

Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

Full and Summary Analysis

December 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

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

2 ENQUIRIES

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

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

Tel: 020-7453-6258
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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

2.4 Coverage

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

INTRODUCTORY NOTES

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

| | | | |
|----------|------------|------------|------|
| Heathrow | Arrivals | 10 minutes | (i) |
| | Departures | 20 minutes | (i) |
| Gatwick | Arrivals | 10 minutes | |
| | Departures | 0 minutes | (ii) |
| Stansted | Arrivals | 5 minutes | |
| | Departures | 10 minutes | |

| | | | |
|-------------|------------|------------|-------|
| Luton | Arrivals | 5 minutes | |
| | Departures | 10 minutes | |
| Manchester | Arrivals | 10 minutes | (iv) |
| | Departures | 20 minutes | (iv) |
| Birmingham | Arrivals | 0 minutes | (iii) |
| | Departures | 0 minutes | (iii) |
| Glasgow | Arrivals | 5 minutes | |
| | Departures | 10 minutes | |
| Edinburgh | Arrivals | 5 minutes | |
| | Departures | 10 minutes | (iv) |
| Newcastle | Arrivals | 5 minutes | |
| | Departures | 10 minutes | |
| London City | Arrivals | 3 minutes | (iv) |
| | Departures | 6 minutes | (iv) |

- (i) No account is taken of the different taxi-ing times associated with the terminal building used.
 - (ii) In nearly all cases Gatwick air transport movement returns currently record the departure time from the stand.
 - (iii) Birmingham Airport record actual time of operation as arrival/departure at the stand.
 - (iv) After a review of taxi time assumptions, changes have been made to Edinburgh, London City and Manchester. Edinburgh and London City have been implemented wef the January 2001 publication, and Manchester wef February 2001 publication. Data for the same month in previous year has also been re-calculated using the new taxi times for comparison purposes. These should not though be compared with data published for periods prior to 2001.
8. The number of unmatched actual flights represented those air transport movements which actually took place at the airport but for which no corresponding planned flight was found. The reasons for this would normally be:

- (a) the flight was a diversion from another airport;
 - (b) the flight was not recorded with Airport Coordination Ltd or airport (see notes 4 and 5);
 - (c) the flight was a short-haul flight more than one hour before the planned time;
 - (d) the flight was planned to take place in the previous month;
 - (e) the plan or the air transport movement record contained an incorrectly reported item of data causing the flight not to match.
9. The number of unmatched planned flights represents those Airport Coordination Ltd or airport flights planned (see notes 4 and 5) for which a corresponding Air Transport Movement return has not been found. The reasons for these would normally be:
- (a) the flight was diverted to another airport;
 - (b) the flight was cancelled;
 - (c) the planned time was for a short haul flight more than one hour after the flight;
 - (d) the flight took place in the following month;
 - (e) either the plan or the air transport movement record contained an incorrectly reported item of data causing it not to match.
10. With effect from January 2000 data month, early flights are set to zero delay. Prior to this, an early flight will show a negative delay. This will affect the 'average delay' column. Average delays from January 2000 onwards should not be compared to average delays prior to January 2000. Tables for January to December 2000 inclusive do not include columns relating to the corresponding month the previous year for this reason. These tables should also not be compared with previously published tables.
11. Routes – airline combinations are shown where there is more than one matched flight. Any lines omitted for this reason will still be included in total figures however. For this reason, the totals shown may not always exactly match the data in the table.
12. All-cargo services and air taxi services are excluded from the analysis.

