0	24	53	20	17
<b>TOTAL RIGA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>26</b>	<b>26</b>
RIMINI	STANSTED	RYANAIR	S	A	30	0	0	63	27	3	3	3	0	28	0	0	0
	STANSTED	RYANAIR	S	D	29	0	1	69	24	3	3	0	0	15	0	0	0
<b>TOTAL RIMINI</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIO DE JANEIRO (GALEAO)	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33	11	33	22	0	0	43	80	-2	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	8	46	8	23	8	8	96	75	6	4
	HEATHROW	VARIG	S	A	17	0	0	18	35	41	6	0	0	31	42	36	12
	HEATHROW	VARIG	S	D	17	0	0	65	24	6	6	0	0	18	65	29	17
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>30</b>	<b>21</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>63</b>	<b>23</b>	<b>23</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	-4	92	-8	13

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	8	0	8	0	25	85	18	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	13	0	0	69	15	8	8	0	0	15	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	13	0	0	92	0	0	8	0	0	15	63	16	8	
<b>TOTAL RIYADH</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>8</b>	
ROME (CIAMPINO)	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	1	38	46	16	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	6	81	23	16	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	29	1	1	38	31	17	14	0	0	31	69	19	49	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	29	1	1	55	17	14	14	0	0	24	55	23	49	
	STANSTED	GO FLY LTD	S	A	59	0	2	76	10	5	8	0	0	6	0	0	0	
	STANSTED	GO FLY LTD	S	D	59	0	2	71	10	12	7	0	0	18	0	0	0	
<b>TOTAL ROME (CIAMPINO)</b>					<b>206</b>	<b>4</b>	<b>6</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>21</b>	<b>21</b>	
ROME (FIUMICINO)	HEATHROW	ALITALIA	S	A	149	0	1	48	34	15	3	0	0	19	56	23	148	
	HEATHROW	ALITALIA	S	D	149	0	1	66	21	11	2	0	0	9	64	19	146	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	57	25	15	2	2	0	18	76	20	54	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	80	8	10	0	2	0	13	87	9	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	81	15	3	1	1	0	8	73	12	146	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	89	8	1	2	1	0	6	79	14	145	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	17	0	0	71	12	6	12	0	0	20	92	3	12	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	17	0	0	65	18	6	12	0	0	19	67	16	12	
	STANSTED	KLM UK LTD	S	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	KLM UK LTD	S	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>756</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>16</b>	
ROTTERDAM	GATWICK	CITY FLYER EXPRESS	S	A	71	0	1	86	10	4	0	0	0	6	86	6	76	
	GATWICK	CITY FLYER EXPRESS	S	D	72	0	1	74	19	7	0	0	0	11	86	9	79	
	HEATHROW	KLM	S	A	107	0	0	69	19	10	2	0	0	10	86	10	120	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
ROTTERDAM	HEATHROW	KLM	S	D	107	0	0	83	11	5	1	0	0	3	86	7	119
	LONDON CITY	VLM (BELGIUM)	S	A	120	0	0	83	12	4	1	0	0	7	93	4	112
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	0	55	32	10	3	0	0	17	71	12	112
	LONDON CITY	VLM (BELGIUM)	C	D	2	0	1	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	VLM (BELGIUM)	S	A	71	0	5	72	17	10	1	0	0	14	0	0	0
	MANCHESTER	VLM (BELGIUM)	S	D	71	0	5	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL ROTTERDAM</b>					<b>742</b>	<b>0</b>	<b>38</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>9</b>
ROVANIEMI	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	100	0	0	0	57	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	44	0	25	1
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	28	0	43	1
<b>TOTAL ROVANIEMI</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>34</b>	<b>34</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
SAARBRUCKEN																		
SALONIKA																		
	HEATHROW	AEGEAN AIRLINES	S	A	5	0	0	0	20	60	20	0	0	41	100	-20	4	
	HEATHROW	AEGEAN AIRLINES	S	D	5	0	0	20	20	60	0	0	32	75	8	4		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	0	50	0	82	60	8	5		
<b>TOTAL SALONIKA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>29</b>	<b>43</b>	<b>21</b>	<b>0</b>	<b>50</b>	<b>73</b>	<b>11</b>	<b>11</b>		
SALZBURG																		
SAMARKAND																		
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	1	0	93	3	3	0	0	-10	81	25	26		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	27	17	10	0	24	48	29	25		
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>27</b>	<b>27</b>		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	1	98	2	0	0	0	-5	85	2	41		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	0	1	59	34	5	0	2	18	50	20	42		
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	88	7	3	2	0	-7	62	16	60		
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	83	8	7	2	0	6	78	11	60		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	7	3	0	0	-10	77	6	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	57	27	13	3	0	16	47	19	30		
<b>TOTAL SAN FRANCISCO</b>					<b>263</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>12</b>	<b>12</b>		
SAN JOSE COST RICA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	0	0	0	25	99	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	0	25	93	0	0	0		
<b>TOTAL SAN JOSE COST RICA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	20	0	181	2		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	4	50	139	2		
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	50	30	10	10	0	19	50	28	4		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	13	40	43	5		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>27</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>74</b>	<b>74</b>
SANAA																	
	GATWICK	YEMENIA	S	A	9	0	0	56	22	22	0	0	0	14	0	103	9
	GATWICK	YEMENIA	S	D	9	0	0	56	22	11	11	0	0	20	11	82	9
<b>TOTAL SANAA</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>17</b>	<b>6</b>	<b>92</b>	<b>92</b>
SANDEFJORD(TORP)																	
	NEWCASTLE	GILL AIRWAYS	C	A	8	2	0	13	0	38	50	0	0	57	0	0	0
	NEWCASTLE	GILL AIRWAYS	C	D	8	2	0	25	38	25	13	0	0	35	0	0	0
	STANSTED	RYANAIR	S	A	55	0	1	76	13	7	4	0	0	3	71	21	48
	STANSTED	RYANAIR	S	D	56	0	0	57	30	5	7	0	0	19	61	27	49
<b>TOTAL SANDEFJORD(TORP)</b>					<b>127</b>	<b>5</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>24</b>	<b>24</b>
SANFORD																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	8	20	23	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	40	19	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	11	33	11	0	54	63	43	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	13	13	0	0	24	30	59	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	0	0	80	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	20	64	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	1	65	23	17