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| AUSTRIA | | | | | | | | | | | | | | | |
| SALZBURG | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 1 | 3 |
| TOTAL SALZBURG | | | 5 | 0 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 75 | 18 | 8 |
| TOTAL AUSTRIA | | | 5 | 3 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 69 | 27 | 13 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 112 | 0 | 2 | 73 | 17 | 7 | 3 | 0 | 0 | 10 | 69 | 11 | 112 |
| | BRITISH AIRWAYS PLC | S | 114 | 0 | 2 | 73 | 16 | 6 | 5 | 0 | 0 | 12 | 66 | 14 | 77 |
| | SABENA | S | 203 | 0 | 1 | 68 | 20 | 9 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 429 | 0 | 5 | 71 | 18 | 8 | 3 | 0 | 0 | 11 | 68 | 13 | 189 |
| TOTAL BELGIUM | | | 429 | 0 | 5 | 71 | 18 | 8 | 3 | 0 | 0 | 11 | 68 | 13 | 189 |
| BULGARIA | | | | | | | | | | | | | | | |
| SOFIA | DUO AIRWAYS LTD | C | 3 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 51 | 100 | -7 | 2 |
| TOTAL SOFIA | | | 3 | 0 | 3 | 33 | 0 | 33 | 33 | 0 | 0 | 51 | 60 | 7 | 5 |
| TOTAL BULGARIA | | | 3 | 0 | 3 | 33 | 0 | 33 | 33 | 0 | 0 | 51 | 60 | 7 | 5 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 83 | 60 | 6 |
| TOTAL LARNACA | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 83 | 60 | 6 |
| PAPHOS | AIR 2000 | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -6 | 90 | 6 | 10 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 10 | 80 | 14 | 10 |
| TOTAL PAPHOS | | | 20 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 2 | 85 | 10 | 20 |
| TOTAL CYPRUS | | | 28 | 0 | 0 | 79 | 18 | 4 | 0 | 0 | 0 | 4 | 85 | 22 | 26 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | 7 | 2 |
| TOTAL CZECH REPUBLIC | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | 7 | 2 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | DUO AIRWAYS LTD | S | 152 | 0 | 4 | 79 | 9 | 5 | 7 | 0 | 0 | 11 | 94 | 3 | 77 |
| TOTAL COPENHAGEN | | | 152 | 0 | 4 | 79 | 9 | 5 | 7 | 0 | 0 | 11 | 94 | 3 | 77 |
| TOTAL DENMARK | | | 152 | 0 | 4 | 79 | 9 | 5 | 7 | 0 | 0 | 11 | 94 | 3 | 77 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 0 | 0 | 50 | 0 | 121 | 50 | 15 | 4 |
| TOTAL SANTO DOMINGO | | | 4 | 0 | 0 | 25 | 25 | 0 | 0 | 50 | 0 | 121 | 50 | 15 | 4 |
| TOTAL DOMINICAN REPUBLIC | | | 4 | 0 | 0 | 25 | 25 | 0 | 0 | 50 | 0 | 121 | 58 | 19 | 12 |
| FINLAND | | | | | | | | | | | | | | | |
| ENONTEKIO | AIR 2000 | C | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL ENONTEKIO | | | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | -9 | 2 |
| KITTLA | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 17 | 2 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|--|----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 KITTILA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 17 | 2 |
| ROVANIEMI | AIR 2000 | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 29 | 25 | 30 | 4 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 50 | 1 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 100 | -8 | 2 |
| TOTAL ROVANIEMI | | | 12 | 0 | 0 | 42 | 25 | 8 | 25 | 0 | 0 | 27 | 50 | 13 | 8 |
| TOTAL FINLAND | | | 16 | 0 | 2 | 56 | 19 | 6 | 19 | 0 | 0 | 20 | 58 | 10 | 12 |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | FLYBE.BRITISH EUROPEAN | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 34 | 0 | 24 | 3 |
| LYON | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 33 | 44 | 3 |
| | BRITISH AIRWAYS PLC | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 50 | 18 | 4 |
| | DUO AIRWAYS LTD | S | 57 | 0 | 4 | 77 | 7 | 12 | 4 | 0 | 0 | 10 | 81 | 15 | 59 |
| TOTAL LYON | | | 65 | 0 | 4 | 75 | 11 | 11 | 3 | 0 | 0 | 10 | 77 | 17 | 66 |
| NANTES | REGIONAL COMPAGNIE AERIENN | S | 52 | 0 | 0 | 69 | 21 | 6 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL NANTES | | | 52 | 0 | 0 | 69 | 21 | 6 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 234 | 0 | 0 | 76 | 12 | 6 | 5 | 0 | 0 | 13 | 81 | 9 | 231 |
| | FLYBE.BRITISH EUROPEAN | S | 272 | 0 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 79 | 12 | 272 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 506 | 0 | 0 | 77 | 12 | 6 | 4 | 0 | 0 | 12 | 80 | 10 | 503 |
| TOULOUSE (BLAGNAC) | AIR 2000 | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 67 | 9 | 3 |
| | BRITISH AIRWAYS PLC | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 7 | 2 |
| | DUO AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 0 | 158 | 3 |
| TOTAL TOULOUSE (BLAGNAC) | | | 9 | 0 | 3 | 78 | 22 | 0 | 0 | 0 | 0 | 11 | 44 | 62 | 9 |
| TOTAL FRANCE | | | 635 | 0 | 8 | 77 | 13 | 7 | 4 | 0 | 0 | 12 | 78 | 12 | 585 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | DUO AIRWAYS LTD | S | 48 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 1 | 92 | 2 | 50 |
| TOTAL BERLIN (TEGEL) | | | 48 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 1 | 92 | 2 | 50 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 163 | 1 | 2 | 84 | 9 | 3 | 4 | 0 | 0 | 5 | 91 | 2 | 173 |
| | LUFTHANSA CITY LINE | S | 90 | 0 | 2 | 78 | 11 | 2 | 9 | 0 | 0 | 13 | 87 | 4 | 124 |
| TOTAL DUSSELDORF | | | 253 | 1 | 4 | 82 | 10 | 3 | 6 | 0 | 0 | 8 | 90 | 3 | 297 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 130 | 0 | 0 | 79 | 8 | 6 | 6 | 1 | 0 | 13 | 89 | 3 | 133 |
| | LUFTHANSA | S | 94 | 0 | 4 | 66 | 11 | 17 | 6 | 0 | 0 | 17 | 89 | 4 | 94 |
| TOTAL FRANKFURT MAIN | | | 224 | 0 | 4 | 74 | 9 | 11 | 6 | 0 | 0 | 14 | 89 | 4 | 227 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 19 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 6 | 75 | 6 | 12 |
| TOTAL HAMBURG | | | 19 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 6 | 75 | 6 | 12 |
| HANOVER | BRITISH AIRWAYS PLC | S | 19 | 0 | 0 | 89 | 0 | 5 | 5 | 0 | 0 | -1 | 92 | 7 | 12 |
| TOTAL HANOVER | | | 19 | 0 | 0 | 89 | 0 | 5 | 5 | 0 | 0 | -1 | 92 | 7 | 12 |
| MUNICH | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 93 | 3 | 0 | 2 | 2 | 0 | 3 | 91 | 0 | 44 |
| | LUFTHANSA CITY LINE | S | 94 | 0 | 3 | 73 | 10 | 11 | 5 | 1 | 0 | 18 | 92 | 10 | 89 |
| TOTAL MUNICH | | | 152 | 0 | 3 | 81 | 7 | 7 | 4 | 1 | 0 | 12 | 92 | 7 | 133 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| STUTTGART | DUO AIRWAYS LTD | S | 106 | 0 | 7 | 78 | 6 | 9 | 6 | 1 | 0 | 11 | 91 | 13 | 75 |
| TOTAL STUTTGART | | | 106 | 0 | 7 | 78 | 6 | 9 | 6 | 1 | 0 | 11 | 91 | 13 | 75 |
| TOTAL GERMANY | | | 821 | 1 | 18 | 80 | 8 | 7 | 5 | 0 | 0 | 10 | 90 | 5 | 806 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL BUDAPEST | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL HUNGARY | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL ICELAND | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 7 | 1 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL GOA | | | 7 | 1 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL INDIA | | | 7 | 1 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 34 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | AER LINGUS | S | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 1 | 86 | -6 | 7 |
| TOTAL CONNAUGHT | | | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 1 | 86 | -6 | 7 |
| CORK | AER LINGUS | S | 82 | 0 | 0 | 83 | 4 | 6 | 7 | 0 | 0 | 8 | 91 | 3 | 102 |
| | FLYBE.BRITISH EUROPEAN | S | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL CORK | | | 104 | 0 | 0 | 84 | 6 | 5 | 6 | 0 | 0 | 8 | 91 | 3 | 102 |
| DUBLIN | AER LINGUS | S | 253 | 0 | 0 | 92 | 6 | 1 | 1 | 0 | 0 | 3 | 90 | 5 | 232 |
| | RYANAIR | S | 250 | 12 | 10 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 84 | 6 | 259 |
| TOTAL DUBLIN | | | 503 | 12 | 10 | 92 | 7 | 1 | 1 | 0 | 0 | 3 | 87 | 5 | 491 |
| SHANNON | AB AIRLINES | S | 58 | 0 | 2 | 90 | 2 | 0 | 5 | 3 | 0 | 10 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 58 | 0 | 2 | 90 | 2 | 0 | 5 | 3 | 0 | 10 | 0 | 0 | 0 |
| TOTAL IRISH REPUBLIC | | | 672 | 12 | 12 | 90 | 6 | 1 | 2 | 0 | 0 | 4 | 88 | 5 | 600 |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (LINATE) | DUO AIRWAYS LTD | S | 114 | 0 | 6 | 87 | 4 | 2 | 5 | 2 | 0 | 9 | 80 | 11 | 109 |
| TOTAL MILAN (LINATE) | | | 114 | 0 | 6 | 87 | 4 | 2 | 5 | 2 | 0 | 9 | 80 | 11 | 109 |
| TURIN | MONARCH AIRLINES | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 35 | 50 | 33 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 89 | 0 | 0 | 0 |
| TOTAL TURIN | | | 7 | 0 | 2 | 43 | 0 | 0 | 57 | 0 | 0 | 55 | 67 | 22 | 6 |
| TOTAL ITALY | | | 122 | 0 | 8 | 84 | 4 | 2 | 8 | 2 | 0 | 11 | 78 | 12 | 116 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR 2000 | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 100 | 3 | 4 |
| | AIR MALTA | S | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 5 | 67 | -6 | 6 |
| | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 50 | 25 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|---------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 28 | 2 |
| TOTAL MALTA | | | 22 | 0 | 0 | 64 | 18 | 9 | 9 | 0 | 0 | 11 | 60 | 12 | 20 |
| TOTAL MALTA | | | 22 | 0 | 0 | 64 | 18 | 9 | 9 | 0 | 0 | 11 | 60 | 12 | 20 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | DUO AIRWAYS LTD | S | 190 | 0 | 4 | 73 | 10 | 9 | 7 | 0 | 0 | 12 | 83 | 5 | 188 |
| | KLM UK LTD | S | 289 | 0 | 14 | 62 | 14 | 13 | 10 | 1 | 0 | 20 | 78 | 7 | 328 |
| TOTAL AMSTERDAM | | | 479 | 0 | 18 | 67 | 12 | 12 | 9 | 0 | 0 | 17 | 80 | 6 | 516 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 65 | 0 | 3 | 58 | 18 | 12 | 11 | 0 | 0 | 19 | 69 | 9 | 62 |
| TOTAL EINDHOVEN | | | 65 | 0 | 3 | 58 | 18 | 12 | 11 | 0 | 0 | 19 | 69 | 9 | 62 |
| TOTAL NETHERLANDS | | | 544 | 0 | 21 | 66 | 13 | 12 | 9 | 0 | 0 | 17 | 79 | 7 | 578 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 22 | 50 | 15 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 73 | 4 |
| TOTAL FARO | | | 12 | 0 | 0 | 75 | 8 | 0 | 17 | 0 | 0 | 16 | 50 | 34 | 12 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 12 | 0 | 0 | 75 | 8 | 0 | 17 | 0 | 0 | 16 | 50 | 34 | 12 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR HOLLAND | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 30 | 29 | 10 |
| TOTAL FUNCHAL | | | 9 | 1 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 17 | 30 | 29 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 9 | 1 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 17 | 30 | 29 | 10 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -22 | 100 | 1 | 4 |
| | BRITANNIA AIRWAYS | C | 28 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 17 | 74 | 12 | 23 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 9 | 5 |
| | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 29 | 29 | 7 |
| TOTAL ALICANTE | | | 40 | 0 | 0 | 75 | 15 | 5 | 5 | 0 | 0 | 12 | 67 | 13 | 39 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 2 | 89 | 7 | 36 |
| TOTAL BARCELONA | | | 36 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 2 | 89 | 7 | 36 |
| MALAGA | AIR 2000 | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 37 | 88 | 12 | 8 |
| | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 73 | 8 | 8 | 12 | 0 | 0 | 19 | 100 | 2 | 14 |
| | FUTURA AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 0 | 23 | 1 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 50 | 8 | 2 |
| | SPANAIR | C | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 52 | 83 | 6 | 6 |
| TOTAL MALAGA | | | 54 | 0 | 0 | 65 | 15 | 7 | 13 | 0 | 0 | 25 | 87 | 6 | 31 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 14 | 0 | 1 | 57 | 21 | 7 | 14 | 0 | 0 | 23 | 71 | 19 | 17 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 76 | 2 |
| TOTAL PALMA DE MALLORCA | | | 16 | 0 | 1 | 56 | 25 | 6 | 13 | 0 | 0 | 23 | 67 | 22 | 21 |
| TOTAL SPAIN | | | 146 | 1 | 1 | 71 | 16 | 5 | 8 | 0 | 0 | 16 | 78 | 11 | 127 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 50 | 20 | 6 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|--|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 88 | 4 | 8 |
| | FUTURA AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 22 | 89 | 8 | 9 | |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 10 | 40 | 50 | 0 | 0 | 29 | 0 | 0 | 0 | |
| TOTAL ARRECIFE | | | 52 | 0 | 0 | 62 | 17 | 17 | 4 | 0 | 16 | 77 | 10 | 26 | |
| FUERTEVENTURA | AIR EUROPA | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 7 | 60 | 17 | 10 | |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 5 | 80 | 6 | 10 | |
| TOTAL FUERTEVENTURA | | | 30 | 0 | 0 | 73 | 20 | 7 | 0 | 0 | 10 | 70 | 11 | 20 | |
| LAS PALMAS | AIR 2000 | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 11 | 60 | 11 | 10 | |
| | BRITANNIA AIRWAYS | C | 17 | 0 | 0 | 82 | 6 | 12 | 0 | 0 | 6 | 100 | 7 | 10 | |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 0 | 0 | 25 | 13 | 42 | 40 | 32 | 10 | |
| TOTAL LAS PALMAS | | | 42 | 0 | 2 | 69 | 7 | 12 | 10 | 2 | 17 | 67 | 17 | 30 | |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 18 | 0 | 0 | 44 | 6 | 39 | 11 | 0 | 28 | 70 | 11 | 20 | |
| | AIR EUROPA | C | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 77 | 100 | 0 | 4 | |
| | BRITANNIA AIRWAYS | C | 16 | 1 | 0 | 81 | 19 | 0 | 0 | 0 | 3 | 56 | 13 | 18 | |
| | FUTURA AIRLINES | C | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 4 | 100 | -1 | 4 | |
| | MONARCH AIRLINES | C | 30 | 0 | 0 | 43 | 20 | 30 | 7 | 0 | 25 | 46 | 35 | 28 | |
| | MY TRAVEL AIRWAYS UK | C | 18 | 1 | 0 | 78 | 6 | 17 | 0 | 0 | 8 | 61 | 26 | 18 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 90 | 2 | 1 | 59 | 12 | 22 | 7 | 0 | 18 | 61 | 21 | 92 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 214 | 2 | 3 | 64 | 14 | 17 | 6 | 0 | 16 | 65 | 17 | 168 | |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 43 | 0 | 0 | 70 | 19 | 7 | 5 | 0 | 15 | 57 | 13 | 49 | |
| TOTAL BASLE MULHOUSE | | | 43 | 0 | 0 | 70 | 19 | 7 | 5 | 0 | 15 | 57 | 13 | 49 | |
| TOTAL GENEVA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -1 | 0 | 23 | 1 | |
| ZURICH | SWISS AIRLINES | S | 98 | 4 | 1 | 42 | 38 | 12 | 8 | 0 | 24 | 55 | 15 | 49 | |
| TOTAL ZURICH | | | 98 | 4 | 1 | 42 | 38 | 12 | 8 | 0 | 24 | 55 | 15 | 49 | |
| TOTAL SWITZERLAND | | | 143 | 4 | 1 | 51 | 31 | 10 | 7 | 0 | 21 | 56 | 14 | 99 | |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 6 | 86 | 22 | 7 | |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 33 | 195 | 3 | |
| TOTAL MONASTIR | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 5 | 70 | 74 | 10 | |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 5 | 70 | 74 | 10 | |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 9 | 6 | 2 | 44 | 0 | 0 | 11 | 11 | 33 | 268 | 13 | 467 | 8 |
| TOTAL ASHKHABAD | | | 9 | 6 | 2 | 44 | 0 | 0 | 11 | 11 | 33 | 268 | 13 | 467 | 8 |
| TOTAL TURKMENISTAN | | | 9 | 6 | 2 | 44 | 0 | 0 | 11 | 11 | 33 | 268 | 13 | 467 | 8 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 148 | 0 | 2 | 82 | 8 | 7 | 2 | 0 | 9 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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 ABERDEEN | | | 148 | 0 | 2 | 82 | 8 | 7 | 2 | 0 | 0 | 9 | 88 | 5 | 89 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 246 | 2 | 2 | 76 | 16 | 4 | 4 | 0 | 0 | 10 | 86 | 4 | 249 |
| TOTAL BELFAST CITY | | | 246 | 2 | 2 | 76 | 16 | 4 | 4 | 0 | 0 | 10 | 86 | 4 | 249 |
| BELFAST INTERNATIONAL | DUO AIRWAYS LTD | S | 256 | 2 | 13 | 90 | 3 | 3 | 4 | 0 | 0 | 2 | 92 | 1 | 200 |
| TOTAL BELFAST INTERNATIONAL | | | 256 | 2 | 13 | 90 | 3 | 3 | 4 | 0 | 0 | 2 | 92 | 1 | 200 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 389 | 0 | 1 | 89 | 5 | 6 | 0 | 0 | 0 | 4 | 87 | 3 | 359 |
| TOTAL EDINBURGH | | | 389 | 0 | 1 | 89 | 5 | 6 | 0 | 0 | 0 | 4 | 87 | 3 | 359 |
| EXETER | FLYBE.BRITISH EUROPEAN | S | 120 | 0 | 1 | 75 | 18 | 3 | 3 | 1 | 0 | 14 | 85 | 5 | 111 |
| TOTAL EXETER | | | 120 | 0 | 1 | 75 | 18 | 3 | 3 | 1 | 0 | 14 | 85 | 5 | 111 |
| GATWICK | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 25 | 27 | 4 |
| TOTAL GATWICK | | | 4 | 3 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 25 | 27 | 4 |
| GLASGOW | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 300 | 0 | 0 | 92 | 5 | 1 | 2 | 0 | 0 | 3 | 86 | 5 | 372 |
| | FLYBE.BRITISH EUROPEAN | S | 148 | 1 | 9 | 72 | 17 | 9 | 1 | 0 | 0 | 11 | 74 | 15 | 164 |
| TOTAL GLASGOW | | | 450 | 1 | 9 | 86 | 9 | 4 | 2 | 0 | 0 | 6 | 83 | 8 | 538 |
| GUERNSEY | FLYBE.BRITISH EUROPEAN | S | 60 | 0 | 1 | 72 | 12 | 10 | 5 | 2 | 0 | 16 | 73 | 22 | 52 |
| TOTAL GUERNSEY | | | 60 | 0 | 1 | 72 | 12 | 10 | 5 | 2 | 0 | 16 | 73 | 22 | 52 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 96 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 82 | 10 | 104 |
| TOTAL ISLE OF MAN | | | 96 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 82 | 10 | 104 |
| JERSEY | FLYBE.BRITISH EUROPEAN | S | 59 | 0 | 0 | 64 | 24 | 5 | 3 | 3 | 0 | 23 | 70 | 15 | 67 |
| TOTAL JERSEY | | | 59 | 0 | 0 | 64 | 24 | 5 | 3 | 3 | 0 | 23 | 70 | 15 | 67 |
| MANCHESTER | BRITANNIA AIRWAYS | C | 7 | 1 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 23 | 0 | 22 | 1 |
| TOTAL MANCHESTER | | | 8 | 1 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 34 | 0 | 25 | 2 |
| NEWCASTLE | DUO AIRWAYS LTD | S | 130 | 0 | 2 | 95 | 1 | 1 | 3 | 0 | 0 | 1 | 92 | 1 | 133 |
| TOTAL NEWCASTLE | | | 130 | 0 | 2 | 95 | 1 | 1 | 3 | 0 | 0 | 1 | 92 | 1 | 133 |
| TOTAL UNITED KINGDOM | | | 1967 | 9 | 31 | 84 | 9 | 4 | 2 | 0 | 0 | 7 | 85 | 6 | 1914 |
| USA | | | | | | | | | | | | | | | |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 60 | 0 | 0 | 85 | 8 | 3 | 3 | 0 | 0 | -1 | 82 | 3 | 57 |
| TOTAL CHICAGO (O'HARE) | | | 60 | 0 | 0 | 85 | 8 | 3 | 3 | 0 | 0 | -1 | 82 | 3 | 57 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | -2 | 72 | 9 | 60 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | -2 | 72 | 9 | 60 |
| SANFORD | BRITANNIA AIRWAYS | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 51 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 11 | 71 | 28 | 7 |
| TOTAL SANFORD | | | 11 | 4 | 1 | 73 | 9 | 18 | 0 | 0 | 0 | 8 | 63 | 32 | 19 |
| TOTAL USA | | | 133 | 4 | 1 | 84 | 10 | 5 | 2 | 0 | 0 | -1 | 75 | 10 | 136 |
| TOTAL BIRMINGHAM | | | 6110 | 50 | 127 | 79 | 11 | 6 | 4 | 0 | 0 | 10 | 82 | 8 | 5562 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | TYROLEAN AIRWAYS | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL AUSTRIA | | | 3 | 1 | 3 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 0 | 67 | 2 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | SABENA | S | 166 | 0 | 3 | 66 | 19 | 9 | 5 | 0 | 0 | 15 | 72 | 11 | 159 |
| TOTAL BRUSSELS | | | 166 | 0 | 3 | 66 | 19 | 9 | 5 | 0 | 0 | 15 | 72 | 11 | 159 |
| TOTAL BELGIUM | | | 166 | 0 | 3 | 66 | 19 | 9 | 5 | 0 | 0 | 15 | 72 | 11 | 159 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 58 | 0 | 0 | 71 | 14 | 12 | 3 | 0 | 0 | 14 | 88 | 4 | 43 |
| TOTAL COPENHAGEN | | | 58 | 0 | 0 | 71 | 14 | 12 | 3 | 0 | 0 | 14 | 88 | 4 | 43 |
| TOTAL DENMARK | | | 58 | 0 | 0 | 71 | 14 | 12 | 3 | 0 | 0 | 14 | 88 | 4 | 43 |
| FINLAND | | | | | | | | | | | | | | | |
| ROVANIEMI | AIR 2000 | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 2 |
| TOTAL ROVANIEMI | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 2 |
| TOTAL FINLAND | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 2 |
| FRANCE | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 60 | 0 | 2 | 63 | 17 | 8 | 12 | 0 | 0 | 22 | 47 | 34 | 60 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 32 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 5 | 71 | 21 | 42 |
| | BRITISH AIRWAYS PLC | S | 105 | 0 | 0 | 89 | 5 | 7 | 0 | 0 | 0 | 5 | 89 | 5 | 94 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 197 | 0 | 2 | 80 | 10 | 7 | 4 | 0 | 0 | 10 | 72 | 17 | 196 |
| TOTAL FRANCE | | | 197 | 0 | 2 | 80 | 10 | 7 | 4 | 0 | 0 | 10 | 72 | 17 | 196 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | AIR 2000 | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 50 | 7 | 2 |
| TOTAL BERLIN (TEGEL) | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 50 | 7 | 2 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 56 | 0 | 0 | 79 | 20 | 2 | 0 | 0 | 0 | 7 | 85 | 8 | 101 |
| TOTAL DUSSELDORF | | | 56 | 0 | 0 | 79 | 20 | 2 | 0 | 0 | 0 | 7 | 85 | 8 | 101 |
| TOTAL GERMANY | | | 59 | 0 | 0 | 76 | 20 | 3 | 0 | 0 | 0 | 8 | 87 | 6 | 148 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 195 | 3 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 5 | 90 | 5 | 192 |
| TOTAL DUBLIN | | | 195 | 3 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 5 | 90 | 5 | 192 |
| TOTAL IRISH REPUBLIC | | | 195 | 3 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 5 | 86 | 6 | 235 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 276 | 0 | 6 | 55 | 18 | 12 | 13 | 2 | 0 | 28 | 72 | 12 | 290 |
| TOTAL AMSTERDAM | | | 276 | 0 | 6 | 55 | 18 | 12 | 13 | 2 | 0 | 28 | 72 | 12 | 290 |
| TOTAL NETHERLANDS | | | 276 | 0 | 6 | 55 | 18 | 12 | 13 | 2 | 0 | 28 | 72 | 12 | 290 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 30 | 17 | 23 | 6 |
| TOTAL ALICANTE | | | 10 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 30 | 17 | 23 | 6 |
| TOTAL SPAIN | | | 10 | 2 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 30 | 7 | 38 | 14 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 11 | 0 | 0 | 45 | 27 | 27 | 0 | 0 | 0 | 18 | 40 | 166 | 10 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 11 | 0 | 0 | 45 | 27 | 27 | 0 | 0 | 0 | 18 | 40 | 166 | 10 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 11 | 0 | 0 | 45 | 27 | 27 | 0 | 0 | 0 | 18 | 40 | 166 | 10 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| ZURICH | BRITISH REGIONAL AIRLINES LTD | S | 37 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | SWISS AIRLINES | S | 59 | 0 | 1 | 19 | 36 | 39 | 7 | 0 | 0 | 35 | 68 | 14 | 60 |
| TOTAL ZURICH | | | 96 | 0 | 1 | 48 | 24 | 24 | 4 | 0 | 0 | 23 | 68 | 14 | 60 |
| TOTAL SWITZERLAND | | | 96 | 0 | 1 | 48 | 24 | 24 | 4 | 0 | 0 | 23 | 68 | 14 | 60 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 13 | 3 | 3 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 72 | 12 | 75 |
| TOTAL ABERDEEN | | | 13 | 3 | 3 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 72 | 12 | 75 |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 152 | 0 | 2 | 89 | 7 | 3 | 1 | 0 | 0 | 6 | 77 | 13 | 152 |
| TOTAL BELFAST CITY | | | 152 | 0 | 2 | 89 | 7 | 3 | 1 | 0 | 0 | 6 | 77 | 13 | 152 |
| BELFAST INTERNATIONAL | BRITISH REGIONAL AIRLINES LTD | S | 50 | 2 | 2 | 84 | 8 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 50 | 2 | 2 | 84 | 8 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| BIRMINGHAM | BRITISH AIRWAYS PLC | S | 228 | 0 | 12 | 86 | 8 | 6 | 0 | 0 | 0 | 8 | 85 | 6 | 116 |
| TOTAL BIRMINGHAM | | | 228 | 0 | 12 | 86 | 8 | 6 | 0 | 0 | 0 | 8 | 85 | 6 | 116 |
| BOURNEMOUTH | GILL AIRWAYS | S | 59 | 0 | 1 | 81 | 7 | 12 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 59 | 0 | 1 | 81 | 7 | 12 | 0 | 0 | 0 | 5 | 78 | 13 | 32 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 249 | 5 | 6 | 82 | 10 | 4 | 4 | 0 | 0 | 8 | 76 | 17 | 219 |
| TOTAL BRISTOL | | | 249 | 5 | 6 | 82 | 10 | 4 | 4 | 0 | 0 | 8 | 76 | 17 | 219 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 111 | 0 | 3 | 88 | 5 | 3 | 4 | 1 | 0 | 9 | 75 | 13 | 106 |
| TOTAL CARDIFF WALES | | | 111 | 0 | 3 | 88 | 5 | 3 | 4 | 1 | 0 | 9 | 75 | 13 | 106 |
| EAST MIDLANDS | BMI BRITISH MIDLAND | S | 162 | 0 | 8 | 80 | 15 | 2 | 2 | 0 | 0 | 10 | 85 | 9 | 162 |
| TOTAL EAST MIDLANDS | | | 162 | 0 | 8 | 80 | 15 | 2 | 2 | 0 | 0 | 10 | 85 | 9 | 162 |
| GATWICK | BRITISH AIRWAYS (EURO OPS) LG | S | 294 | 0 | 2 | 77 | 14 | 7 | 1 | 0 | 0 | 10 | 73 | 12 | 296 |
| TOTAL GATWICK | | | 294 | 0 | 2 | 77 | 14 | 7 | 1 | 0 | 0 | 10 | 73 | 12 | 296 |
| GLASGOW | BMI BRITISH MIDLAND | S | 57 | 0 | 3 | 77 | 11 | 12 | 0 | 0 | 0 | 10 | 93 | 1 | 43 |
| TOTAL GLASGOW | | | 57 | 0 | 3 | 77 | 11 | 12 | 0 | 0 | 0 | 10 | 93 | 1 | 43 |
| HEATHROW | BMI BRITISH MIDLAND | S | 467 | 0 | 7 | 80 | 13 | 5 | 2 | 0 | 0 | 10 | 68 | 13 | 463 |
| | BRITISH AIRWAYS PLC | S | 551 | 0 | 84 | 85 | 8 | 5 | 2 | 0 | 0 | 8 | 74 | 14 | 547 |
| TOTAL HEATHROW | | | 1018 | 0 | 91 | 83 | 10 | 5 | 2 | 0 | 0 | 9 | 71 | 14 | 1010 |
| KIRKWALL | LOGANAIR | S | 47 | 1 | 6 | 79 | 15 | 2 | 2 | 0 | 2 | 17 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL KIRKWALL | | | 47 | 2 | 6 | 79 | 15 | 2 | 2 | 0 | 2 | 17 | 76 | 9 | 49 |
| LEEDS BRADFORD | GILL AIRWAYS | S | 67 | 0 | 1 | 72 | 13 | 4 | 6 | 4 | 0 | 24 | 80 | 13 | 76 |
| TOTAL LEEDS BRADFORD | | | 67 | 0 | 1 | 72 | 13 | 4 | 6 | 4 | 0 | 24 | 80 | 13 | 76 |
| LONDON CITY | KLM UK LTD | S | 167 | 0 | 16 | 86 | 7 | 6 | 1 | 0 | 7 | 62 | 17 | 170 | |
| TOTAL LONDON CITY | | | 167 | 0 | 16 | 86 | 7 | 6 | 1 | 0 | 7 | 62 | 17 | 170 | |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 262 | 0 | 3 | 77 | 14 | 7 | 2 | 0 | 7 | 77 | 14 | 263 | |
| TOTAL LUTON | | | 262 | 0 | 3 | 77 | 14 | 7 | 2 | 0 | 7 | 77 | 14 | 263 | |
| MANCHESTER | BMI REGIONAL | S | 128 | 0 | 2 | 84 | 12 | 4 | 1 | 0 | 8 | 68 | 14 | 136 | |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 136 | 0 | 0 | 92 | 7 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | BRITISH AIRWAYS PLC | S | 110 | 0 | 0 | 89 | 8 | 2 | 1 | 0 | 5 | 87 | 6 | 184 | |
| TOTAL MANCHESTER | | | 374 | 0 | 2 | 88 | 9 | 2 | 1 | 0 | 6 | 79 | 9 | 320 | |
| NORWICH | SCOT AIRWAYS | S | 74 | 0 | 4 | 73 | 19 | 3 | 5 | 0 | 17 | 82 | 11 | 78 | |
| TOTAL NORWICH | | | 74 | 0 | 4 | 73 | 19 | 3 | 5 | 0 | 17 | 82 | 11 | 78 | |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL PLYMOUTH | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 88 | 0 | 1 | 93 | 6 | 1 | 0 | 0 | 3 | 62 | 18 | 114 | |
| TOTAL SOUTHAMPTON | | | 88 | 0 | 1 | 93 | 6 | 1 | 0 | 0 | 3 | 62 | 18 | 114 | |
| STANSTED | GO FLY LTD | S | 270 | 0 | 6 | 68 | 16 | 9 | 7 | 0 | 15 | 0 | 0 | 0 | |
| | KLM UK LTD | S | 305 | 2 | 9 | 74 | 11 | 10 | 5 | 0 | 13 | 79 | 9 | 296 | |
| TOTAL STANSTED | | | 575 | 2 | 15 | 71 | 13 | 10 | 6 | 0 | 14 | 79 | 9 | 296 | |
| SUMBURGH | LOGANAIR | S | 49 | 0 | 5 | 80 | 14 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL SUMBURGH | | | 49 | 0 | 5 | 80 | 14 | 6 | 0 | 0 | 9 | 83 | 10 | 52 | |
| TOTAL UNITED KINGDOM | | | 4100 | 14 | 186 | 81 | 11 | 6 | 2 | 0 | 9 | 75 | 12 | 3708 | |
| TOTAL EDINBURGH | | | 5173 | 21 | 201 | 79 | 12 | 6 | 3 | 0 | 11 | 75 | 12 | 4871 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| ALGERIA | | | | | | | | | | | | | | | |
| HASSI MESSAOUD | AIR ALGERIE | C | 16 | 0 | 2 | 75 | 6 | 6 | 6 | 6 | 0 | 12 | 38 | 33 | 8 |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | -3 | 30 | 22 | 10 |
| TOTAL HASSI MESSAOUD | | | 26 | 0 | 2 | 77 | 8 | 8 | 4 | 4 | 0 | 6 | 33 | 27 | 18 |
| TOTAL ALGERIA | | | 26 | 0 | 2 | 77 | 8 | 8 | 4 | 4 | 0 | 6 | 33 | 27 | 18 |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 14 | 0 | 0 | 29 | 14 | 21 | 36 | 0 | 0 | 56 | 40 | 87 | 10 |
| | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 45 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 24 | 89 | -12 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL ANTIGUA | | | 50 | 0 | 0 | 54 | 16 | 8 | 22 | 0 | 0 | 29 | 60 | 51 | 20 |
| TOTAL ANTIGUA AND BARBUDA | | | 50 | 0 | 0 | 54 | 16 | 8 | 22 | 0 | 0 | 29 | 60 | 51 | 20 |
| AUSTRALIA | | | | | | | | | | | | | | | |
| ADELAIDE | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL ADELAIDE | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| BRISBANE | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BRISBANE | | | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 26 | 0 | 0 | 0 |