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	25	0	0	0	15	71	33	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	80	3	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	50	30	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	1	0	50	50	0	0	0	0	-2	50	21	2
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-21	50	2	2
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	100	0	0	0	47	50	17	2
	GATWICK	LEISURE INTERNATIONAL	C	A	10	0	0	60	10	10	20	0	0	25	70	22	10
	GATWICK	LEISURE INTERNATIONAL	C	D	10	0	0	40	20	40	0	0	0	26	56	28	9
	MANCHESTER	LEISURE INTERNATIONAL	C	A	9	2	2	44	33	11	0	11	0	43	73	2	11
	MANCHESTER	LEISURE INTERNATIONAL	C	D	8	0	0	13	50	0	38	0	0	43	100	4	9

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					NOV 1997				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SANFORD																		
	GATWICK	MONARCH AIRLINES	C	A	4	1	3	0	50	25	25	0	0	65	100	-21	1	
	GATWICK	MONARCH AIRLINES	C	D	5	0	2	20	40	20	20	0	0	39	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	10	2	1	50	0	20	20	10	0	50	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	50	0	0	50	0	0	73	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	2	33	33	33	0	0	0	22	67	239	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	25	25	50	0	0	0	28	60	14	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	20	20	0	30	30	0	100	54	27	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	0	13	13	0	43	83	12	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	60	17	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	30	75	20	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	1	1	27	33	7	13	13	7	77	47	47	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	1	25	8	17	17	33	0	116	62	31	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	2	1	0	0	25	0	75	0	208	50	19	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	75	75	19	4	
<b>TOTAL SANFORD</b>					<b>198</b>	<b>10</b>	<b>16</b>	<b>45</b>	<b>19</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>45</b>	<b>58</b>	<b>33</b>	<b>33</b>	
SANTIAGO DE CHILE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	1	84	8	0	4	0	4	17	83	-6	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	81	12	4	4	0	0	11	77	20	13	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>51</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>8</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	29	1	1	79	14	0	7	0	0	12	40	32	30	
	HEATHROW	IBERIA	S	D	30	0	0	87	7	0	7	0	0	6	73	12	30	
<b>TOTAL SANTIAGO DE COMPOSTELA</b>					<b>63</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>22</b>	<b>22</b>	
SANTO DOMINGO																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	1	100	0	0	0	0	0	6	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	1	33	70	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	1	0	80	0	20	0	0	0	13	29	79	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	8	67	36	6	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 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)											
SANTO DOMINGO	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	57	68	7
<b>TOTAL SANTO DOMINGO</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>49</b>	<b>49</b>
SAO PAULO (GUARULHOS)	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	8	0	23	8	8	86	100	-9	3
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	11	22	56	11	0	0	46	60	10	5
	GATWICK	TRANSBRASIL	S	A	8	0	0	38	50	13	0	0	0	17	88	0	8
	GATWICK	TRANSBRASIL	S	D	8	0	0	88	13	0	0	0	0	9	0	0	0
	HEATHROW	VARIG	S	A	4	0	0	50	50	0	0	0	0	12	10	49	10
	HEATHROW	VARIG	S	D	4	0	0	100	0	0	0	0	0	4	75	7	4
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>57</b>	<b>18</b>	<b>18</b>
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	-6	90	-3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	27	0	3	0	0	13	50	24	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>11</b>	<b>11</b>
SEOUL (KIMPO)	HEATHROW	KOREAN AIR	S	A	22	0	0	91	5	5	0	0	0	-6	82	-9	22
	HEATHROW	KOREAN AIR	S	D	22	0	0	86	9	5	0	0	0	8	91	6	22
<b>TOTAL SEOUL (KIMPO)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>4</b>	<b>4</b>
SEVILLE	HEATHROW	IBERIA	S	A	30	0	0	67	30	3	0	0	0	11	53	25	30
	HEATHROW	IBERIA	S	D	30	0	0	87	10	3	0	0	0	3	60	22	30
<b>TOTAL SEVILLE</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>21</b>	<b>21</b>
SEYCHELLES	GATWICK	AIR SEYCHELLES	S	A	9	0	0	22	33	33	0	0	11	131	50	17	8
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	44	0	11	11	11	22	238	57	27	7
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	13	88	-5	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	25	0	0	0	0	3	33	17	9
<b>TOTAL SEYCHELLES</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>99</b>	<b>51</b>	<b>19</b>	<b>19</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SHANNON																		
	BIRMINGHAM	AB AIRLINES	S	A	30	0	0	83	3	3	7	3	0	9	0	0	0	
	BIRMINGHAM	AB AIRLINES	S	D	30	0	0	87	0	3	7	3	0	18	0	0	0	
	GATWICK	AB AIRLINES	S	A	75	0	0	79	5	11	4	1	0	11	64	24	58	
	GATWICK	AB AIRLINES	S	D	75	0	0	65	15	9	8	3	0	24	66	23	59	
	STANSTED	AB AIRLINES	S	A	28	0	2	93	0	4	0	4	0	2	0	0	0	
	STANSTED	AB AIRLINES	S	D	28	0	2	86	4	4	4	4	0	17	0	0	0	
	HEATHROW	AER LINGUS	S	A	91	0	0	88	10	1	0	1	0	6	67	21	94	
	HEATHROW	AER LINGUS	S	D	91	0	0	86	11	3	0	0	0	5	69	22	94	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	49	0	2	84	2	6	8	0	0	4	74	15	50	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	49	0	6	80	16	2	2	0	0	4	92	8	48	
<b>TOTAL SHANNON</b>					<b>546</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>20</b>	<b>20</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR 2000	C	A	4	0	0	0	0	100	0	0	0	39	0	74	2	
	GATWICK	AIR 2000	C	D	4	0	0	0	0	0	50	50	0	176	100	6	2	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	56	0	22	22	0	0	29	38	45	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	5	63	22	8	
	HEATHROW	EGYPT AIR	C	A	2	0	0	0	0	100	0	0	0	35	0	0	0	
	HEATHROW	EGYPT AIR	C	D	2	0	0	50	0	0	50	0	0	41	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	35	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	28	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	0	0	25	253	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	15	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>13</b>	<b>24</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>58</b>	<b>46</b>	<b>30</b>	<b>30</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	73	0	0	99	1	0	0	0	0	-9	88	-4	60	