| MELBOURNE | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 37 | 25 | 46 | 4 |
| TOTAL MELBOURNE | | | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 37 | 25 | 46 | 4 |
| PERTH (AUSTRALIA) | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 13 | 13 | 13 | 0 | 45 | 33 | 61 | 9 |
| TOTAL PERTH (AUSTRALIA) | | | 8 | 0 | 0 | 38 | 25 | 13 | 13 | 13 | 0 | 45 | 33 | 61 | 9 |
| SYDNEY | MY TRAVEL AIRWAYS UK | C | 8 | 2 | 2 | 25 | 25 | 0 | 13 | 25 | 13 | 142 | 44 | 17 | 9 |
| TOTAL SYDNEY | | | 8 | 2 | 2 | 25 | 25 | 0 | 13 | 25 | 13 | 142 | 46 | 23 | 13 |
| TOTAL AUSTRALIA | | | 30 | 2 | 2 | 37 | 20 | 20 | 10 | 10 | 3 | 58 | 38 | 40 | 26 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 13 | 0 | 1 | 54 | 8 | 23 | 15 | 0 | 0 | 31 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 14 | 0 | 0 | 43 | 7 | 21 | 29 | 0 | 0 | 41 | 8 | 108 | 12 |
| TOTAL INNSBRUCK | | | 27 | 0 | 1 | 48 | 7 | 22 | 22 | 0 | 0 | 37 | 10 | 81 | 21 |
| SALZBURG | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 64 | 67 | 5 | 6 |
| | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 14 | 14 | 29 | 43 | 0 | 0 | 62 | 29 | 35 | 7 |
| | MONARCH AIRLINES | C | 11 | 0 | 1 | 27 | 45 | 27 | 0 | 0 | 0 | 22 | 82 | 11 | 11 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 3 |
| TOTAL SALZBURG | | | 25 | 0 | 3 | 40 | 24 | 20 | 12 | 4 | 0 | 36 | 78 | 9 | 107 |
| VIENNA | | | | | | | | | | | | | | | |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 116 | 0 | 0 | 65 | 18 | 12 | 5 | 0 | 0 | 15 | 69 | 20 | 118 |
| | LAUDA-AIR | S | 32 | 0 | 0 | 28 | 28 | 25 | 13 | 6 | 0 | 43 | 59 | 24 | 34 |
| TOTAL VIENNA | | | 148 | 0 | 0 | 57 | 20 | 15 | 7 | 1 | 0 | 21 | 66 | 21 | 152 |
| TOTAL AUSTRIA | | | 200 | 0 | 4 | 54 | 19 | 17 | 10 | 2 | 0 | 25 | 66 | 21 | 280 |
| AZERBAIJAN | | | | | | | | | | | | | | | |
| BAKU | | | | | | | | | | | | | | | |
| | AZERBAIJAN AIRLINES (AZAL) | S | 18 | 0 | 0 | 6 | 39 | 33 | 22 | 0 | 0 | 43 | 56 | 189 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--------------------------------------|--------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BAKU | BRITISH AIRWAYS PLC | S | 28 | 1 | 0 | 43 | 29 | 14 | 11 | 0 | 4 | 44 | 57 | 9 | 23 |
| TOTAL BAKU | | | 46 | 1 | 0 | 28 | 33 | 22 | 15 | 0 | 2 | 43 | 56 | 88 | 41 |
| TOTAL AZERBAIJAN | | | 46 | 1 | 0 | 28 | 33 | 22 | 15 | 0 | 2 | 43 | 56 | 88 | 41 |
| BAHAMAS | | | | | | | | | | | | | | | |
| NASSAU | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 100 | 11 | 1 |
| | BRITISH AIRWAYS PLC | S | 5 | 0 | 0 | 20 | 60 | 0 | 0 | 20 | 0 | 61 | 50 | 37 | 4 |
| TOTAL NASSAU | | | 8 | 0 | 0 | 38 | 38 | 13 | 0 | 13 | 0 | 45 | 60 | 32 | 5 |
| TOTAL BAHAMAS | | | 8 | 0 | 0 | 38 | 38 | 13 | 0 | 13 | 0 | 45 | 60 | 32 | 5 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 11 | 0 | 0 | 18 | 9 | 36 | 36 | 0 | 0 | 59 | 31 | 49 | 13 |
| | BRITISH AIRWAYS PLC | S | 35 | 1 | 0 | 51 | 26 | 17 | 6 | 0 | 0 | 15 | 55 | 12 | 31 |
| | CALEDONIAN AIRWAYS | C | 13 | 2 | 4 | 46 | 23 | 15 | 15 | 0 | 0 | 27 | 15 | 41 | 13 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 17 | 17 | 0 | 50 | 17 | 0 | 111 | 9 | 100 | 11 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 25 | 13 | 0 | 0 | 13 | 134 | 33 | 51 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 26 | 0 | 0 | 46 | 19 | 4 | 27 | 4 | 0 | 37 | 0 | 0 | 0 |
| TOTAL BRIDGETOWN | | | 99 | 3 | 4 | 43 | 21 | 14 | 18 | 2 | 1 | 42 | 35 | 40 | 77 |
| TOTAL BARBADOS | | | 99 | 3 | 4 | 43 | 21 | 14 | 18 | 2 | 1 | 42 | 35 | 40 | 77 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK | BELAVIA (BELARUSSIAN AIRLINES) | S | 18 | 0 | 0 | 61 | 22 | 6 | 11 | 0 | 0 | 19 | 39 | 35 | 18 |
| TOTAL MINSK | | | 18 | 0 | 0 | 61 | 22 | 6 | 11 | 0 | 0 | 19 | 39 | 35 | 18 |
| TOTAL BELARUS | | | 18 | 0 | 0 | 61 | 22 | 6 | 11 | 0 | 0 | 19 | 39 | 35 | 18 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS (EURO OPS) LG | S | 173 | 0 | 0 | 84 | 8 | 6 | 2 | 1 | 0 | 9 | 75 | 11 | 159 |
| | SABENA | S | 232 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 9 | 85 | 5 | 176 |
| TOTAL BRUSSELS | | | 405 | 0 | 0 | 82 | 9 | 6 | 2 | 0 | 0 | 9 | 80 | 8 | 336 |
| TOTAL BELGIUM | | | 405 | 0 | 0 | 82 | 9 | 6 | 2 | 0 | 0 | 9 | 78 | 9 | 481 |
| BERMUDA | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 1 | 65 | 17 | 23 |
| TOTAL BERMUDA | | | 27 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 1 | 65 | 17 | 23 |
| TOTAL BERMUDA | | | 27 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 1 | 65 | 17 | 23 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | BRITISH AIRWAYS PLC | S | 21 | 0 | 0 | 33 | 14 | 29 | 19 | 5 | 0 | 42 | 88 | -3 | 8 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 21 | 0 | 0 | 33 | 14 | 29 | 19 | 5 | 0 | 42 | 76 | 4 | 17 |
| SAO PAULO (GUARULHOS) | BRITISH AIRWAYS PLC | S | 21 | 0 | 0 | 43 | 19 | 29 | 5 | 5 | 0 | 27 | 56 | 131 | 9 |
| | TRANSBRASIL | S | 18 | 0 | 0 | 39 | 22 | 33 | 0 | 6 | 0 | 35 | 56 | 32 | 9 |
| TOTAL SAO PAULO (GUARULHOS) | | | 39 | 0 | 0 | 41 | 21 | 31 | 3 | 5 | 0 | 30 | 56 | 81 | 18 |
| TOTAL BRAZIL | | | 60 | 0 | 0 | 38 | 18 | 30 | 8 | 5 | 0 | 34 | 66 | 44 | 35 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--------------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | AIR 2000 | C | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 21 | 0 | 0 | 0 |
| | AIR VIA BULGARIAN AIRWAYS | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 27 | 100 | -1 | 4 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 78 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | 10 | 0 | 1 | 40 | 10 | 10 | 40 | 0 | 0 | 40 | 100 | -1 | 4 |
| SOFIA | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 73 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 42 | 0 | 0 | 40 | 26 | 19 | 12 | 2 | 0 | 33 | 67 | 14 | 42 |
| TOTAL SOFIA | | | 45 | 0 | 1 | 38 | 24 | 20 | 16 | 2 | 0 | 35 | 56 | 21 | 54 |
| TOTAL BULGARIA | | | 55 | 0 | 2 | 38 | 22 | 18 | 20 | 2 | 0 | 36 | 59 | 20 | 58 |
| CAMEROON | | | | | | | | | | | | | | | |
| DOUALA | CAMEROON AIRLINES | S | 10 | 0 | 1 | 10 | 0 | 30 | 40 | 10 | 10 | 115 | 13 | 48 | 8 |
| TOTAL DOUALA | | | 10 | 0 | 1 | 10 | 0 | 30 | 40 | 10 | 10 | 115 | 13 | 48 | 8 |
| TOTAL CAMEROON | | | 10 | 0 | 1 | 10 | 0 | 30 | 40 | 10 | 10 | 115 | 13 | 48 | 8 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | BRITANNIA AIRWAYS | C | 6 | 0 | 1 | 67 | 17 | 0 | 17 | 0 | 0 | 26 | 57 | 20 | 7 |
| TOTAL CALGARY | | | 6 | 0 | 1 | 67 | 17 | 0 | 17 | 0 | 0 | 26 | 57 | 20 | 7 |
| TORONTO | AIR TRANSAT | C | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 39 | 50 | 14 | 8 |
| | CANADA 3000 AIRLINES | C | 9 | 1 | 1 | 67 | 0 | 11 | 11 | 0 | 11 | 78 | 74 | 7 | 27 |
| TOTAL TORONTO | | | 19 | 1 | 1 | 53 | 11 | 16 | 16 | 0 | 5 | 57 | 67 | 11 | 39 |
| VANCOUVER | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 52 | 50 | 5 | 4 |
| | CANADA 3000 AIRLINES | C | 8 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 48 | 63 | 8 | 8 |
| TOTAL VANCOUVER | | | 11 | 0 | 0 | 27 | 0 | 45 | 27 | 0 | 0 | 49 | 58 | 7 | 12 |
| TOTAL CANADA | | | 36 | 1 | 2 | 47 | 8 | 22 | 19 | 0 | 3 | 50 | 64 | 11 | 58 |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 22 | 0 | 0 | 55 | 27 | 5 | 9 | 5 | 0 | 22 | 86 | 72 | 14 |
| TOTAL GRAND CAYMAN | | | 22 | 0 | 0 | 55 | 27 | 5 | 9 | 5 | 0 | 22 | 86 | 72 | 14 |
| TOTAL CAYMAN ISLANDS | | | 22 | 0 | 0 | 55 | 27 | 5 | 9 | 5 | 0 | 22 | 86 | 72 | 14 |
| CHILE | | | | | | | | | | | | | | | |
| SANTIAGO DE CHILE | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 77 | 17 | 2 | 2 | 2 | 0 | 12 | 82 | 6 | 28 |
| TOTAL SANTIAGO DE CHILE | | | 52 | 1 | 0 | 77 | 17 | 2 | 2 | 2 | 0 | 12 | 82 | 6 | 28 |
| TOTAL CHILE | | | 52 | 1 | 0 | 77 | 17 | 2 | 2 | 2 | 0 | 12 | 82 | 6 | 28 |
| COLOMBIA | | | | | | | | | | | | | | | |
| BOGOTA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 38 | 23 | 23 | 15 | 0 | 0 | 27 | 54 | 23 | 26 |
| TOTAL BOGOTA | | | 26 | 0 | 0 | 38 | 23 | 23 | 15 | 0 | 0 | 27 | 54 | 23 | 26 |
| TOTAL COLOMBIA | | | 26 | 0 | 0 | 38 | 23 | 23 | 15 | 0 | 0 | 27 | 54 | 23 | 26 |
| COSTA RICA | | | | | | | | | | | | | | | |
| SAN JOSE COST RICA | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 30 | 40 | 10 | 20 | 0 | 0 | 36 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 SAN JOSE COST RICA | | | 10 | 0 | 0 | 30 | 40 | 10 | 20 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL COSTA RICA | | | 10 | 0 | 0 | 30 | 40 | 10 | 20 | 0 | 0 | 36 | 0 | 0 | 0 |
| CROATIA | | | | | | | | | | | | | | | |
| SPLIT | CROATIA AIRLINES | S | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| ZAGREB | BRITISH AIRWAYS (EURO OPS) LG | S | 56 | 0 | 3 | 59 | 23 | 13 | 0 | 4 | 2 | 37 | 77 | 12 | 60 |
| TOTAL ZAGREB | | | 56 | 0 | 3 | 59 | 23 | 13 | 0 | 4 | 2 | 37 | 77 | 12 | 60 |
| TOTAL CROATIA | | | 66 | 0 | 3 | 59 | 23 | 11 | 3 | 3 | 2 | 37 | 77 | 12 | 60 |
| CUBA | | | | | | | | | | | | | | | |
| HAVANA | CUBANA | S | 38 | 0 | 0 | 39 | 13 | 11 | 16 | 21 | 0 | 76 | 67 | 9 | 27 |
| TOTAL HAVANA | | | 38 | 0 | 0 | 39 | 13 | 11 | 16 | 21 | 0 | 76 | 67 | 9 | 27 |
| HOLGUIN (FRANK PAIS) | MONARCH AIRLINES | C | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 62 | 0 | 0 | 0 |
| TOTAL HOLGUIN (FRANK PAIS) | | | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 62 | 0 | 0 | 0 |
| VARADERO | MONARCH AIRLINES | C | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 43 | 0 | 0 | 0 |
| TOTAL VARADERO | | | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 43 | 0 | 25 | 3 |
| TOTAL CUBA | | | 48 | 0 | 0 | 40 | 15 | 13 | 13 | 21 | 0 | 71 | 56 | 14 | 32 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | S | 6 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 1 |
| | CYPRUS AIRWAYS | S | 9 | 0 | 1 | 33 | 33 | 0 | 11 | 22 | 0 | 85 | 40 | 16 | 10 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 15 | 100 | -2 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 18 | 17 | 53 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 70 | 9 | 10 |
| TOTAL LARNACA | | | 41 | 0 | 1 | 59 | 29 | 5 | 2 | 5 | 0 | 28 | 44 | 26 | 52 |
| PAPHOS | AIR 2000 | S | 16 | 0 | 0 | 50 | 19 | 25 | 6 | 0 | 0 | 22 | 44 | 36 | 16 |
| | AIRWORLD AVIATION LTD | C | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 42 | 21 | 16 | 21 | 0 | 0 | 37 | 44 | 27 | 18 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 6 | 75 | 0 | 13 | 13 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 59 | 0 | 6 | 58 | 17 | 15 | 10 | 0 | 0 | 20 | 44 | 31 | 34 |
| TOTAL CYPRUS | | | 100 | 0 | 7 | 58 | 22 | 11 | 7 | 2 | 0 | 24 | 44 | 28 | 86 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | MAERSK AIR | S | 168 | 0 | 0 | 59 | 23 | 13 | 5 | 0 | 0 | 17 | 68 | 14 | 166 |
| TOTAL BILLUND | | | 168 | 0 | 0 | 59 | 23 | 13 | 5 | 0 | 0 | 17 | 68 | 14 | 166 |
| COPENHAGEN | BRITISH AIRWAYS (EURO OPS) LG | S | 111 | 0 | 0 | 77 | 14 | 9 | 1 | 0 | 0 | 11 | 79 | 9 | 118 |
| | MAERSK AIR | S | 75 | 0 | 0 | 67 | 25 | 7 | 1 | 0 | 0 | 14 | 80 | 9 | 71 |
| TOTAL COPENHAGEN | | | 186 | 0 | 0 | 73 | 18 | 8 | 1 | 0 | 0 | 12 | 79 | 9 | 189 |
| TOTAL DENMARK | | | 354 | 1 | 0 | 66 | 20 | 10 | 3 | 0 | 0 | 15 | 74 | 11 | 355 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 10 | 0 | 50 | 40 | 0 | 0 | 62 | 90 | 5 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PUERTO PLATA | LEISURE INTERNATIONAL | C | 10 | 2 | 0 | 40 | 20 | 20 | 0 | 20 | 0 | 60 | 100 | -5 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 44 | 22 | 11 | 11 | 11 | 0 | 46 | 55 | 48 | 11 |
| TOTAL PUERTO PLATA | | | 29 | 3 | 0 | 31 | 14 | 28 | 17 | 10 | 0 | 56 | 77 | 19 | 31 |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 27 | 50 | 20 | 18 |
| TOTAL SANTO DOMINGO | | | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 27 | 50 | 20 | 18 |
| TOTAL DOMINICAN REPUBLIC | | | 37 | 3 | 0 | 32 | 16 | 27 | 16 | 8 | 0 | 50 | 67 | 19 | 49 |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | 16 | 0 | 0 | 56 | 25 | 19 | 0 | 0 | 0 | 17 | 50 | 16 | 8 |
| LUXOR | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 30 | 30 | 20 | 0 | 20 | 0 | 78 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL LUXOR | | | 23 | 0 | 0 | 57 | 26 | 9 | 0 | 9 | 0 | 39 | 0 | 0 | 0 |
| SHARM EL SHEIKH (OPHIRA) | CALEDONIAN AIRWAYS | C | 16 | 0 | 0 | 44 | 31 | 13 | 13 | 0 | 0 | 21 | 60 | 16 | 10 |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 50 | 10 | 0 | 0 | 0 | 16 | 100 | 9 | 1 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 36 | 0 | 0 | 44 | 36 | 14 | 6 | 0 | 0 | 19 | 53 | 19 | 19 |
| TOTAL EGYPT | | | 75 | 0 | 0 | 51 | 31 | 13 | 3 | 3 | 0 | 25 | 50 | 20 | 36 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | ESTONIAN AIR | S | 48 | 0 | 0 | 63 | 8 | 19 | 10 | 0 | 0 | 21 | 86 | 6 | 50 |
| TOTAL TALLIN | | | 48 | 0 | 0 | 63 | 8 | 19 | 10 | 0 | 0 | 21 | 86 | 6 | 50 |
| TOTAL ESTONIA | | | 48 | 0 | 0 | 63 | 8 | 19 | 10 | 0 | 0 | 21 | 86 | 6 | 50 |
| FED REP YUGO SERBIA M'ENEGRO | | | | | | | | | | | | | | | |
| BELGRADE | BRITISH AIRWAYS (EURO OPS) LG | S | 34 | 0 | 0 | 53 | 24 | 21 | 0 | 3 | 0 | 21 | 66 | 13 | 58 |
| TOTAL BELGRADE | | | 34 | 0 | 0 | 53 | 24 | 21 | 0 | 3 | 0 | 21 | 66 | 13 | 58 |
| TOTAL FED REP YUGO SERBIA M'ENEGRO | | | 34 | 0 | 0 | 53 | 24 | 21 | 0 | 3 | 0 | 21 | 66 | 13 | 58 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITISH AIRWAYS (EURO OPS) LG | S | 106 | 0 | 0 | 45 | 26 | 21 | 8 | 0 | 0 | 24 | 55 | 24 | 56 |
| TOTAL HELSINKI | | | 106 | 0 | 0 | 45 | 26 | 21 | 8 | 0 | 0 | 24 | 54 | 23 | 69 |
| IVALO | AIR 2000 | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 33 | 0 | 23 | 2 |
| TOTAL IVALO | | | 6 | 0 | 0 | 17 | 17 | 67 | 0 | 0 | 0 | 31 | 14 | 47 | 7 |
| KITTLA | AB AIRLINES | C | 3 | 0 | 1 | 0 | 33 | 67 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| | AIR 2000 | C | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 27 | 0 | 88 | 5 |
| | CALEDONIAN AIRWAYS | C | 11 | 0 | 0 | 55 | 9 | 18 | 18 | 0 | 0 | 16 | 67 | 12 | 3 |
| | MONARCH AIRLINES | C | 9 | 0 | 1 | 56 | 11 | 33 | 0 | 0 | 0 | 20 | 40 | 22 | 5 |
| TOTAL KITTLA | | | 28 | 0 | 2 | 43 | 21 | 29 | 7 | 0 | 0 | 22 | 33 | 34 | 36 |
| ROVANIEMI | AIR 2000 | C | 5 | 0 | 1 | 40 | 0 | 40 | 20 | 0 | 0 | 38 | 50 | 12 | 4 |
| | BRITANNIA AIRWAYS | C | 17 | 0 | 0 | 35 | 18 | 0 | 47 | 0 | 0 | 43 | 37 | 24 | 19 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ROVANIEMI | CALEDONIAN AIRWAYS | C | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 63 | 100 | -1 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 24 | 50 | 25 | 2 |
| TOTAL ROVANIEMI | | | 38 | 1 | 2 | 37 | 18 | 18 | 26 | 0 | 0 | 35 | 50 | 19 | 30 |
| TOTAL FINLAND | | | 178 | 1 | 4 | 42 | 24 | 23 | 11 | 0 | 0 | 26 | 52 | 22 | 185 |
| FRANCE | | | | | | | | | | | | | | | |
| BORDEAUX | AIR LIB | S | 172 | 0 | 6 | 59 | 15 | 15 | 12 | 1 | 0 | 23 | 80 | 10 | 178 |
| TOTAL BORDEAUX | | | 172 | 0 | 6 | 59 | 15 | 15 | 12 | 1 | 0 | 23 | 80 | 10 | 178 |
| BREST | BRIT AIR | S | 108 | 0 | 2 | 62 | 28 | 9 | 1 | 0 | 0 | 14 | 60 | 19 | 164 |
| TOTAL BREST | | | 108 | 0 | 2 | 62 | 28 | 9 | 1 | 0 | 0 | 14 | 60 | 19 | 164 |
| CHAMBERY | CITY FLYER EXPRESS | C | 15 | 0 | 1 | 47 | 20 | 7 | 27 | 0 | 0 | 28 | 33 | 33 | 12 |
| TOTAL CHAMBERY | | | 15 | 0 | 1 | 47 | 20 | 7 | 27 | 0 | 0 | 28 | 33 | 33 | 12 |
| GRENOBLE | AIR 2000 | C | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 15 | 73 | 22 | 15 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL GRENOBLE | | | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 73 | 22 | 15 |
| LILLE | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 22 | 44 | 11 | 11 | 11 | 0 | 57 | 0 | 0 | 0 |
| TOTAL LILLE | | | 9 | 0 | 0 | 22 | 44 | 11 | 11 | 11 | 0 | 57 | 0 | 0 | 0 |
| LYON | AIR 2000 | C | 19 | 0 | 1 | 63 | 16 | 11 | 11 | 0 | 0 | 29 | 53 | 20 | 17 |
| | BRITANNIA AIRWAYS | C | 12 | 0 | 0 | 17 | 67 | 8 | 8 | 0 | 0 | 27 | 38 | 27 | 13 |
| | CALEDONIAN AIRWAYS | C | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 28 | 11 | 62 | 9 |
| | EUROPEAN AIR CHARTER | C | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 46 | 50 | 18 | 2 |
| | MONARCH AIRLINES | C | 14 | 0 | 0 | 7 | 7 | 50 | 36 | 0 | 0 | 63 | 11 | 63 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 43 | 29 | 14 | 14 | 0 | 0 | 35 | 60 | 36 | 5 |
| TOTAL LYON | | | 62 | 0 | 3 | 34 | 29 | 19 | 18 | 0 | 0 | 38 | 33 | 40 | 64 |
| MARSEILLE | BRITISH AIRWAYS (EURO OPS) LG | S | 173 | 0 | 0 | 75 | 10 | 11 | 5 | 0 | 0 | 12 | 69 | 19 | 159 |
| TOTAL MARSEILLE | | | 173 | 0 | 0 | 75 | 10 | 11 | 5 | 0 | 0 | 12 | 68 | 19 | 161 |
| MONTPELLIER | BRITISH AIRWAYS (EURO OPS) LG | S | 60 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 10 | 72 | 10 | 58 |
| TOTAL MONTPELLIER | | | 60 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 10 | 72 | 10 | 58 |
| NANTES | BRIT AIR | S | 62 | 0 | 0 | 37 | 45 | 18 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL NANTES | | | 62 | 0 | 0 | 37 | 45 | 18 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| NICE | AB AIRLINES | S | 44 | 0 | 4 | 55 | 30 | 14 | 2 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL NICE | | | 44 | 0 | 4 | 55 | 30 | 14 | 2 | 0 | 0 | 16 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | AIR GABON | S | 6 | 0 | 2 | 50 | 17 | 17 | 17 | 0 | 0 | 35 | 29 | 52 | 7 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 277 | 0 | 0 | 69 | 17 | 9 | 4 | 1 | 0 | 15 | 70 | 15 | 263 |
| | CAMEROON AIRLINES | S | 10 | 0 | 1 | 0 | 10 | 40 | 30 | 10 | 10 | 114 | 13 | 57 | 8 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 293 | 0 | 3 | 67 | 17 | 10 | 5 | 1 | 0 | 19 | 68 | 16 | 288 |
| RENNES | BRIT AIR | S | 100 | 0 | 2 | 56 | 27 | 13 | 2 | 2 | 0 | 23 | 75 | 12 | 99 |
| TOTAL RENNES | | | 100 | 0 | 2 | 56 | 27 | 13 | 2 | 2 | 0 | 23 | 75 | 12 | 99 |
| TARBES-LOURDES INTERNATIONAL | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 37 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 37 | 33 | 33 | 3 |
| TOULOUSE (BLAGNAC) | AIR 2000 | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 59 | 11 |
| | AIR LIB | S | 172 | 0 | 4 | 52 | 22 | 13 | 12 | 1 | 0 | 27 | 69 | 14 | 180 |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 71 | 17 | 7 |
| | CALEDONIAN AIRWAYS | C | 7 | 0 | 1 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 60 | 37 | 5 |
| | MONARCH AIRLINES | C | 6 | 0 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 17 | 34 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 11 | 100 | 7 | 3 |
| | THOMAS COOK AIRLINES LTD | C | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 199 | 0 | 9 | 55 | 21 | 13 | 11 | 1 | 0 | 25 | 66 | 17 | 212 |
| TOTAL FRANCE | | | 1308 | 0 | 30 | 60 | 21 | 12 | 7 | 1 | 0 | 20 | 67 | 17 | 1256 |
| GABON | | | | | | | | | | | | | | | |
| LIBREVILLE | AIR GABON | S | 7 | 0 | 1 | 43 | 14 | 29 | 14 | 0 | 0 | 31 | 22 | 47 | 9 |
| TOTAL LIBREVILLE | | | 7 | 0 | 1 | 43 | 14 | 29 | 14 | 0 | 0 | 31 | 22 | 47 | 9 |
| TOTAL GABON | | | 7 | 0 | 1 | 43 | 14 | 29 | 14 | 0 | 0 | 31 | 22 | 47 | 9 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | AIR 2000 | C | 10 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 51 | 0 | 38 | 8 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 20 | 30 | 50 | 0 | 0 | 0 | 31 | 20 | 44 | 10 |
| | EXCEL AIRWAYS LTD | C | 7 | 1 | 1 | 29 | 0 | 43 | 29 | 0 | 0 | 46 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 40 | 20 | 30 | 10 | 0 | 0 | 29 | 33 | 35 | 18 |
| TOTAL BANJUL | | | 47 | 1 | 1 | 30 | 19 | 38 | 13 | 0 | 0 | 37 | 22 | 38 | 36 |
| TOTAL GAMBIA | | | 47 | 1 | 1 | 30 | 19 | 38 | 13 | 0 | 0 | 37 | 22 | 38 | 36 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | AB AIRLINES | S | 104 | 0 | 4 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 63 | 32 | 48 |
| TOTAL BERLIN (SCHONEFELD) | | | 104 | 0 | 4 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 62 | 30 | 53 |
| BREMEN | CITY FLYER EXPRESS | S | 165 | 0 | 0 | 58 | 22 | 14 | 5 | 0 | 0 | 18 | 68 | 15 | 159 |
| TOTAL BREMEN | | | 165 | 0 | 0 | 58 | 22 | 14 | 5 | 0 | 0 | 18 | 68 | 15 | 159 |
| COLOGNE (BONN) | CITY FLYER EXPRESS | S | 191 | 1 | 4 | 75 | 16 | 5 | 4 | 0 | 0 | 11 | 73 | 14 | 181 |
| TOTAL COLOGNE (BONN) | | | 191 | 1 | 4 | 75 | 16 | 5 | 4 | 0 | 0 | 11 | 73 | 14 | 181 |
| DUSSELDORF | CITY FLYER EXPRESS | S | 217 | 0 | 6 | 61 | 20 | 14 | 4 | 0 | 0 | 17 | 81 | 9 | 123 |
| TOTAL DUSSELDORF | | | 217 | 0 | 6 | 61 | 20 | 14 | 4 | 0 | 0 | 17 | 81 | 9 | 123 |
| FRANKFURT MAIN | BRITISH AIRWAYS (EURO OPS) LG | S | 156 | 0 | 2 | 64 | 17 | 14 | 4 | 1 | 0 | 16 | 74 | 10 | 176 |
| TOTAL FRANKFURT MAIN | | | 156 | 0 | 2 | 64 | 17 | 14 | 4 | 1 | 0 | 16 | 74 | 10 | 176 |
| HAHN | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL HAHN | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| HAMBURG | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | DEUTSCHE BA | S | 130 | 0 | 0 | 77 | 8 | 10 | 5 | 0 | 0 | 12 | 76 | 7 | 129 |
| TOTAL HAMBURG | | | 132 | 0 | 0 | 76 | 9 | 11 | 5 | 0 | 0 | 12 | 76 | 7 | 129 |
| MUNICH | DEUTSCHE BA | S | 170 | 0 | 4 | 47 | 30 | 12 | 10 | 1 | 0 | 28 | 74 | 11 | 130 |
| TOTAL MUNICH | | | 170 | 1 | 4 | 47 | 30 | 12 | 10 | 1 | 0 | 28 | 74 | 11 | 130 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | | | 1137 | 3 | 20 | 64 | 20 | 11 | 5 | 0 | 0 | 17 | 71 | 13 | 1054 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 29 | 0 | 0 | 31 | 34 | 21 | 14 | 0 | 0 | 33 | 50 | 27 | 26 |
| TOTAL ACCRA | | | 29 | 0 | 0 | 31 | 34 | 21 | 14 | 0 | 0 | 33 | 50 | 27 | 26 |
| TOTAL GHANA | | | 29 | 0 | 0 | 31 | 34 | 21 | 14 | 0 | 0 | 33 | 50 | 27 | 26 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 64 | 0 | 0 | 63 | 23 | 11 | 3 | 0 | 0 | 17 | 73 | 14 | 48 |
| TOTAL GIBRALTAR | | | 64 | 0 | 0 | 63 | 23 | 11 | 3 | 0 | 0 | 17 | 73 | 14 | 48 |
| TOTAL GIBRALTAR | | | 64 | 0 | 0 | 63 | 23 | 11 | 3 | 0 | 0 | 17 | 73 | 14 | 48 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AIR 2000 | C | 24 | 0 | 0 | 71 | 13 | 17 | 0 | 0 | 0 | 13 | 60 | 24 | 50 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 60 | 0 | 0 | 83 | 7 | 8 | 2 | 0 | 0 | 8 | 63 | 11 | 60 |
| | MONARCH AIRLINES | C | 36 | 0 | 3 | 75 | 8 | 3 | 14 | 0 | 0 | 17 | 71 | 25 | 34 |
| TOTAL ATHENS | | | 120 | 0 | 3 | 78 | 8 | 8 | 5 | 0 | 0 | 12 | 63 | 20 | 150 |
| CORFU | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 55 | 1 |
| TOTAL CORFU | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 44 | 3 |
| HERAKLION | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 55 | 0 | 81 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 289 | 100 | -12 | 2 |
| TOTAL HERAKLION | | | 4 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 172 | 50 | 34 | 4 |
| SALONIKA | MONARCH AIRLINES | C | 16 | 0 | 0 | 75 | 6 | 6 | 13 | 0 | 0 | 15 | 60 | 83 | 15 |
| TOTAL SALONIKA | | | 17 | 1 | 0 | 71 | 6 | 6 | 18 | 0 | 0 | 24 | 61 | 112 | 18 |
| TOTAL GREECE | | | 143 | 1 | 3 | 76 | 8 | 9 | 6 | 1 | 0 | 18 | 61 | 31 | 177 |
| GRENADA | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 72 | 0 | 22 | 6 | 0 | 0 | 16 | 61 | 16 | 18 |
| | CALEDONIAN AIRWAYS | C | 5 | 1 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 80 | 14 | 5 |
| TOTAL GRENADA | | | 24 | 2 | 1 | 75 | 4 | 17 | 4 | 0 | 0 | 15 | 63 | 23 | 24 |
| TOTAL GRENADA | | | 24 | 2 | 1 | 75 | 4 | 17 | 4 | 0 | 0 | 15 | 63 | 23 | 24 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MALEV (HUNGARIAN AIRLINES) | S | 32 | 0 | 0 | 75 | 9 | 9 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BUDAPEST | | | 32 | 0 | 0 | 75 | 9 | 9 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL HUNGARY | | | 32 | 0 | 0 | 75 | 9 | 9 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 23 | 63 | 14 | 8 |
| | CALEDONIAN AIRWAYS | C | 16 | 1 | 1 | 56 | 13 | 13 | 6 | 6 | 6 | 108 | 31 | 71 | 16 |
| | MONARCH AIRLINES | C | 25 | 0 | 0 | 40 | 20 | 12 | 16 | 12 | 0 | 66 | 56 | 45 | 16 |
| TOTAL GOA | | | 50 | 1 | 1 | 48 | 16 | 16 | 10 | 8 | 2 | 72 | 48 | 49 | 40 |
| TRIVANDRUM | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -8 | 44 | 59 | 9 |
| TOTAL TRIVANDRUM | | | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -8 | 44 | 59 | 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) | | | | | | | | | | |
| TOTAL INDIA | | | 58 | 1 | 1 | 53 | 14 | 16 | 9 | 7 | 2 | 61 | 44 | 51 | 59 |
| INDONESIA | | | | | | | | | | | | | | | |
| BALI INTERNATIONAL | GARUDA INDONESIA | S | 26 | 0 | 0 | 23 | 12 | 23 | 31 | 12 | 0 | 78 | 0 | 0 | 0 |
| TOTAL BALI INTERNATIONAL | | | 26 | 0 | 0 | 23 | 12 | 23 | 31 | 12 | 0 | 78 | 0 | 0 | 0 |
| TOTAL INDONESIA | | | 26 | 0 | 0 | 23 | 12 | 23 | 31 | 12 | 0 | 78 | 21 | 70 | 28 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | CITY FLYER EXPRESS | S | 145 | 1 | 3 | 53 | 22 | 17 | 8 | 0 | 0 | 21 | 65 | 17 | 139 |
| TOTAL CORK | | | 145 | 1 | 3 | 53 | 22 | 17 | 8 | 0 | 0 | 21 | 65 | 17 | 139 |
| DUBLIN | CITY FLYER EXPRESS | S | 292 | 0 | 5 | 63 | 15 | 19 | 3 | 0 | 0 | 17 | 65 | 15 | 244 |
| | RYANAIR | S | 238 | 0 | 0 | 83 | 13 | 3 | 1 | 0 | 0 | 7 | 81 | 7 | 236 |
| TOTAL DUBLIN | | | 530 | 0 | 5 | 72 | 14 | 12 | 2 | 0 | 0 | 13 | 73 | 12 | 480 |
| SHANNON | AB AIRLINES | S | 150 | 1 | 2 | 69 | 12 | 9 | 9 | 1 | 0 | 19 | 47 | 25 | 141 |
| TOTAL SHANNON | | | 150 | 1 | 2 | 69 | 12 | 9 | 9 | 1 | 0 | 19 | 47 | 25 | 141 |
| TOTAL IRISH REPUBLIC | | | 825 | 2 | 10 | 68 | 15 | 12 | 4 | 0 | 0 | 15 | 67 | 15 | 760 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | AIR 2000 | C | 6 | 1 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 13 | 50 | 22 | 10 |
| | BRITANNIA AIRWAYS | C | 4 | 1 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 24 | 64 | 17 | 11 |
| TOTAL OVDA | | | 10 | 2 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 55 | 20 | 22 |
| TEL AVIV | AIR 2000 | C | 14 | 0 | 0 | 64 | 21 | 14 | 0 | 0 | 0 | 14 | 53 | 23 | 19 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 48 | 27 | 18 | 6 | 0 | 0 | 20 | 67 | 10 | 55 |
| | CALEDONIAN AIRWAYS | C | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 24 | 118 | 17 |
| | EL AL | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 23 | 50 | 21 | 10 |
| | MONARCH AIRLINES | C | 22 | 0 | 0 | 18 | 36 | 32 | 9 | 5 | 0 | 41 | 39 | 46 | 33 |
| TOTAL TEL AVIV | | | 127 | 0 | 0 | 49 | 24 | 21 | 5 | 1 | 0 | 22 | 51 | 35 | 136 |
| TOTAL ISRAEL | | | 137 | 2 | 0 | 48 | 26 | 21 | 4 | 1 | 0 | 22 | 52 | 33 | 158 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | AIR 2000 | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 20 | 33 | 23 | 3 |
| | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 14 | 43 | 14 | 29 | 0 | 0 | 42 | 67 | 18 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 50 | 28 | 4 |
| TOTAL BERGAMO | | | 14 | 0 | 1 | 29 | 36 | 21 | 14 | 0 | 0 | 33 | 65 | 19 | 17 |
| BOLOGNA | ALITALIA | S | 160 | 0 | 0 | 70 | 20 | 8 | 2 | 0 | 0 | 13 | 65 | 13 | 60 |
| TOTAL BOLOGNA | | | 160 | 0 | 0 | 70 | 20 | 8 | 2 | 0 | 0 | 13 | 65 | 20 | 63 |
| CAGLIARI (ELMAS) | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL CAGLIARI (ELMAS) | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 49 | 36 | 59 |
| FLORENCE | MERIDIANA AIR | S | 115 | 1 | 14 | 49 | 10 | 23 | 15 | 3 | 0 | 37 | 49 | 31 | 57 |
| TOTAL FLORENCE | | | 115 | 1 | 14 | 49 | 10 | 23 | 15 | 3 | 0 | 37 | 49 | 31 | 57 |
| GENOA | BRITISH AIRWAYS (EURO OPS) LG | S | 110 | 1 | 0 | 68 | 16 | 11 | 5 | 0 | 0 | 17 | 64 | 15 | 112 |
| TOTAL GENOA | | | 110 | 1 | 0 | 68 | 16 | 11 | 5 | 0 | 0 | 17 | 64 | 15 | 112 |