	HEATHROW	SINGAPORE AIRLINES	S	D	73	0	0	67	27	3	1	1	0	15	67	13	58	
	MANCHESTER	SINGAPORE AIRLINES	S	A	20	1	1	85	10	0	5	0	0	-4	69	3	16	
	MANCHESTER	SINGAPORE AIRLINES	S	D	21	0	0	43	33	19	5	0	0	27	38	23	16	
<b>TOTAL SINGAPORE</b>					<b>187</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	55	27	9	9	0	0	19	45	28	22	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	77	9	14	0	0	0	10	55	28	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	55	18	23	5	0	0	20	71	20	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	55	23	14	9	0	0	26	38	39	21	
<b>TOTAL SOFIA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>29</b>	<b>29</b>	
SOUTHAMPTON																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	45	1	2	84	11	4	0	0	0	5	89	-5	65	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	46	0	1	83	9	7	2	0	0	11	89	7	65	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	88	0	1	82	11	3	3	0	0	10	78	11	64	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	86	0	0	87	7	1	3	1	0	8	83	9	64	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	63	1	4	86	10	0	5	0	0	5	88	4	60	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	65	0	2	92	2	5	2	0	0	4	90	4	60	
<b>TOTAL SOUTHAMPTON</b>					<b>397</b>	<b>2</b>	<b>40</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>4</b>	<b>4</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	3	0	0	33	33	0	33	0	0	42	0	99	1	
	GATWICK	CROATIA AIRLINES	S	D	3	0	0	67	0	0	33	0	0	33	0	78	1	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	7	60	14	5	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	-11	80	2	5	
<b>TOTAL SPLIT</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>17</b>	<b>17</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	30	0	0	87	13	0	0	0	0	-2	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	67	30	3	0	0	0	12	0	0	0	
<b>TOTAL ST ETIENNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-16</b>	<b>-16</b>	
ST KITTS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	74	0	127	4	
<b>TOTAL ST KITTS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>74</b>	<b>29</b>	<b>78</b>	<b>78</b>	
ST LOUIS (LAMBERT)																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	30	0	0	57	27	17	0	0	0	14	67	18	30	
	GATWICK	TRANS WORLD AIRLINES	S	D	30	0	0	90	7	3	0	0	0	7	83	11	30	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>14</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	53	75	14	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	29	25	27	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	3	0	0	0	0	100	0	0	80	75	10	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	5	100	3	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	8	15	0	0	26	77	9	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	15	38	8	0	0	26	43	29	14	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	1	63	25	0	0	13	0	43	33	25	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	60	20	0	20	0	0	24	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0	40	40	20	0	0	41	0	0	0	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>66</b>	<b>4</b>	<b>1</b>	<b>45</b>	<b>17</b>	<b>17</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>58</b>	<b>19</b>	<b>19</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	A	5	0	0	100	0	0	0	0	0	-10	75	0	8	
	GATWICK	AEROFLOT	S	D	5	0	0	80	0	20	0	0	0	9	75	12	8	
	HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	0	-13	80	-3	5	
	HEATHROW	AEROFLOT	S	D	4	0	0	75	25	0	0	0	0	2	80	8	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	91	0	0	9	0	0	-9	77	4	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	77	9	5	9	0	0	16	73	15	22	
<b>TOTAL ST PETERSBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>8</b>	<b>8</b>	
ST THOMAS ISLANDS																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	4	0	0	0	
<b>TOTAL ST THOMAS ISLANDS</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	8	68	15	11	6	0	0	12	80	8	64	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	64	0	4	89	3	5	3	0	0	4	84	8	64	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
STANSTED																		
	EDINBURGH	GO FLY LTD	S	A	89	0	3	79	10	9	2	0	0	6	0	0	0	
	EDINBURGH	GO FLY LTD	S	D	88	0	3	64	20	11	5	0	0	15	0	0	0	
	EDINBURGH	KLM UK LTD	S	A	171	0	4	88	8	2	2	0	0	1	86	-1	162	
	EDINBURGH	KLM UK LTD	S	D	169	0	5	85	11	2	2	0	0	9	79	15	163	
	GLASGOW	KLM UK LTD	S	A	107	0	0	71	10	10	8	0	0	14	78	8	132	
	GLASGOW	KLM UK LTD	S	D	106	0	1	78	6	9	7	0	0	11	77	9	131	
	NEWCASTLE	KLM UK LTD	S	A	86	0	3	81	6	6	6	1	0	10	95	-6	65	
	NEWCASTLE	KLM UK LTD	S	D	87	0	2	87	5	5	3	0	0	7	95	0	65	
<b>TOTAL STANSTED</b>					<b>1034</b>	<b>1</b>	<b>33</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>6</b>	
STAVANGER																		
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	81	8	0	4	4	4	31	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	58	19	12	12	0	0	19	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	84	4	4	4	0	4	22	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	60	32	0	4	0	4	27	0	0	0	
	HEATHROW	SAS	S	A	60	0	0	82	13	3	2	0	0	4	80	9	60	
	HEATHROW	SAS	S	D	60	0	0	77	17	2	5	0	0	10	68	14	60	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	26	0	0	85	12	4	0	0	0	8	100	3	4	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	26	0	0	96	4	0	0	0	0	0	95	-1	21	
<b>TOTAL STAVANGER</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>77</b>	<b>9</b>	<b>9</b>	
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BRAATHENS ASA	S	A	45	0	2	64	24	7	4	0	0	15	0	0	0	
	LONDON CITY	BRAATHENS ASA	S	D	45	0	2	33	36	31	0	0	0	23	0	0	0	
	LUTON	BRITANNIA AB	C	A	9	0	0	11	11	22	33	22	0	107	0	0	0	
	LUTON	BRITANNIA AB	C	D	9	0	0	22	22	33	11	0	11	124	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	74	17	4	4	0	0	10	90	1	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	75	21	1	2	0	0	12	87	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	76	17	5	1	0	0	6	79	9	148	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	88	10	1	1	0	0	5	76	10	148	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
STOCKHOLM (ARLANDA)																		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	13	0	0	54	8	31	0	8	0	42	0	39	14	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	13	0	0	0	38	46	8	8	0	55	7	61	14	
	HEATHROW	SAS	S	A	146	1	0	71	17	10	2	0	0	10	71	17	145	
	HEATHROW	SAS	S	D	144	0	0	85	13	1	1	0	0	5	80	12	145	
	MANCHESTER	SAS	S	A	26	0	0	100	0	0	0	0	0	-3	92	-1	24	
	MANCHESTER	SAS	S	D	25	0	1	96	4	0	0	0	0	1	96	-2	24	
	STANSTED	SAS	S	A	58	0	2	79	7	5	9	0	0	8	0	0	0	
	STANSTED	SAS	S	D	59	0	2	68	15	5	12	0	0	17	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1072</b>	<b>1</b>	<b>9</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>15</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR	S	A	82	1	2	77	12	6	4	1	0	13	74	13	77	
	STANSTED	RYANAIR	S	D	83	2	1	65	25	7	2	0	0	16	72	21	78	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>165</b>	<b>3</b>	<b>3</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>17</b>	
STORNOWAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	48	1	2	88	6	2	4	0	0	8	79	19	48	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	49	1	2	92	6	2	0	0	0	6	82	11	49	
<b>TOTAL STORNOWAY</b>					<b>97</b>	<b>2</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>15</b>	<b>15</b>	
STRASBOURG																		
	LONDON CITY	AIR FRANCE	S	A	67	0	5	66	24	7	3	0	0	14	91	3	68	
	LONDON CITY	AIR FRANCE	S	D	67	0	5	33	34	25	7	0	0	28	40	24	67	
<b>TOTAL STRASBOURG</b>					<b>134</b>	<b>0</b>	<b>10</b>	<b>49</b>	<b>29</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>14</b>	<b>14</b>	
STUTT GART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	78	16	6	1	0	0	9	67	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	93	6	1	0	0	0	0	80	12	30	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	72	0	0	86	7	4	3	0	0	4	100	-9	43	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	73	0	0	93	5	0	1	0	0	5	98	2	43	
	HEATHROW	LUFTHANSA	S	A	60	0	0	73	20	7	0	0	0	7	78	10	58	
	HEATHROW	LUFTHANSA	S	D	60	0	0	90	7	3	0	0	0	3	81	11	58	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	21	0	0	43	48	10	0	0	0	18	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
STUTTGART	MANCHESTER	LUFTHANSA CITY LINE	S	D	21	0	0	52	43	5	0	0	0	13	0	0	0
<b>TOTAL STUTTGART</b>					<b>487</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>7</b>
SUDSVALL																	
SUMBURGH	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	77	15	0	4	4	0	19	84	7	50
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	69	12	15	4	0	0	15	69	16	49
	EDINBURGH	LOGANAIR	S	A	22	0	3	82	14	0	5	0	0	9	0	0	0
	EDINBURGH	LOGANAIR	S	D	24	0	1	63	17	8	13	0	0	23	0	0	0
	GLASGOW	LOGANAIR	S	A	24	1	0	79	17	0	4	0	0	9	0	0	0
	GLASGOW	LOGANAIR	S	D	24	0	0	71	21	8	0	0	0	12	0	0	0
<b>TOTAL SUMBURGH</b>					<b>146</b>	<b>1</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>15</b>	<b>15</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	8	23	0	0	32	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	5	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	31	50	34	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	74	50	40	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	65	50	16	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	25	0	124	75	28	4
	HEATHROW	QANTAS	S	A	34	0	0	94	3	3	0	0	0	-6	69	37	48
	HEATHROW	QANTAS	S	D	30	0	0	60	30	3	3	0	3	58	35	21	26
<b>TOTAL SYDNEY</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>56</b>	<b>32</b>	<b>32</b>

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						Plan (8)											
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-6	100	2	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	0	15	0	0	30	46	23	13
	HEATHROW	EVA AIR	S	A	12	0	0	83	8	0	8	0	0	-15	85	-1	13
	HEATHROW	EVA AIR	S	D	12	0	0	92	0	8	0	0	0	4	85	11	13
<b>TOTAL TAIPEI</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>9</b>
TALLIN	GATWICK	ESTONIAN AIR	S	A	26	0	0	73	19	4	4	0	0	12	67	18	24
	GATWICK	ESTONIAN AIR	S	D	26	0	0	81	12	4	4	0	0	12	71	19	24
<b>TOTAL TALLIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>18</b>
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	82	6	0	6	0	6	22	54	15	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	82	12	0	6	0	0	16	46	23	13
<b>TOTAL TAMPA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>19</b>
TARBES-LOURDES INTERNA																	
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	94	6	0	0	0	0	-5	78	-1	18
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	82	12	6	0	0	0	7	78	19	18
<b>TOTAL TASHKENT</b>					<b>34</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>1</b>	<b>78</b>	<b>9</b>	<b>9</b>
TBILISI	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	75	13	13	0	0	0	2	100	-6	10
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	100	0	0	0	0	0	1	88	8	8
<b>TOTAL TBILISI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>0</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	137	0	0	85	8	2	4	0	0	6	78	10	129
	HEATHROW	BMI BRITISH MIDLAND	S	D	137	0	0	92	5	3	0	0	0	1	76	10	128
	MANCHESTER	EASTERN AIRWAYS	S	A	33	0	1	61	33	3	3	0	0	17	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	D	33	0	1	94	3	3	0	0	0	0	0	0	0



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Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TEESSIDE																	
<b>TOTAL TEESSIDE</b>					<b>340</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>11</b>
TEHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	0	75	21	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	5	46	21	13	
	HEATHROW	IRAN AIR	S	A	13	0	0	54	31	15	0	0	16	77	10	13	
	HEATHROW	IRAN AIR	S	D	13	0	0	69	23	8	0	0	10	23	36	13	
<b>TOTAL TEHRAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>22</b>	<b>22</b>	
TEL AVIV																	
	GATWICK	AIR 2000	C	A	5	0	0	20	40	20	0	20	0	72	33	53	9
	GATWICK	AIR 2000	C	D	5	0	0	20	40	20	20	0	0	50	44	20	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	47	27	17	10	0	0	22	87	-4	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	60	13	17	10	0	0	21	63	20	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	1	0	63	13	11	13	0	0	19	65	6	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	89	3	5	3	0	0	3	80	10	35
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	13	60	78	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	50	63	6
	GATWICK	EL AL	C	A	3	0	0	67	0	33	0	0	0	15	50	16	4
	GATWICK	EL AL	C	D	3	0	0	100	0	0	0	0	0	11	50	13	4
	HEATHROW	EL AL	S	A	38	0	1	71	16	3	11	0	0	9	76	3	33
	HEATHROW	EL AL	S	D	35	0	2	71	23	6	0	0	0	7	75	11	32
	MANCHESTER	EL AL	S	A	9	0	0	89	11	0	0	0	0	-4	100	-14	8
	MANCHESTER	EL AL	S	D	9	0	0	100	0	0	0	0	0	-5	100	-5	8
	STANSTED	EL AL	S	A	4	0	1	75	25	0	0	0	0	-11	100	-12	5
	STANSTED	EL AL	S	D	4	1	1	50	0	25	25	0	0	41	40	12	5
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	27	0	36	36	0	0	51	17	59	12