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Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MILAN (MALPENSA) | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 112 | 0 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 114 | 2 | 0 | 76 | 15 | 6 | 3 | 0 | 0 | 9 | 56 | 24 | 18 |
| NAPLES | BRITISH AIRWAYS (EURO OPS) LG | S | 118 | 0 | 0 | 59 | 14 | 20 | 5 | 1 | 0 | 20 | 72 | 14 | 118 |
| TOTAL NAPLES | | | 119 | 1 | 0 | 59 | 14 | 21 | 5 | 1 | 0 | 21 | 68 | 22 | 127 |
| PALERMO | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 117 | 50 | 22 | 4 |
| | MERIDIANA AIR | S | 38 | 0 | 7 | 42 | 24 | 18 | 13 | 3 | 0 | 38 | 71 | 16 | 42 |
| TOTAL PALERMO | | | 42 | 0 | 7 | 40 | 24 | 17 | 14 | 5 | 0 | 45 | 69 | 17 | 48 |
| PISA | BRITISH AIRWAYS (EURO OPS) LG | S | 119 | 0 | 2 | 68 | 13 | 14 | 5 | 0 | 0 | 14 | 74 | 17 | 118 |
| | CALEDONIAN AIRWAYS | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | -7 | 83 | 38 | 6 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | 5 | 8 |
| TOTAL PISA | | | 131 | 0 | 2 | 70 | 12 | 13 | 5 | 0 | 0 | 13 | 78 | 13 | 208 |
| ROME (CIAMPINO) | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 43 | 28 | 7 |
| | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 46 | 40 | 26 |
| TOTAL ROME (CIAMPINO) | | | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 3 | 46 | 36 | 41 |
| ROME (FIUMICINO) | BRITISH AIRWAYS (EURO OPS) LG | S | 115 | 0 | 0 | 70 | 15 | 9 | 7 | 0 | 0 | 15 | 72 | 12 | 110 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 119 | 0 | 0 | 68 | 14 | 11 | 7 | 0 | 0 | 16 | 69 | 13 | 172 |
| TREVISO | MONARCH AIRLINES | C | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 100 | -2 | 1 |
| TOTAL TREVISO | | | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 100 | -2 | 1 |
| TRIESTE (RONCHI DEI LEGIONARI) | BRITISH AIRWAYS (EURO OPS) LG | S | 56 | 1 | 0 | 73 | 16 | 5 | 5 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 56 | 1 | 0 | 73 | 16 | 5 | 5 | 0 | 0 | 9 | 0 | 0 | 0 |
| TURIN | AB AIRLINES | C | 3 | 1 | 1 | 33 | 33 | 0 | 33 | 0 | 0 | 25 | 0 | 0 | 0 |
| | AIR 2000 | C | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 25 | 27 | 4 |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 29 | 14 | 37 | 7 |
| | LEISURE INTERNATIONAL | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | 2 | 1 |
| | MONARCH AIRLINES | C | 8 | 0 | 2 | 50 | 13 | 38 | 0 | 0 | 0 | 25 | 13 | 74 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 20 | 108 | 5 |
| | TRANSAER | C | 3 | 1 | 0 | 33 | 33 | 0 | 0 | 0 | 33 | 199 | 25 | 55 | 4 |
| TOTAL TURIN | | | 28 | 2 | 4 | 50 | 18 | 25 | 4 | 0 | 4 | 40 | 60 | 25 | 89 |
| VENICE | ALITALIA | S | 160 | 0 | 6 | 54 | 19 | 17 | 9 | 0 | 0 | 22 | 89 | 3 | 118 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 67 | 63 | 61 | 16 |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 100 | 2 | 3 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 55 | 20 | 20 | 5 | 0 | 0 | 20 | 50 | 23 | 6 |
| TOTAL VENICE | | | 186 | 0 | 6 | 54 | 19 | 17 | 10 | 0 | 0 | 23 | 85 | 11 | 143 |
| VERONA | AIR 2000 | C | 5 | 0 | 1 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 67 | 85 | 3 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 156 | 0 | 5 | 72 | 11 | 10 | 5 | 2 | 0 | 17 | 76 | 18 | 112 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 57 | 2 |
| TOTAL VERONA | | | 165 | 0 | 6 | 73 | 11 | 10 | 5 | 2 | 0 | 17 | 75 | 20 | 119 |
| TOTAL ITALY | | | 1379 | 8 | 42 | 64 | 16 | 13 | 6 | 1 | 0 | 19 | 69 | 19 | 1398 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------------|-----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MALE INTERNATIONAL | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | -3 | 75 | -2 | 4 |
| TOTAL MALE INTERNATIONAL | | | 24 | 0 | 1 | 67 | 13 | 8 | 13 | 0 | 0 | 17 | 59 | 16 | 22 |
| TOTAL MALDIVE ISLANDS | | | 24 | 0 | 1 | 67 | 13 | 8 | 13 | 0 | 0 | 17 | 59 | 16 | 22 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR 2000 | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 71 | 5 | 14 |
| | AIR MALTA | S | 60 | 0 | 0 | 82 | 7 | 7 | 5 | 0 | 0 | 7 | 72 | 12 | 60 |
| | AIR MALTA | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 1 | 10 |
| | AIRWORLD AVIATION LTD | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 9 | 44 | 31 | 18 |
| | GB AIRWAYS LTD | S | 44 | 1 | 0 | 59 | 23 | 7 | 11 | 0 | 0 | 18 | 68 | 47 | 40 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 80 | 18 | 10 |
| TOTAL MALTA | | | 155 | 1 | 0 | 77 | 12 | 5 | 6 | 0 | 0 | 10 | 71 | 22 | 157 |
| TOTAL MALTA | | | 155 | 1 | 0 | 77 | 12 | 5 | 6 | 0 | 0 | 10 | 71 | 22 | 157 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 73 | 23 | 0 | 4 | 0 | 0 | 10 | 23 | 55 | 26 |
| TOTAL MAURITIUS | | | 26 | 0 | 0 | 73 | 23 | 0 | 4 | 0 | 0 | 10 | 22 | 47 | 36 |
| TOTAL MAURITIUS | | | 26 | 0 | 0 | 73 | 23 | 0 | 4 | 0 | 0 | 10 | 22 | 47 | 36 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -20 | 2 |
| | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 21 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 24 | 50 | 52 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 0 | 11 | 44 | 22 | 0 | 22 | 170 | 80 | 3 | 10 |
| TOTAL CANCUN | | | 28 | 0 | 0 | 39 | 18 | 18 | 18 | 0 | 7 | 68 | 70 | 21 | 20 |
| PUERTO VALLARTA | LEISURE INTERNATIONAL | C | 10 | 0 | 0 | 40 | 20 | 10 | 30 | 0 | 0 | 38 | 22 | 54 | 9 |
| TOTAL PUERTO VALLARTA | | | 10 | 0 | 0 | 40 | 20 | 10 | 30 | 0 | 0 | 38 | 36 | 42 | 11 |
| TOTAL MEXICO | | | 38 | 0 | 0 | 39 | 18 | 16 | 21 | 0 | 5 | 60 | 68 | 55 | 57 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | AB AIRLINES | C | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 0 | 314 | 4 |
| TOTAL AGADIR | | | 16 | 1 | 1 | 56 | 25 | 19 | 0 | 0 | 0 | 14 | 50 | 110 | 12 |
| CASABLANCA MOHAMED V | GB AIRWAYS LTD | S | 59 | 1 | 0 | 71 | 20 | 2 | 7 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL CASABLANCA MOHAMED V | | | 59 | 1 | 0 | 71 | 20 | 2 | 7 | 0 | 0 | 15 | 0 | 0 | 0 |
| MARRAKESH | GB AIRWAYS LTD | S | 11 | 0 | 1 | 64 | 27 | 9 | 0 | 0 | 0 | 10 | 43 | 61 | 14 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL MARRAKESH | | | 20 | 0 | 1 | 55 | 40 | 5 | 0 | 0 | 0 | 13 | 50 | 50 | 18 |
| TOTAL MOROCCO | | | 95 | 2 | 2 | 65 | 25 | 5 | 4 | 0 | 0 | 15 | 50 | 74 | 30 |
| NEPAL | | | | | | | | | | | | | | | |
| KATHMANDU | ROYAL NEPAL AIRLINES | S | 16 | 0 | 0 | 25 | 0 | 19 | 38 | 19 | 0 | 90 | 0 | 125 | 16 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