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	20	10	20	0	0	30	54	23	13
<b>TOTAL TEL AVIV</b>					<b>281</b>	<b>2</b>	<b>5</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>14</b>	<b>14</b>
TENERIFE (SURREINA SOFIA)																	
	BIRMINGHAM	AIR 2000	C	A	8	0	0	50	50	0	0	0	0	10	22	22	9

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 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)											
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	AIR 2000	C	D	8	0	0	50	13	38	0	0	0	17	38	26	8
	GATWICK	AIR 2000	C	A	16	0	0	69	13	13	0	0	6	52	30	37	20
	GATWICK	AIR 2000	C	D	16	0	0	88	0	13	0	0	0	11	74	15	19
	GLASGOW	AIR 2000	C	A	8	0	0	63	25	13	0	0	0	9	67	25	9
	GLASGOW	AIR 2000	C	D	8	0	0	100	0	0	0	0	0	3	88	1	8
	MANCHESTER	AIR 2000	C	A	21	0	0	76	14	0	10	0	0	15	67	13	18
	MANCHESTER	AIR 2000	C	D	20	0	0	70	20	5	5	0	0	15	82	6	17
	NEWCASTLE	AIR 2000	C	A	8	0	0	100	0	0	0	0	0	-10	67	29	9
	NEWCASTLE	AIR 2000	C	D	7	0	0	86	14	0	0	0	0	4	78	2	9
	STANSTED	AIR 2000	C	A	7	1	1	29	14	57	0	0	0	30	0	0	0
	STANSTED	AIR 2000	C	D	7	0	1	57	29	14	0	0	0	17	0	0	0
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	25	25	0	0	0	17	100	-19	4
	EDINBURGH	AIR EUROPA	C	D	4	0	0	50	0	50	0	0	0	21	100	6	4
	MANCHESTER	AIR EUROPA	C	D	2	0	0	0	0	100	0	0	0	46	50	119	2
	STANSTED	AIR EUROPA	C	A	4	1	0	25	0	50	25	0	0	36	0	0	0
	STANSTED	AIR EUROPA	C	D	4	0	0	25	0	25	50	0	0	46	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	0	50	50	0	0	54	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	50	0	50	0	0	0	30	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	11	0	0	73	9	18	0	0	0	10	0	25	1
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	11	0	0	100	0	0	0	0	0	-6	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	25	50	13	13	0	0	38	33	20	12
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	13	13	0	0	29	82	8	11
	GATWICK	BRITANNIA AIRWAYS	C	A	25	0	1	28	40	8	20	4	0	46	29	41	21
	GATWICK	BRITANNIA AIRWAYS	C	D	25	0	1	68	16	4	8	4	0	27	86	10	21
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	0	0	57	0	29	14	0	0	21	25	32	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	38	0	0	0	17	63	27	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	0	25	0	0	49	25	48	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	50	16	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	26	0	1	50	15	23	8	4	0	32	32	34	25

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	MANCHESTER	BRITANNIA AIRWAYS	C	D	26	0	0	58	27	8	4	4	0	23	62	19	26	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	33	22	0	0	38	75	15	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	11	22	0	0	28	75	10	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	17	25	48	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	100	3	4	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	50	0	50	0	127	0	134	1	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	15	0	276	1	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	50	17	33	0	0	0	15	40	58	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	0	86	0	0	14	0	0	13	43	28	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	11	0	0	45	27	9	9	0	9	48	37	47	19	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	11	0	0	64	18	9	0	9	0	38	65	25	17	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	1	25	0	50	25	0	0	51	0	23	1	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	25	75	0	0	0	35	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	8	0	0	75	13	0	13	0	0	15	100	-9	4	
	GLASGOW	FUTURA AIRLINES	C	D	7	1	1	57	14	14	14	0	0	21	100	1	4	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	25	25	0	25	0	25	180	100	1	2	
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	25	25	0	25	0	25	190	67	16	3	
	GATWICK	LEISURE INTERNATIONAL	C	A	12	0	0	25	33	33	8	0	0	33	13	43	16	
	GATWICK	LEISURE INTERNATIONAL	C	D	12	0	0	58	33	8	0	0	0	17	71	12	14	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	11	0	0	9	27	45	18	0	0	45	15	55	13	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	11	0	0	64	18	9	9	0	0	21	75	32	12	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	25	33	33	8	0	0	30	21	26	14	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	75	17	0	8	0	0	14	67	12	12	
	GATWICK	MONARCH AIRLINES	C	A	24	0	0	21	29	17	29	0	4	62	22	42	18	
	GATWICK	MONARCH AIRLINES	C	D	23	1	1	48	30	9	13	0	0	27	47	20	17	
	LUTON	MONARCH AIRLINES	C	A	8	0	0	63	25	0	13	0	0	21	71	12	7	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	23	15	0	0	0	12	75	12	8	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	77	15	8	0	0	0	9	75	7	8	
	LUTON	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	0	17	75	7	8	
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	13	20	40	27	0	0	46	0	51	18	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
TENERIFE (SURREINA SOFIA)	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	67	27	0	7	0	0	15	59	27	17
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	0	25	0	0	23	13	81	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	15	50	22	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	17	0	3	47	12	12	24	6	0	44	29	76	17
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	18	0	4	67	11	6	11	6	0	35	47	53	17
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	6	0	2	0	17	33	33	17	0	95	0	43	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	0	25	25	25	0	96	78	14	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	8	0	1	88	13	0	0	0	0	-7	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	13	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	1	2	21	5	37	32	5	0	66	38	26	16
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	21	1	0	29	24	24	19	5	0	52	82	16	17
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	13	0	111	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	100	5	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	32	0	32	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	19	50	15	4
	GLASGOW	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	10	29	32	7
	GLASGOW	SPANAIR	C	D	4	0	0	0	75	25	0	0	0	21	50	37	8
	MANCHESTER	SPANAIR	C	A	8	0	0	38	38	0	13	13	0	48	0	107	3
	MANCHESTER	SPANAIR	C	D	7	0	0	29	29	14	14	14	0	58	0	107	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	75	10	15	0	0	0	8	40	86	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	80	10	5	5	0	0	7	75	55	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	-22	78	39	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	-1	78	28	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	75	19	0	6	0	0	8	77	7	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	19	0	0	0	0	-1	100	-5	12
	GATWICK	TRANSAER	C	A	4	0	0	0	0	100	0	0	0	52	25	28	4
	GATWICK	TRANSAER	C	D	4	0	0	50	50	0	0	0	0	15	50	21	4
	MANCHESTER	TRANSAER	C	A	4	0	0	25	25	25	25	0	0	39	0	56	5
	MANCHESTER	TRANSAER	C	D	4	0	0	75	25	0	0	0	0	13	0	42	4
	GLASGOW	VIVA	C	A	4	0	0	25	25	25	25	0	0	36	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	VIVA	C	D	4	0	0	0	25	25	50	0	0	51	0	0	0	
	NEWCASTLE	VIVA	C	A	4	0	0	50	25	25	0	0	0	20	75	3	4	
	NEWCASTLE	VIVA	C	D	4	0	0	25	50	25	0	0	0	26	50	12	4	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>890</b>	<b>7</b>	<b>21</b>	<b>55</b>	<b>19</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>52</b>	<b>30</b>	<b>30</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	22	0	0	64	32	0	0	5	0	21	76	23	25	
	GLASGOW	LOGANAIR	S	D	22	0	0	95	0	0	0	5	0	9	84	9	25	
<b>TOTAL TIREE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>16</b>	<b>16</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	20	0	0	42	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	0	25	0	47	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	2	0	29	0	29	14	14	14	120	11	138	9	
<b>TOTAL TOBAGO</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>138</b>	<b>138</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	9	0	0	100	0	0	0	0	0	-19	56	15	9	
	HEATHROW	AEROFLOT	S	D	9	0	0	78	0	22	0	0	0	11	33	43	6	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	34	0	0	100	0	0	0	0	0	-19	87	-8	30	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	34	0	0	79	15	3	0	3	0	15	73	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	95	3	0	2	0	0	-13	79	-4	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	8	7	0	0	0	7	56	17	54	
	HEATHROW	JAPAN AIRLINES	S	A	36	0	4	100	0	0	0	0	0	-23	59	5	41	
	HEATHROW	JAPAN AIRLINES	S	D	35	0	1	29	57	11	0	0	3	48	50	24	36	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	97	0	3	0	0	0	-45	62	6	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	57	30	7	7	0	0	19	46	22	26	
<b>TOTAL TOKYO (NARITA)</b>					<b>336</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>63</b>	<b>10</b>	<b>10</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	22	0	0	68	14	9	9	0	0	18	38	28	16	
	GLASGOW	AIR CANADA	S	D	22	0	0	55	23	14	9	0	0	21	0	80	19	
	HEATHROW	AIR CANADA	S	A	69	0	0	74	13	7	4	1	0	12	47	29	70	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 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)											
TORONTO	HEATHROW	AIR CANADA	S	D	70	0	0	66	27	6	0	1	0	15	59	30	69
	MANCHESTER	AIR CANADA	S	A	22	0	0	77	5	14	5	0	0	12	37	35	19
	MANCHESTER	AIR CANADA	S	D	22	0	0	73	5	18	5	0	0	17	74	31	19
	GATWICK	AIR TRANSAT	C	A	4	0	0	50	0	50	0	0	0	30	80	8	5
	GATWICK	AIR TRANSAT	C	D	4	0	0	0	25	75	0	0	0	45	40	23	5
	GLASGOW	AIR TRANSAT	C	A	4	0	0	100	0	0	0	0	0	-10	25	16	4
	GLASGOW	AIR TRANSAT	C	D	4	0	0	100	0	0	0	0	0	-1	20	26	5
	MANCHESTER	AIR TRANSAT	C	A	4	0	0	100	0	0	0	0	0	3	40	17	5
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	50	50	0	0	0	0	15	40	18	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	3	7	0	0	11	80	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	30	7	0	0	0	13	60	18	30
	GATWICK	CANADA 3000 AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-11	86	-10	14
	GATWICK	CANADA 3000 AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12	86	12	14
	GLASGOW	CANADA 3000 AIRLINES	C	A	4	0	0	0	25	50	25	0	0	39	50	71	4
	GLASGOW	CANADA 3000 AIRLINES	C	D	4	0	0	25	25	25	25	0	0	31	50	69	4
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-5	63	29	8
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	0	25	50	25	0	0	0	29	50	44	8
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	73	0	0	75	15	5	4	0	0	-3	53	16	60
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	73	1	0	79	16	4	0	0	0	6	70	15	60
<b>TOTAL TORONTO</b>					<b>484</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>26</b>	<b>26</b>
TOULOUSE (BLAGNAC)	GATWICK	AIR LIB	S	A	89	0	1	47	30	18	4	0	0	20	78	9	88
	GATWICK	AIR LIB	S	D	90	0	0	80	6	12	2	0	0	11	90	5	89
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	76	0	1	64	21	13	1	0	0	14	72	10	78
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	75	0	2	77	7	15	1	0	0	8	75	11	77
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>330</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>16</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>9</b>	<b>9</b>
TOURS																	
TREVISIO	STANSTED	RYANAIR	S	A	48	0	1	44	31	13	13	0	0	24	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1997			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TREVISO	STANSTED	RYANAIR	S	D	49	0	0	80	12	2	6	0	0	15	0	0	0
<b>TOTAL TREVISO</b>					<b>97</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>22</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIESTE (RONCHI DEI LEGIO	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	80	10	7	3	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	57	30	7	7	0	0	18	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIVANDRUM	GATWICK	MONARCH AIRLINES	C	A	4	0	1	75	0	25	0	0	0	-11	33	53	3
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	28	80	20	5
<b>TOTAL TRIVANDRUM</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>32</b>	<b>32</b>
TRONDHEIM (VAERNES)																	
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	29	41	18	12	0	0	29	53	22	17
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	53	29	12	6	0	0	19	62	11	13
	HEATHROW	TUNISAIR	S	A	17	0	0	35	35	24	6	0	0	25	28	27	18
	HEATHROW	TUNISAIR	S	D	17	0	0	35	24	35	6	0	0	24	33	32	18
<b>TOTAL TUNIS</b>					<b>68</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>32</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>23</b>	<b>23</b>
TURIN	STANSTED	ALITALIA	S	A	55	0	1	33	25	35	7	0	0	29	0	0	0
	STANSTED	ALITALIA	S	D	52	0	4	17	25	40	17	0	0	41	0	0	0
<b>TOTAL TURIN</b>					<b>109</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>25</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>18</b>	<b>18</b>
TURKU																	

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1997					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	73	23	0	5	0	0	13	60	21	5	
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	59	32	5	5	0	0	19	89	19	9	
	HEATHROW	IBERIA	S	A	30	0	0	50	47	3	0	0	0	15	87	3	30	
	HEATHROW	IBERIA	S	D	30	0	0	93	3	3	0	0	0	90	2	30		