| | | Reporting Airport: GATWICK (Full Analysis) | | | | | | | | | | | DEC 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 KATHMANDU | | | 16 | 0 | 0 | 25 | 0 | 19 | 38 | 19 | 0 | 90 | 0 | 125 | 16 |
| TOTAL NEPAL | | | 16 | 0 | 0 | 25 | 0 | 19 | 38 | 19 | 0 | 90 | 0 | 125 | 16 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | CITY FLYER EXPRESS | S | 237 | 0 | 4 | 39 | 24 | 26 | 11 | 0 | 0 | 29 | 53 | 22 | 234 |
| | TRANSAVIA | S | 237 | 0 | 0 | 39 | 26 | 19 | 16 | 0 | 0 | 30 | 62 | 15 | 229 |
| | TRANSAVIA | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | TRANSBRASIL | S | 18 | 0 | 0 | 39 | 22 | 28 | 0 | 11 | 0 | 40 | 88 | 5 | 16 |
| TOTAL AMSTERDAM | | | 494 | 0 | 4 | 39 | 25 | 23 | 13 | 0 | 0 | 30 | 58 | 19 | 489 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 40 | 0 | 14 | 83 | 15 | 3 | 0 | 0 | 0 | 8 | 50 | 17 | 40 |
| TOTAL EINDHOVEN | | | 40 | 0 | 14 | 83 | 15 | 3 | 0 | 0 | 0 | 8 | 50 | 17 | 40 |
| GRONINGEN | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL GRONINGEN | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| ROTTERDAM | CITY FLYER EXPRESS | S | 137 | 0 | 0 | 76 | 19 | 4 | 1 | 0 | 0 | 10 | 78 | 11 | 147 |
| TOTAL ROTTERDAM | | | 137 | 0 | 0 | 76 | 19 | 4 | 1 | 0 | 0 | 10 | 78 | 11 | 147 |
| TOTAL NETHERLANDS | | | 673 | 0 | 18 | 49 | 23 | 18 | 10 | 0 | 0 | 24 | 62 | 17 | 676 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 30 | 33 | 28 | 9 |
| TOTAL AUCKLAND INTERNATIONAL | | | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 30 | 33 | 28 | 9 |
| TOTAL NEW ZEALAND | | | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 30 | 33 | 28 | 9 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 45 | 18 | 18 | 15 | 0 | 3 | 52 | 0 | 0 | 0 |
| TOTAL LAGOS | | | 60 | 0 | 0 | 45 | 18 | 18 | 15 | 0 | 3 | 52 | 0 | 0 | 0 |
| TOTAL NIGERIA | | | 60 | 0 | 0 | 45 | 18 | 18 | 15 | 0 | 3 | 52 | 0 | 0 | 0 |
| NORWAY | | | | | | | | | | | | | | | |
| GEILO (DAGALI) | CITY FLYER EXPRESS | C | 4 | 0 | 2 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL GEILO (DAGALI) | | | 4 | 0 | 2 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| KRISTIANSAND (KJEVIK) | MAERSK AIR | S | 49 | 0 | 0 | 31 | 49 | 14 | 6 | 0 | 0 | 21 | 71 | 12 | 49 |
| TOTAL KRISTIANSAND (KJEVIK) | | | 49 | 0 | 0 | 31 | 49 | 14 | 6 | 0 | 0 | 21 | 71 | 12 | 49 |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS (EURO OPS) LG | S | 103 | 0 | 1 | 56 | 22 | 15 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 103 | 2 | 1 | 56 | 22 | 15 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 156 | 2 | 3 | 49 | 31 | 14 | 6 | 0 | 0 | 20 | 72 | 11 | 335 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 56 | 19 | 15 | 11 | 0 | 0 | 25 | 67 | 64 | 27 |
| TOTAL ISLAMABAD | | | 27 | 0 | 0 | 56 | 19 | 15 | 11 | 0 | 0 | 25 | 67 | 64 | 27 |
| TOTAL PAKISTAN | | | 27 | 0 | 0 | 56 | 19 | 15 | 11 | 0 | 0 | 25 | 67 | 64 | 27 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| KRAKOW | BRITISH AIRWAYS (EURO OPS) LG | S | 24 | 0 | 0 | 58 | 25 | 13 | 0 | 4 | 0 | 27 | 56 | 24 | 18 |
| | LOT-POLISH AIRLINES | S | 26 | 0 | 0 | 69 | 8 | 19 | 4 | 0 | 0 | 14 | 63 | 42 | 16 |
| TOTAL KRAKOW | | | 52 | 0 | 0 | 63 | 15 | 17 | 2 | 2 | 0 | 20 | 59 | 32 | 34 |
| WARSAW | LOT-POLISH AIRLINES | S | 16 | 0 | 0 | 56 | 25 | 13 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL WARSAW | | | 16 | 0 | 0 | 56 | 25 | 13 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL POLAND | | | 68 | 0 | 0 | 62 | 18 | 16 | 3 | 1 | 0 | 19 | 59 | 32 | 34 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 12 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 34 | 88 | 7 | 8 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 20 | 50 | 10 | 10 | 10 | 0 | 54 | 67 | 18 | 6 |
| | CALEDONIAN AIRWAYS | C | 12 | 0 | 0 | 75 | 8 | 0 | 8 | 8 | 0 | 34 | 67 | 55 | 6 |
| | GB AIRWAYS LTD | S | 59 | 0 | 1 | 56 | 29 | 12 | 3 | 0 | 0 | 16 | 76 | 22 | 76 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 25 | 29 | 29 | 11 | 7 | 0 | 53 | 52 | 44 | 23 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 0 | 25 | 17 | 58 | 0 | 0 | 0 | 30 | 50 | 23 | 4 |
| TOTAL FARO | | | 133 | 0 | 1 | 44 | 28 | 19 | 7 | 3 | 0 | 31 | 69 | 28 | 137 |
| LISBON | AB AIRLINES | S | 28 | 0 | 0 | 39 | 25 | 29 | 7 | 0 | 0 | 28 | 39 | 84 | 67 |
| | GB AIRWAYS LTD | S | 61 | 1 | 4 | 59 | 21 | 18 | 2 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL LISBON | | | 89 | 1 | 4 | 53 | 22 | 21 | 3 | 0 | 0 | 21 | 57 | 51 | 129 |
| OPORTO | GB AIRWAYS LTD | S | 78 | 2 | 2 | 54 | 22 | 13 | 12 | 0 | 0 | 23 | 77 | 15 | 88 |
| TOTAL OPORTO | | | 78 | 2 | 2 | 54 | 22 | 13 | 12 | 0 | 0 | 23 | 77 | 15 | 88 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 300 | 3 | 7 | 49 | 25 | 18 | 7 | 1 | 0 | 26 | 67 | 33 | 354 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR 2000 | C | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 20 | 70 | 15 | 10 |
| | CALEDONIAN AIRWAYS | C | 20 | 0 | 0 | 20 | 35 | 30 | 15 | 0 | 0 | 33 | 18 | 53 | 22 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 26 | 0 | 0 | 35 | 31 | 19 | 15 | 0 | 0 | 29 | 38 | 41 | 26 |
| | MONARCH AIRLINES | C | 18 | 0 | 0 | 50 | 33 | 11 | 6 | 0 | 0 | 19 | 50 | 17 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 39 | 40 | 26 | 10 |
| | SATA | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 52 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 86 | 1 | 0 | 33 | 33 | 23 | 12 | 0 | 0 | 29 | 38 | 36 | 78 |
| TOTAL PORTUGAL(MADEIRA) | | | 86 | 1 | 0 | 33 | 33 | 23 | 12 | 0 | 0 | 29 | 38 | 36 | 78 |
| PUERTO RICO | | | | | | | | | | | | | | | |
| SAN JUAN (PUERTO RICO) | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 34 | 0 | 26 | 2 |
| | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 44 | 44 | 13 | 0 | 0 | 0 | 16 | 56 | 19 | 9 |
| TOTAL SAN JUAN (PUERTO RICO) | | | 24 | 0 | 0 | 42 | 33 | 21 | 4 | 0 | 0 | 22 | 42 | 21 | 12 |
| TOTAL PUERTO RICO | | | 24 | 0 | 0 | 42 | 33 | 21 | 4 | 0 | 0 | 22 | 42 | 21 | 12 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 10 | 38 | 127 | 8 |
| TOTAL CAPE TOWN | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 10 | 33 | 80 | 15 |
| JOHANNESBURG | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 32 | 30 | 28 | 10 |
| TOTAL JOHANNESBURG | | | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 32 | 39 | 23 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 14 | 0 | 0 | 64 | 21 | 7 | 7 | 0 | 0 | 20 | 36 | 49 | 33 |
| REPUBLIC OF YEMEN | | | | | | | | | | | | | | | |
| SANAA | YEMENIA | S | 18 | 0 | 0 | 39 | 22 | 17 | 22 | 0 | 0 | 31 | 28 | 41 | 18 |
| TOTAL SANAA | | | 18 | 0 | 0 | 39 | 22 | 17 | 22 | 0 | 0 | 31 | 28 | 41 | 18 |
| TOTAL REPUBLIC OF YEMEN | | | 18 | 0 | 0 | 39 | 22 | 17 | 22 | 0 | 0 | 31 | 28 | 41 | 18 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS (EURO OPS) LG | S | 66 | 0 | 2 | 45 | 30 | 20 | 5 | 0 | 0 | 21 | 62 | 16 | 82 |
| TOTAL BUCHAREST (OTOPENI) | | | 66 | 1 | 2 | 45 | 30 | 20 | 5 | 0 | 0 | 21 | 62 | 16 | 85 |
| TOTAL RUMANIA | | | 66 | 1 | 2 | 45 | 30 | 20 | 5 | 0 | 0 | 21 | 62 | 16 | 85 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | BRITISH AIRWAYS (EURO OPS) LG | S | 48 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 6 | 78 | 8 | 50 |
| | TRANSAERO AIRLINES | S | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 56 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 8 | 78 | 8 | 50 |
| ST PETERSBURG | AEROFLOT | S | 12 | 0 | 0 | 75 | 8 | 0 | 17 | 0 | 0 | 27 | 87 | 5 | 15 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 42 | 0 | 0 | 57 | 24 | 10 | 10 | 0 | 0 | 15 | 64 | 17 | 44 |
| TOTAL ST PETERSBURG | | | 54 | 0 | 0 | 61 | 20 | 7 | 11 | 0 | 0 | 18 | 69 | 14 | 59 |
| TOTAL RUSSIA | | | 110 | 0 | 0 | 67 | 19 | 8 | 5 | 0 | 0 | 13 | 73 | 12 | 109 |
| SAINT KITTS AND NEVIS | | | | | | | | | | | | | | | |
| ST KITTS | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 127 | 4 |
| TOTAL ST KITTS | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 116 | 5 |
| TOTAL SAINT KITTS AND NEVIS | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 116 | 5 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| DHAHRAN | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 78 | 12 | 4 | 6 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL DHAHRAN | | | 50 | 1 | 0 | 78 | 12 | 4 | 6 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL SAUDI ARABIA | | | 50 | 1 | 0 | 78 | 12 | 4 | 6 | 0 | 0 | 6 | 0 | 0 | 0 |
| SEYCHELLES | | | | | | | | | | | | | | | |
| SEYCHELLES | AIR SEYCHELLES | S | 18 | 0 | 0 | 39 | 22 | 28 | 6 | 0 | 6 | 67 | 44 | 46 | 18 |
| | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 71 | 18 | 6 | 6 | 0 | 0 | 15 | 50 | 69 | 18 |
| TOTAL SEYCHELLES | | | 35 | 0 | 0 | 54 | 20 | 17 | 6 | 0 | 3 | 42 | 47 | 57 | 36 |
| TOTAL SEYCHELLES | | | 35 | 0 | 0 | 54 | 20 | 17 | 6 | 0 | 3 | 42 | 47 | 57 | 36 |
| SIERRA LEONE | | | | | | | | | | | | | | | |
| FREETOWN | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 203 | 0 | 0 | 0 |
| TOTAL FREETOWN | | | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 203 | 0 | 0 | 0 |
| TOTAL SIERRA LEONE | | | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 203 | 0 | 0 | 0 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | BRITISH AIRWAYS (EURO OPS) LG | S | 22 | 1 | 2 | 73 | 9 | 9 | 5 | 5 | 0 | 30 | 0 | 0 | 0 |
| TOTAL LJUBLJANA | | | 22 | 1 | 2 | 73 | 9 | 9 | 5 | 5 | 0 | 30 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 SLOVENIA | | | 22 | 1 | 2 | 73 | 9 | 9 | 5 | 5 | 0 | 30 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | AIR 2000 | C | 24 | 0 | 0 | 50 | 29 | 17 | 4 | 0 | 0 | 19 | 53 | 23 | 19 |
| | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 56 | 25 | 16 |
| | CALEDONIAN AIRWAYS | C | 18 | 0 | 1 | 67 | 17 | 11 | 6 | 0 | 0 | 13 | 50 | 51 | 12 |
| | CITY FLYER EXPRESS | C | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 24 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 98 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 24 | 0 | 0 | 50 | 21 | 25 | 4 | 0 | 0 | 21 | 43 | 44 | 28 |
| | MY TRAVEL AIRWAYS UK | C | 22 | 0 | 0 | 55 | 18 | 9 | 5 | 14 | 0 | 54 | 57 | 17 | 14 |
| | THOMAS COOK AIRLINES LTD | C | 12 | 0 | 0 | 58 | 42 | 0 | 0 | 0 | 0 | 12 | 100 | -6 | 2 |
| TOTAL ALICANTE | | | 130 | 0 | 1 | 60 | 20 | 13 | 4 | 2 | 1 | 25 | 49 | 32 | 107 |
| ALMERIA | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -4 | 90 | -8 | 10 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 10 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 48 | 2 |
| TOTAL ALMERIA | | | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 2 | 75 | 4 | 16 |
| ASTURIAS | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 100 | 8 | 1 |
| | IBERIA | S | 26 | 0 | 0 | 65 | 23 | 12 | 0 | 0 | 0 | 9 | 73 | 20 | 26 |
| TOTAL ASTURIAS | | | 28 | 0 | 0 | 68 | 21 | 11 | 0 | 0 | 0 | 7 | 71 | 20 | 28 |
| BARCELONA | AIRWORLD AVIATION LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 116 | 0 | 1 | 81 | 10 | 7 | 2 | 0 | 0 | 6 | 70 | 13 | 101 |
| | DEBONAIR AIRWAYS LTD | S | 60 | 0 | 0 | 50 | 18 | 18 | 8 | 5 | 0 | 33 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 39 | 50 | 20 | 4 |
| TOTAL BARCELONA | | | 188 | 0 | 1 | 69 | 14 | 12 | 4 | 2 | 0 | 16 | 59 | 20 | 135 |
| BILBAO | CALEDONIAN AIRWAYS | C | 6 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL BILBAO | | | 6 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 38 | 31 | 8 |
| GERONA | AIR 2000 | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL GERONA | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 100 | 9 | 2 |
| MADRID | AIR 2000 | C | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 34 | 0 | 56 | 4 |
| | AIR EUROPA | S | 44 | 0 | 0 | 52 | 25 | 11 | 11 | 0 | 0 | 20 | 4 | 68 | 27 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 176 | 0 | 1 | 72 | 16 | 9 | 4 | 0 | 0 | 13 | 63 | 18 | 177 |
| | IBERIA | S | 44 | 0 | 10 | 43 | 36 | 14 | 7 | 0 | 0 | 23 | 37 | 38 | 46 |
| | MONARCH AIRLINES | C | 3 | 1 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | SPANAIR | S | 18 | 0 | 0 | 44 | 22 | 11 | 11 | 0 | 11 | 76 | 19 | 57 | 16 |
| | VIVA | C | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL MADRID | | | 311 | 1 | 12 | 63 | 20 | 10 | 7 | 0 | 1 | 19 | 48 | 30 | 278 |
| MAHON | CITY FLYER EXPRESS | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL MAHON | | | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 86 | 8 | 7 |
| MALAGA | AB AIRLINES | C | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | AIR 2000 | C | 24 | 0 | 0 | 33 | 25 | 25 | 17 | 0 | 0 | 29 | 21 | 76 | 24 |
| | BRITANNIA AIRWAYS | C | 28 | 0 | 0 | 50 | 25 | 18 | 4 | 4 | 0 | 25 | 43 | 24 | 14 |
| | CALEDONIAN AIRWAYS | C | 30 | 0 | 0 | 77 | 7 | 13 | 3 | 0 | 0 | 9 | 50 | 30 | 42 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------------------|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MALAGA | GB AIRWAYS LTD | S | 60 | 0 | 0 | 75 | 8 | 5 | 7 | 5 | 0 | 23 | 75 | 12 | 120 |
| | MONARCH AIRLINES | C | 40 | 0 | 0 | 48 | 28 | 18 | 8 | 0 | 21 | 43 | 28 | 47 | |
| | MY TRAVEL AIRWAYS UK | C | 22 | 0 | 2 | 45 | 18 | 0 | 27 | 5 | 77 | 54 | 20 | 13 | |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 9 | 100 | -4 | 2 | |
| | TRANSAER | C | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 45 | 71 | 9 | 7 | |
| TOTAL MALAGA | | | 230 | 0 | 2 | 58 | 18 | 12 | 10 | 2 | 0 | 26 | 57 | 25 | 289 |
| MURCIA SAN JAVIER | GB AIRWAYS LTD | S | 18 | 0 | 0 | 61 | 6 | 0 | 11 | 22 | 0 | 64 | 81 | 10 | 21 |
| TOTAL MURCIA SAN JAVIER | | | 19 | 2 | 3 | 63 | 5 | 0 | 11 | 21 | 0 | 61 | 81 | 10 | 21 |
| PALMA DE MALLORCA | AIR 2000 | C | 10 | 0 | 0 | 70 | 0 | 20 | 0 | 10 | 0 | 38 | 30 | 36 | 10 |
| | BRITANNIA AIRWAYS | C | 22 | 0 | 0 | 59 | 23 | 18 | 0 | 0 | 12 | 42 | 36 | 26 | |
| | FUTURA AIRLINES | S | 20 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 15 | 62 | 49 | 26 | |
| | GB AIRWAYS LTD | S | 28 | 0 | 0 | 79 | 18 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 2 | 58 | 14 | 12 | |
| TOTAL PALMA DE MALLORCA | | | 90 | 0 | 0 | 70 | 17 | 12 | 0 | 1 | 0 | 13 | 38 | 44 | 125 |
| SANTIAGO DE COMPOSTELA | MONARCH AIRLINES | C | 5 | 1 | 1 | 40 | 0 | 20 | 40 | 0 | 45 | 0 | 66 | 1 | |
| TOTAL SANTIAGO DE COMPOSTELA | | | 6 | 1 | 1 | 33 | 0 | 17 | 50 | 0 | 56 | 25 | 104 | 4 | |
| SEVILLE | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL SEVILLE | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 75 | 9 | 4 | |
| VALENCIA | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | GB AIRWAYS LTD | S | 42 | 0 | 0 | 76 | 14 | 10 | 0 | 0 | 10 | 73 | 8 | 11 | |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 29 | 0 | 0 | 0 | |
| TOTAL VALENCIA | | | 54 | 0 | 0 | 72 | 17 | 9 | 2 | 0 | 12 | 73 | 8 | 11 | |
| VALLADOLID | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 49 | 0 | 0 | 0 | |
| TOTAL VALLADOLID | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 49 | 0 | 0 | 0 | |
| TOTAL VIGO | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| VITORIA | AIRWORLD AVIATION LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| TOTAL VITORIA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| ZARAGOZA | IBERIA | S | 23 | 0 | 3 | 91 | 9 | 0 | 0 | 0 | -2 | 57 | 13 | 28 | |
| TOTAL ZARAGOZA | | | 23 | 0 | 3 | 91 | 9 | 0 | 0 | 0 | -2 | 57 | 13 | 28 | |
| TOTAL SPAIN | | | 1123 | 5 | 24 | 64 | 18 | 11 | 6 | 1 | 0 | 20 | 53 | 27 | 1091 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 38 | 0 | 0 | 50 | 29 | 18 | 3 | 0 | 17 | 69 | 14 | 26 | |
| | AIRWORLD AVIATION LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | -7 | 0 | 47 | 2 | |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 12 | 63 | 15 | 19 | |
| | CALEDONIAN AIRWAYS | C | 15 | 0 | 1 | 53 | 13 | 20 | 13 | 0 | 20 | 45 | 13 | 11 | |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 29 | 21 | 32 | 18 | 0 | 32 | 61 | 17 | 31 | |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 19 | 44 | 13 | 13 | 0 | 13 | 92 | 19 | 14 | |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 5 | 88 | -11 | 8 | |
| | TRANSAER | C | 8 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 75 | 0 | 73 | 4 | |
| | TOTAL ARRECIFE | | | 142 | 0 | 1 | 47 | 24 | 18 | 10 | 0 | 1 | 29 | 58 | 18 |
| FUERTEVENTURA | AIR 2000 | C | 20 | 0 | 0 | 65 | 30 | 5 | 0 | 0 | 13 | 20 | 48 | 10 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| FUERTEVENTURA | AIRWORLD AVIATION LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 70 | 7 | 10 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 50 | 11 | 11 | 28 | 0 | 0 | 29 | 50 | 29 | 18 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 30 | 20 | 20 | 0 | 0 | 38 | 50 | 20 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 28 | 0 | 0 | 43 | 32 | 14 | 7 | 4 | 0 | 26 | 44 | 47 | 18 |
| TOTAL FUERTEVENTURA | | | 86 | 0 | 0 | 55 | 23 | 10 | 10 | 1 | 0 | 22 | 50 | 29 | 76 |
| LAS PALMAS | AIR 2000 | C | 34 | 0 | 0 | 35 | 41 | 18 | 6 | 0 | 0 | 23 | 57 | 56 | 30 |
| | AIR EUROPA | C | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 59 | 0 | 158 | 4 |
| | AIRWORLD AVIATION LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 75 | 11 | 8 |
| | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 46 | 12 | 27 | 8 | 8 | 0 | 41 | 38 | 26 | 16 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 41 | 20 | 48 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 24 | 0 | 0 | 33 | 21 | 21 | 8 | 17 | 0 | 69 | 50 | 47 | 18 |
| THOMAS COOK AIRLINES LTD | C | 19 | 0 | 1 | 58 | 26 | 16 | 0 | 0 | 0 | 14 | 83 | 9 | 18 | |
| TOTAL LAS PALMAS | | | 133 | 0 | 1 | 41 | 28 | 20 | 7 | 5 | 0 | 34 | 50 | 40 | 118 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 61 | 0 | 1 | 48 | 30 | 15 | 8 | 0 | 0 | 23 | 34 | 31 | 44 |
| | AIRWORLD AVIATION LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 10 | 8 |
| | BRITANNIA AIRWAYS | C | 50 | 0 | 0 | 34 | 14 | 20 | 22 | 4 | 6 | 69 | 44 | 33 | 45 |
| | CALEDONIAN AIRWAYS | C | 17 | 0 | 0 | 53 | 12 | 12 | 12 | 0 | 12 | 70 | 41 | 80 | 22 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 25 | 13 | 38 | 0 | 0 | 45 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 36 | 0 | 0 | 42 | 17 | 33 | 3 | 6 | 0 | 39 | 30 | 35 | 30 |
| | MY TRAVEL AIRWAYS UK | C | 34 | 0 | 0 | 62 | 18 | 9 | 12 | 0 | 0 | 20 | 53 | 23 | 36 |
| | THOMAS COOK AIRLINES LTD | C | 22 | 0 | 4 | 82 | 18 | 0 | 0 | 0 | 0 | 2 | 69 | 21 | 16 |
| TRANSAER | C | 8 | 0 | 0 | 25 | 38 | 13 | 25 | 0 | 0 | 33 | 30 | 75 | 10 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 244 | 2 | 5 | 50 | 20 | 16 | 11 | 2 | 2 | 36 | 41 | 35 | 249 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 605 | 2 | 7 | 48 | 23 | 16 | 10 | 2 | 1 | 32 | 48 | 31 | 566 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | MONARCH AIRLINES | C | 20 | 0 | 0 | 45 | 10 | 5 | 40 | 0 | 0 | 52 | 30 | 36 | 10 |
| TOTAL COLOMBO | | | 20 | 0 | 0 | 45 | 10 | 5 | 40 | 0 | 0 | 52 | 42 | 48 | 19 |
| TOTAL SRI LANKA | | | 20 | 0 | 0 | 45 | 10 | 5 | 40 | 0 | 0 | 52 | 42 | 48 | 19 |
| ST LUCIA | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 22 | 33 | 11 | 33 | 0 | 0 | 62 | 0 | 56 | 9 |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 41 | 26 | 19 | 11 | 4 | 0 | 34 | 44 | 82 | 25 |
| | CALEDONIAN AIRWAYS | C | 8 | 1 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 13 | 44 | 32 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL ST LUCIA (HEWANORRA) | | | 53 | 1 | 0 | 47 | 25 | 13 | 13 | 2 | 0 | 33 | 34 | 68 | 44 |
| TOTAL ST LUCIA | | | 53 | 1 | 0 | 47 | 25 | 13 | 13 | 2 | 0 | 33 | 34 | 68 | 44 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | BRITISH AIRWAYS (EURO OPS) LG | S | 59 | 1 | 0 | 63 | 20 | 5 | 12 | 0 | 0 | 18 | 78 | 11 | 58 |
| TOTAL GOTEBORG | | | 59 | 1 | 0 | 63 | 20 | 5 | 12 | 0 | 0 | 18 | 78 | 11 | 58 |
| OSTERSUND / FROSON | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL OSTERSUND / FROSON | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS (EURO OPS) LG | S | 164 | 0 | 0 | 65 | 16 | 15 | 3 | 0 | 0 | 16 | 79 | 3 | 58 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