<b>TOTAL VALENCIA</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>26</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>6</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	30	0	0	83	3	7	7	0	0	8	17	36	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	30	53	17	0	0	0	22	52	57	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	3	7	0	0	5	63	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	7	7	0	0	13	57	20	30	
	GATWICK	CANADA 3000 AIRLINES	C	A	4	0	0	25	25	25	25	0	0	46	25	21	4	
	GATWICK	CANADA 3000 AIRLINES	C	D	4	0	0	25	25	25	25	0	0	52	100	4	4	
<b>TOTAL VANCOUVER</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>28</b>	<b>28</b>	
VARADERO																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	0	25	0	25	185	0	0	0	
<b>TOTAL VARADERO</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>185</b>	<b>67</b>	<b>0</b>	<b>0</b>	
VENICE																		
	GATWICK	ALITALIA	S	A	89	0	1	44	37	17	2	0	0	20	90	2	60	
	GATWICK	ALITALIA	S	D	89	0	1	65	24	8	3	0	0	14	93	1	60	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	75	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	60	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	13	5	2	2	0	11	80	12	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	20	5	3	0	0	11	82	10	39	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	0	50	0	96	0	0	0	
	MANCHESTER	MARTINAIR HOLLAND	C	A	2	0	0	0	0	50	50	0	0	60	0	0	0	
	MANCHESTER	MARTINAIR HOLLAND	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	17	8	42	33	0	0	59	17	28	6	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	50	0	17	33	0	0	47	67	11	6	
<b>TOTAL VENICE</b>					<b>339</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
VERONA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	84	0	0	81	11	5	4	0	0	5	84	5	55	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	66	19	10	5	0	0	16	89	7	54	
<b>TOTAL VERONA</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>6</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	113	0	0	70	19	6	4	1	0	13	76	12	111	
	HEATHROW	AUSTRIAN AIRLINES	S	D	113	0	0	74	17	7	2	0	0	10	74	14	111	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	70	20	8	2	0	0	6	87	-3	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	55	30	13	2	0	0	16	65	14	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	74	13	6	6	1	0	12	80	9	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	87	7	3	3	0	0	7	79	11	90	
	GATWICK	LAUDA-AIR	S	A	17	0	0	12	35	29	24	0	0	45	35	31	17	
	GATWICK	LAUDA-AIR	S	D	17	0	0	18	41	18	24	0	0	35	53	27	17	
	MANCHESTER	LAUDA-AIR	S	A	47	0	0	77	19	4	0	0	0	9	82	7	45	
	MANCHESTER	LAUDA-AIR	S	D	47	0	0	55	40	4	0	0	0	11	81	8	43	
<b>TOTAL VIENNA</b>					<b>654</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>11</b>	
VIGO																		
<b>TOTAL VIGO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VILNIUS																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	0	76	18	6	0	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	47	24	29	0	0	0	20	0	0	0	
	HEATHROW	LITHUANIA AIRLINES	S	A	26	0	0	96	0	0	4	0	0	-3	90	11	21	
	HEATHROW	LITHUANIA AIRLINES	S	D	26	0	0	92	4	0	4	0	0	5	76	21	21	
<b>TOTAL VILNIUS</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>16</b>	<b>16</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1997				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
WARSAW																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	90	3	7	0	0	0	-2	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	13	0	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	12	10	0	2	0	7	79	17	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	87	12	0	2	0	0	5	82	8	60
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-3	73	10	11
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	3	69	19	13
	GATWICK	LOT-POLISH AIRLINES	S	A	8	0	0	75	0	13	13	0	0	16	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	13	0	0	0
	HEATHROW	LOT-POLISH AIRLINES	S	A	78	0	0	69	17	9	5	0	0	8	78	9	60
	HEATHROW	LOT-POLISH AIRLINES	S	D	77	0	0	90	8	1	1	0	0	3	80	16	60
	MANCHESTER	LOT-POLISH AIRLINES	S	A	9	0	0	89	0	11	0	0	0	2	82	0	11
	MANCHESTER	LOT-POLISH AIRLINES	S	D	9	0	0	67	22	11	0	0	0	10	36	17	11
<b>TOTAL WARSAW</b>					<b>387</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>12</b>
WASHINGTON (DULLES)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	97	3	0	0	0	0	-6	85	-1	52
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	10	5	0	0	0	9	65	17	52
	HEATHROW	UNITED AIRLINES	S	A	89	0	0	80	10	4	3	2	0	9	62	24	58
	HEATHROW	UNITED AIRLINES	S	D	89	1	0	74	12	6	7	1	0	17	76	13	58
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	0	97	3	0	0	0	0	-15	87	-1	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	60	30	7	3	0	0	17	40	49	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>357</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>16</b>
WATERFORD																	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	14	0	0	71	14	7	7	0	0	8	84	6	25
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	13	0	1	77	8	8	8	0	0	11	83	15	24
<b>TOTAL WATERFORD</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>10</b>
WICK																	
	NEWCASTLE	GILL AIRWAYS	S	A	21	0	0	95	5	0	0	0	0	2	95	3	20
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	90	5	5	0	0	0	2	85	12	20
<b>TOTAL WICK</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>8</b>	<b>8</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
WINDHOEK	HEATHROW	AIR NAMIBIA	S	A	8	1	1	13	50	38	0	0	0	25	46	50	13	
	HEATHROW	AIR NAMIBIA	S	D	8	1	1	88	0	13	0	0	0	16	38	21	13	
<b>TOTAL WINDHOEK</b>					<b>16</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>42</b>	<b>35</b>	<b>35</b>	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	83	13	3	0	0	0	6	90	1	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	63	17	20	0	0	14	83	8	30		
	HEATHROW	CROATIA AIRLINES	S	A	30	0	0	53	27	13	3	3	22	50	20	30		
	HEATHROW	CROATIA AIRLINES	S	D	30	0	0	50	27	17	3	3	26	63	21	30		
<b>TOTAL ZAGREB</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>12</b>	<b>12</b>	
ZAKINTHOS																		
ZARAGOZA																		
	GATWICK	IBERIA	S	A	13	0	0	77	15	8	0	0	6	88	-2	16		
	GATWICK	IBERIA	S	D	12	0	1	100	0	0	0	0	-6	79	11	14		
<b>TOTAL ZARAGOZA</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>4</b>		
ZURICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	2	80	14	6	1	0	6	76	12	113		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	1	88	9	3	0	0	4	77	13	113		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	21	0	0	86	5	5	5	0	11	0	0	0		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	20	0	1	95	5	0	0	0	7	0	0	0		
	GATWICK	CITY FLYER EXPRESS	S	A	90	0	0	51	33	12	2	1	21	0	0	0		
	GATWICK	CITY FLYER EXPRESS	S	D	90	0	0	63	19	16	2	0	14	0	0	0		
	NEWCASTLE	CITY FLYER EXPRESS	S	A	30	0	0	83	7	7	3	0	6	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	92	4	4	0	0	-3	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	62	23	12	4	0	12	0	0	0		
	LUTON	EDELWEISS AIR	C	A	9	0	0	44	33	22	0	0	22	69	9	13		
	LUTON	EDELWEISS AIR	C	D	9	0	0	56	11	33	0	0	16	67	9	12		
	STANSTED	FLIGHTLINE LTD	C	A	26	0	0	31	50	8	12	0	24	76	18	29		
	STANSTED	FLIGHTLINE LTD	C	D	26	0	0	50	23	12	15	0	23	90	6	30		
	BIRMINGHAM	SWISS AIRLINES	S	A	52	0	0	40	35	17	8	0	23	80	8	25		
	BIRMINGHAM	SWISS AIRLINES	S	D	51	0	0	41	27	24	8	0	25	64	14	25		
	EDINBURGH	SWISS AIRLINES	S	A	30	0	0	20	20	57	3	0	30	83	7	29		
	EDINBURGH	SWISS AIRLINES	S	D	30	0	0	17	20	57	7	0	36	97	9	29		

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1997			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ZURICH	LONDON CITY	SWISS AIRLINES	S	A	105	0	1	50	35	12	2	0	0	17	90	5	73	
	LONDON CITY	SWISS AIRLINES	S	D	104	0	2	28	50	20	2	0	0	24	48	19	73	
	MANCHESTER	SWISS AIRLINES	S	A	24	0	0	79	17	4	0	0	0	5	48	26	25	
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	46	23	31	0	0	0	20	64	13	25	
	HEATHROW	SWISSAIR	S	A	180	0	0	67	22	11	1	0	0	12	81	9	179	
	HEATHROW	SWISSAIR	S	D	181	0	0	81	15	3	1	0	0	7	82	8	179	
	MANCHESTER	SWISSAIR	S	A	60	0	0	87	8	3	2	0	0	5	75	9	60	
	MANCHESTER	SWISSAIR	S	D	60	0	0	95	2	2	2	0	0	3	92	1	60	
<b>TOTAL ZURICH</b>					<b>1618</b>	<b>1</b>	<b>8</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>9</b>	<b>9</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	8	75	13	5	6	0	0	11	77	13	517
DUBLIN	525	4	31	90	6	3	1	0	0	4	87	4	500
PALMA DE MALLORCA	49	0	2	71	20	8	0	0	0	8	65	18	66
PARIS (CHARLES DE GAULLE)	557	0	0	69	15	9	7	0	0	19	80	8	534
CHARTERED FLIGHTS(ALL ROUTES)	531	8	12	59	19	14	7	1	0	20	57	24	533
SCHEDULED FLIGHTS(ALL ROUTES)	6303	15	91	82	10	4	3	0	0	8	86	6	5493
AIRPORT TOTAL	6834	23	103	80	11	5	3	0	0	9	83	7	6026

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	283	0	1	70	17	6	6	0	0	14	73	17	295	
DUBLIN	200	0	0	92	5	2	2	1	0	6	91	2	180	
PALMA DE MALLORCA	7	1	2	0	14	14	29	14	29	222	20	44	10	
PARIS (CHARLES DE GAULLE)	209	1	1	83	8	3	6	0	0	11	78	8	208	
CHARTERED FLIGHTS(ALL ROUTES)	35	7	3	37	11	20	20	3	9	85	64	13	42	
SCHEDULED FLIGHTS(ALL ROUTES)	5451	8	88	81	11	5	3	0	0	8	80	10	5104	
AIRPORT TOTAL	5486	15	91	81	11	5	3	0	0	9	80	10	5146	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	538	1	3	52	28	12	7	0	0	21	64	25	501	
ATHENS	98	0	0	86	7	6	0	1	0	7	68	14	114	
DUBLIN	532	0	0	80	11	5	4	0	0	8	83	10	474	
NEW YORK (JF KENNEDY)	60	0	0	90	2	3	5	0	0	8	77	7	60	
PALMA DE MALLORCA	119	1	5	61	22	11	4	3	0	22	52	29	168	
PARIS (CHARLES DE GAULLE)	297	0	2	62	20	12	5	1	0	18	71	13	292	
CHARTERED FLIGHTS(ALL ROUTES)	2401	75	90	49	19	15	12	3	2	41	54	36	2482	
SCHEDULED FLIGHTS(ALL ROUTES)	15465	9	124	71	16	8	4	0	0	13	76	11	14224	
AIRPORT TOTAL	17866	84	214	68	17	9	5	1	0	17	73	15	16706	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	180	0	0	41	28	16	13	2	0	32	63	19	238	
ATHENS	2	0	0	50	0	0	50	0	0	38	0	0	0	
DUBLIN	180	0	0	97	2	1	0	1	0	1	92	0	172	
PALMA DE MALLORCA	43	0	2	53	16	21	7	0	2	34	65	19	62	
PARIS (CHARLES DE GAULLE)	158	0	1	66	15	13	6	0	0	15	78	7	128	
CHARTERED FLIGHTS(ALL ROUTES)	501	9	18	59	17	15	7	1	1	22	63	19	517	
SCHEDULED FLIGHTS(ALL ROUTES)	5836	16	53	82	11	5	2	0	0	8	80	10	5611	
AIRPORT TOTAL	6337	25	71	80	11	5	3	0	0	9	78	11	6128	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1390	0	2	74	16	5	5	0	0	10	68	22	1312	
ATHENS	361	0	2	73	16	9	2	1	0	9	74	9	341	
DUBLIN	1184	0	0	88	9	2	1	0	0	3	71	17	1207	
NEW YORK (JF KENNEDY)	1148	1	8	81	11	4	3	1	0	5	72	13	1094	
PALMA DE MALLORCA	60	0	0	73	20	7	0	0	0	10	80	6	70	
PARIS (CHARLES DE GAULLE)	1534	0	31	71	14	8	6	0	0	14	68	17	1602	
CHARTERED FLIGHTS(ALL ROUTES)	14	5	2	36	21	21	14	7	0	40	37	50	27	
SCHEDULED FLIGHTS(ALL ROUTES)	35995	33	154	77	14	6	3	0	0	9	72	14	34729	
AIRPORT TOTAL	36009	38	156	77	14	6	3	0	0	9	72	14	34756	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	226	0	12	43	27	17	12	0	0	26	63	23	220	
DUBLIN	308	4	2	79	13	6	2	0	0	7	69	12	327	
PARIS (CHARLES DE GAULLE)	164	0	4	70	16	7	7	0	0	14	67	16	198	
CHARTERED FLIGHTS(ALL ROUTES)	2	0	47	50	50	0	0	0	0	14	50	10	2	
SCHEDULED FLIGHTS(ALL ROUTES)	3394	4	82	63	24	9	4	0	0	14	70	12	2894	
AIRPORT TOTAL	3396	4	129	63	24	9	4	0	0	14	70	12	2896	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	162	0	0	81	9	6	4	0	0	8	67	25	159	
ATHENS	120	1	0	86	9	3	2	0	0	-1	0	0	0	
DUBLIN	243	3	18	88	7	3	1	0	0	2	92	0	237	
PALMA DE MALLORCA	77	0	2	79	14	3	4	0	0	6	58	14	19	
PARIS (CHARLES DE GAULLE)	164	0	20	63	22	7	7	1	0	18	73	6	157	
CHARTERED FLIGHTS(ALL ROUTES)	344	9	10	58	20	13	7	1	0	21	63	16	258	
SCHEDULED FLIGHTS(ALL ROUTES)	2767	37	84	76	12	7	4	0	0	9	78	10	2243	
AIRPORT TOTAL	3111	46	94	74	13	8	4	0	0	11	77	10	2501	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	595	0	5	71	13	8	7	1	0	13	74	16	577
ATHENS	3	0	0	33	33	0	0	33	0	110	33	18	3
DUBLIN	610	9	25	94	4	1	1	0	0	0	87	3	545
NEW YORK (JF KENNEDY)	102	0	0	90	2	3	2	3	0	1	85	4	117
PALMA DE MALLORCA	99	3	5	75	12	5	7	1	0	14	63	20	152
PARIS (CHARLES DE GAULLE)	495	1	7	69	13	9	6	1	0	16	72	11	494
CHARTERED FLIGHTS(ALL ROUTES)	2071	56	89	61	17	11	8	1	1	24	62	23	1990
SCHEDULED FLIGHTS(ALL ROUTES)	9906	41	189	82	10	5	3	0	0	6	81	8	8537
AIRPORT TOTAL	11977	97	278	79	11	6	4	1	0	9	77	11	10527

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	285	0	7	69	15	8	8	0	0	15	72	14	228	
DUBLIN	120	0	0	88	8	2	2	0	0	4	98	-1	144	
PALMA DE MALLORCA	15	0	0	47	13	33	7	0	0	24	71	21	24	
PARIS (CHARLES DE GAULLE)	218	0	3	52	26	12	9	0	0	22	71	15	213	
CHARTERED FLIGHTS(ALL ROUTES)	331	11	9	62	11	14	11	2	1	24	68	17	329	
SCHEDULED FLIGHTS(ALL ROUTES)	2627	6	62	77	13	6	4	0	0	10	85	5	2845	
AIRPORT TOTAL	2958	17	71	75	12	7	5	0	0	11	83	7	3174	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1998

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1997			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	446	1	2	63	19	9	9	0	0	19	67	18	429	
ATHENS	2	0	0	100	0	0	0	0	0	4	0	78	1	
DUBLIN	931	4	16	83	11	5	2	0	0	6	77	13	803	
PALMA DE MALLORCA	13	0	0	23	46	31	0	0	0	22	82	7	17	
PARIS (CHARLES DE GAULLE)	208	0	14	59	19	9	13	0	0	23	80	10	207	
CHARTERED FLIGHTS(ALL ROUTES)	399	24	21	45	20	20	11	3	1	35	59	30	561	
SCHEDULED FLIGHTS(ALL ROUTES)	7582	22	205	72	15	8	5	0	0	12	76	12	5201	
AIRPORT TOTAL	7981	46	226	71	15	8	6	0	0	13	74	14	5762	