| | | Reporting Airport: GATWICK (Full Analysis) | | | | | | | | | | | DEC 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 STOCKHOLM (ARLANDA) | | | 164 | 0 | 0 | 65 | 16 | 15 | 3 | 0 | 0 | 16 | 65 | 17 | 122 |
| TOTAL SWEDEN | | | 227 | 1 | 0 | 65 | 18 | 12 | 5 | 0 | 0 | 16 | 69 | 15 | 184 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | AIR 2000 | C | 12 | 0 | 0 | 33 | 42 | 17 | 8 | 0 | 0 | 27 | 40 | 28 | 5 |
| | BRITANNIA AIRWAYS | C | 21 | 2 | 0 | 10 | 24 | 24 | 33 | 10 | 0 | 70 | 0 | 34 | 13 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 189 | 0 | 2 | 73 | 18 | 6 | 3 | 0 | 0 | 11 | 78 | 10 | 166 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 1 | 0 | 50 | 25 | 25 | 0 | 0 | 44 | 9 | 64 | 11 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 0 | 33 | 33 | 22 | 3 |
| TOTAL GENEVA | | | 244 | 2 | 3 | 61 | 21 | 10 | 7 | 1 | 0 | 19 | 67 | 15 | 199 |
| ZURICH | CITY FLYER EXPRESS | S | 171 | 0 | 1 | 44 | 23 | 25 | 8 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 25 | 88 | 4 |
| TOTAL ZURICH | | | 175 | 0 | 1 | 45 | 23 | 24 | 8 | 0 | 0 | 26 | 73 | 16 | 120 |
| TOTAL SWITZERLAND | | | 419 | 2 | 4 | 54 | 22 | 16 | 7 | 0 | 0 | 22 | 70 | 15 | 319 |
| TANZANIA | | | | | | | | | | | | | | | |
| DAR-ES-SALAAM | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 0 | 7 | 71 | 28 | 17 |
| TOTAL DAR-ES-SALAAM | | | 28 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 0 | 7 | 71 | 28 | 17 |
| TOTAL TANZANIA | | | 28 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 0 | 7 | 58 | 50 | 26 |
| THAILAND | | | | | | | | | | | | | | | |
| PHUKET | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 37 | 32 | 16 | 5 | 11 | 0 | 39 | 67 | 19 | 9 |
| TOTAL PHUKET | | | 19 | 0 | 0 | 37 | 32 | 16 | 5 | 11 | 0 | 39 | 67 | 19 | 9 |
| TOTAL THAILAND | | | 19 | 0 | 0 | 37 | 32 | 16 | 5 | 11 | 0 | 39 | 67 | 19 | 9 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| PORT OF SPAIN | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 65 | 0 | 0 | 0 |
| TOTAL PORT OF SPAIN | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 65 | 0 | 77 | 2 |
| TOBAGO | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 22 | 55 | 20 | 11 |
| TOTAL TOBAGO | | | 18 | 0 | 0 | 50 | 11 | 22 | 17 | 0 | 0 | 26 | 55 | 20 | 11 |
| TOTAL TRINIDAD AND TOBAGO | | | 20 | 0 | 0 | 45 | 15 | 20 | 20 | 0 | 0 | 30 | 46 | 28 | 13 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | AIRWORLD AVIATION LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 25 | 25 | 4 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 61 | 17 | 6 | 17 | 0 | 0 | 25 | 39 | 24 | 18 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 42 | 27 | 12 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 60 | 45 | 10 |
| | NOUVELAIR TUNISIE | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 65 | 6 |
| | THOMAS COOK AIRLINES LTD | C | 6 | 0 | 8 | 17 | 17 | 50 | 17 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | 47 | 0 | 9 | 64 | 17 | 11 | 9 | 0 | 0 | 18 | 38 | 34 | 50 |
| TUNIS | GB AIRWAYS LTD | S | 36 | 0 | 0 | 56 | 19 | 22 | 3 | 0 | 0 | 20 | 43 | 28 | 30 |
| TOTAL TUNIS | | | 36 | 0 | 0 | 56 | 19 | 22 | 3 | 0 | 0 | 20 | 43 | 28 | 30 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 TUNISIA | | | 83 | 0 | 9 | 60 | 18 | 16 | 6 | 0 | 0 | 19 | 40 | 32 | 80 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | BRITISH AIRWAYS (EURO OPS) LG | S | 40 | 0 | 0 | 58 | 20 | 20 | 0 | 3 | 0 | 20 | 63 | 26 | 40 |
| | UKRAINE INTERNATIONAL AIRLINE | S | 40 | 0 | 0 | 68 | 20 | 3 | 5 | 5 | 0 | 29 | 60 | 18 | 40 |
| TOTAL KIEV (BORISPOL) | | | 80 | 0 | 0 | 63 | 20 | 11 | 3 | 4 | 0 | 25 | 61 | 22 | 80 |
| TOTAL UKRAINE | | | 80 | 0 | 0 | 63 | 20 | 11 | 3 | 4 | 0 | 25 | 61 | 22 | 80 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 62 | 0 | 0 | 65 | 24 | 10 | 2 | 0 | 0 | 11 | 48 | 24 | 63 |
| TOTAL DUBAI | | | 62 | 0 | 0 | 65 | 24 | 10 | 2 | 0 | 0 | 11 | 48 | 24 | 63 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 0 | 0 | 65 | 24 | 10 | 2 | 0 | 0 | 11 | 48 | 24 | 63 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS (EURO OPS) LG | S | 252 | 0 | 0 | 80 | 10 | 6 | 4 | 0 | 0 | 10 | 74 | 11 | 209 |
| TOTAL ABERDEEN | | | 252 | 0 | 0 | 80 | 10 | 6 | 4 | 0 | 0 | 10 | 74 | 11 | 209 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 278 | 0 | 0 | 77 | 15 | 6 | 2 | 0 | 1 | 18 | 81 | 8 | 336 |
| TOTAL BELFAST CITY | | | 278 | 0 | 0 | 77 | 15 | 6 | 2 | 0 | 1 | 18 | 81 | 8 | 336 |
| BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -26 | 0 | 0 | 0 |
| TOTAL BIRMINGHAM | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 39 | 0 | 1 | 85 | 10 | 5 | 0 | 0 | 0 | 7 | 76 | 23 | 34 |
| TOTAL BRISTOL | | | 39 | 0 | 1 | 85 | 10 | 5 | 0 | 0 | 0 | 7 | 76 | 23 | 34 |
| EDINBURGH | BRITISH AIRWAYS (EURO OPS) LG | S | 294 | 0 | 2 | 84 | 9 | 6 | 2 | 0 | 0 | 8 | 75 | 10 | 296 |
| TOTAL EDINBURGH | | | 294 | 0 | 2 | 84 | 9 | 6 | 2 | 0 | 0 | 8 | 75 | 10 | 296 |
| GLASGOW | BRITISH AIRWAYS (EURO OPS) LG | S | 314 | 0 | 2 | 84 | 9 | 4 | 3 | 0 | 0 | 9 | 64 | 15 | 251 |
| TOTAL GLASGOW | | | 314 | 0 | 2 | 84 | 9 | 4 | 3 | 0 | 0 | 9 | 64 | 14 | 253 |
| GUERNSEY | CITY FLYER EXPRESS | C | 2 | 0 | 10 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 11 | 8 |
| | CITY FLYER EXPRESS | S | 197 | 1 | 0 | 65 | 21 | 13 | 1 | 0 | 0 | 12 | 77 | 11 | 118 |
| | FLYBE.BRITISH EUROPEAN | S | 200 | 1 | 0 | 88 | 7 | 4 | 1 | 1 | 0 | 6 | 88 | 9 | 192 |
| TOTAL GUERNSEY | | | 399 | 2 | 10 | 77 | 14 | 8 | 1 | 0 | 0 | 9 | 83 | 10 | 318 |
| INVERNESS | BRITISH REGIONAL AIRLINES LTD | S | 162 | 0 | 0 | 70 | 13 | 10 | 5 | 1 | 0 | 15 | 59 | 25 | 159 |
| TOTAL INVERNESS | | | 162 | 0 | 0 | 70 | 13 | 10 | 5 | 1 | 0 | 15 | 59 | 25 | 159 |
| JERSEY | CITY FLYER EXPRESS | S | 217 | 0 | 1 | 63 | 22 | 8 | 6 | 0 | 0 | 17 | 63 | 17 | 217 |
| | FLYBE.BRITISH EUROPEAN | S | 204 | 0 | 6 | 76 | 16 | 5 | 2 | 1 | 0 | 14 | 89 | 6 | 208 |
| TOTAL JERSEY | | | 421 | 0 | 7 | 69 | 19 | 6 | 4 | 1 | 0 | 16 | 76 | 12 | 425 |
| MANCHESTER | AIR 2000 | C | 5 | 1 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 92 | 1 | 12 |
| | AIR 2000 | S | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -31 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | BRITANNIA AIRWAYS | C | 64 | 1 | 0 | 39 | 16 | 17 | 25 | 3 | 0 | 45 | 43 | 53 | 28 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 357 | 0 | 3 | 79 | 15 | 6 | 0 | 0 | 10 | 73 | 12 | 298 | |
| | LEISURE INTERNATIONAL | C | 18 | 0 | 0 | 44 | 17 | 6 | 33 | 0 | 0 | 46 | 56 | 38 | 9 |
| | MONARCH AIRLINES | C | 11 | 1 | 1 | 27 | 9 | 0 | 64 | 0 | 0 | 53 | 10 | 84 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 80 | 10 | 0 | 0 | 10 | 0 | 18 | 67 | 15 | 12 |
| | TRANSAER | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 19 | 50 | -2 | 2 |
| TOTAL MANCHESTER | | | 474 | 3 | 4 | 71 | 15 | 7 | 7 | 1 | 0 | 17 | 68 | 18 | 382 |
| NEWCASTLE | CITY FLYER EXPRESS | S | 315 | 0 | 1 | 71 | 17 | 10 | 3 | 0 | 11 | 66 | 12 | 303 | |
| TOTAL NEWCASTLE | | | 315 | 0 | 1 | 71 | 17 | 10 | 3 | 0 | 11 | 66 | 12 | 303 | |
| NEWQUAY | BRITISH AIRWAYS CITIEXPRESS L | S | 124 | 0 | 0 | 58 | 19 | 15 | 7 | 1 | 0 | 21 | 69 | 14 | 84 |
| TOTAL NEWQUAY | | | 124 | 0 | 0 | 58 | 19 | 15 | 7 | 1 | 0 | 21 | 69 | 14 | 84 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 107 | 0 | 1 | 61 | 18 | 14 | 7 | 1 | 0 | 19 | 79 | 9 | 141 |
| TOTAL PLYMOUTH | | | 107 | 0 | 1 | 61 | 18 | 14 | 7 | 1 | 0 | 19 | 79 | 9 | 141 |
| TOTAL UNITED KINGDOM | | | 3183 | 5 | 28 | 74 | 14 | 8 | 4 | 0 | 0 | 13 | 72 | 13 | 3110 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 67 | 17 | 13 | 2 | 0 | 2 | 28 | 63 | 44 | 60 |
| | DELTA AIRLINES | S | 120 | 1 | 1 | 75 | 13 | 8 | 4 | 0 | 0 | 10 | 69 | 11 | 121 |
| TOTAL ATLANTA | | | 180 | 1 | 1 | 72 | 14 | 10 | 3 | 0 | 1 | 16 | 67 | 22 | 181 |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 62 | 15 | 7 | 13 | 3 | 0 | 28 | 78 | 9 | 59 |
| TOTAL BALTIMORE | | | 60 | 1 | 0 | 62 | 15 | 7 | 13 | 3 | 0 | 28 | 78 | 9 | 59 |
| BOSTON | AMERICAN AIRLINES | S | 58 | 2 | 1 | 95 | 2 | 3 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 58 | 0 | 4 | 74 | 17 | 5 | 2 | 2 | 0 | 6 | 83 | 2 | 58 |
| TOTAL BOSTON | | | 116 | 2 | 5 | 84 | 9 | 4 | 1 | 1 | 0 | 0 | 83 | 2 | 58 |
| CHARLOTTE | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 52 | 23 | 12 | 12 | 2 | 0 | 27 | 73 | 12 | 60 |
| TOTAL CHARLOTTE | | | 60 | 0 | 0 | 52 | 23 | 12 | 12 | 2 | 0 | 27 | 73 | 12 | 60 |
| CINCINNATI | DELTA AIRLINES | S | 59 | 1 | 1 | 80 | 17 | 3 | 0 | 0 | 1 | 53 | 29 | 60 | |
| TOTAL CINCINNATI | | | 59 | 1 | 1 | 80 | 17 | 3 | 0 | 0 | 1 | 53 | 29 | 60 | |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 118 | 2 | 2 | 86 | 7 | 6 | 1 | 0 | 0 | -2 | 75 | 8 | 120 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 57 | 8 | 13 | 18 | 0 | 3 | 39 | 57 | 19 | 60 |
| TOTAL DALLAS/FORT WORTH | | | 178 | 2 | 2 | 76 | 7 | 8 | 7 | 0 | 1 | 12 | 69 | 12 | 180 |
| DENVER INTERNATIONAL | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 68 | 21 | 6 | 5 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL DENVER INTERNATIONAL | | | 62 | 0 | 0 | 68 | 21 | 6 | 5 | 0 | 0 | 11 | 22 | 71 | 9 |
| DETROIT | NORTHWEST AIRLINES | S | 62 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 3 | 65 | 19 | 62 |
| TOTAL DETROIT | | | 62 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 3 | 65 | 19 | 62 |
| HOUSTON | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 16 | 50 | 25 | 60 |
| | CONTINENTAL AIRLINES | S | 118 | 0 | 0 | 80 | 8 | 8 | 4 | 1 | 0 | 7 | 76 | 8 | 122 |
| TOTAL HOUSTON | | | 178 | 0 | 0 | 74 | 10 | 10 | 6 | 1 | 0 | 10 | 68 | 14 | 182 |
| LAS VEGAS | MONARCH AIRLINES | C | 4 | 1 | 3 | 0 | 25 | 25 | 50 | 0 | 0 | 59 | 40 | 41 | 10 |
| TOTAL LAS VEGAS | | | 4 | 1 | 3 | 0 | 25 | 25 | 50 | 0 | 0 | 59 | 40 | 41 | 10 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 61 | 1 | 1 | 85 | 8 | 2 | 3 | 2 | 0 | 3 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MIAMI INTERNATIONAL | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 47 | 15 | 24 | 11 | 3 | 0 | 36 | 55 | 20 | 62 |
| TOTAL MIAMI INTERNATIONAL | | | 131 | 1 | 1 | 65 | 13 | 13 | 7 | 2 | 0 | 19 | 52 | 25 | 79 |
| MINNEAPOLIS-ST PAUL | NORTHWEST AIRLINES | S | 62 | 0 | 0 | 82 | 11 | 3 | 2 | 2 | 0 | 0 | 61 | 27 | 62 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 62 | 0 | 0 | 82 | 11 | 3 | 2 | 2 | 0 | 0 | 61 | 27 | 62 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 83 | 10 | 2 | 5 | 0 | 0 | 10 | 68 | 15 | 60 |
| TOTAL NEW YORK (JF KENNEDY) | | | 60 | 0 | 0 | 83 | 10 | 2 | 5 | 0 | 0 | 10 | 68 | 15 | 60 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 119 | 0 | 0 | 76 | 15 | 4 | 4 | 0 | 0 | 7 | 77 | 9 | 122 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 57 | 0 | 4 | 63 | 25 | 7 | 5 | 0 | 0 | 14 | 70 | 15 | 57 |
| TOTAL NEW YORK (NEWARK) | | | 176 | 0 | 4 | 72 | 18 | 5 | 5 | 0 | 0 | 9 | 75 | 11 | 179 |
| ORLANDO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 48 | 16 | 13 | 19 | 3 | 0 | 35 | 63 | 29 | 43 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 124 | 0 | 0 | 70 | 18 | 8 | 3 | 1 | 0 | 8 | 77 | 4 | 62 |
| TOTAL ORLANDO | | | 190 | 0 | 0 | 63 | 17 | 10 | 9 | 2 | 0 | 17 | 71 | 15 | 106 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 118 | 0 | 6 | 59 | 20 | 9 | 10 | 1 | 0 | 21 | 0 | 0 | 0 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 118 | 0 | 6 | 59 | 20 | 9 | 10 | 1 | 0 | 21 | 0 | 0 | 0 |
| PITTSBURGH | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 70 | 18 | 8 | 2 | 2 | 0 | 13 | 0 | 0 | 0 |
| TOTAL PITTSBURGH | | | 60 | 0 | 0 | 70 | 18 | 8 | 2 | 2 | 0 | 13 | 0 | 0 | 0 |
| RALEIGH | AMERICAN AIRLINES | S | 60 | 0 | 0 | 72 | 22 | 2 | 5 | 0 | 0 | 4 | 87 | 5 | 60 |
| TOTAL RALEIGH | | | 60 | 0 | 0 | 72 | 22 | 2 | 5 | 0 | 0 | 4 | 87 | 5 | 60 |
| SAN DIEGO | BRITISH AIRWAYS PLC | S | 61 | 1 | 1 | 61 | 20 | 13 | 7 | 0 | 0 | 10 | 64 | 7 | 53 |
| TOTAL SAN DIEGO | | | 61 | 1 | 1 | 61 | 20 | 13 | 7 | 0 | 0 | 10 | 64 | 7 | 53 |
| SANFORD | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 18 | 43 | 56 | 14 |
| | LEISURE INTERNATIONAL | C | 20 | 0 | 1 | 40 | 25 | 5 | 30 | 0 | 0 | 42 | 27 | 52 | 15 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 29 | 29 | 14 | 21 | 7 | 0 | 51 | 38 | 41 | 24 |
| TOTAL SANFORD | | | 45 | 0 | 2 | 40 | 27 | 11 | 20 | 2 | 0 | 39 | 36 | 48 | 56 |
| ST LOUIS (LAMBERT) | TRANS WORLD AIRLINES | S | 62 | 0 | 0 | 56 | 23 | 18 | 3 | 0 | 0 | 18 | 60 | 16 | 62 |
| TOTAL ST LOUIS (LAMBERT) | | | 62 | 0 | 0 | 56 | 23 | 18 | 3 | 0 | 0 | 18 | 60 | 16 | 62 |
| TAMPA | BRITISH AIRWAYS PLC | S | 35 | 1 | 1 | 63 | 11 | 3 | 17 | 6 | 0 | 41 | 35 | 33 | 26 |
| TOTAL TAMPA | | | 35 | 1 | 1 | 63 | 11 | 3 | 17 | 6 | 0 | 41 | 35 | 33 | 26 |
| TOTAL USA | | | 2019 | 11 | 27 | 69 | 15 | 8 | 6 | 1 | 0 | 14 | 66 | 17 | 1621 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 17 | 17 | 17 | 50 | 0 | 0 | 66 | 0 | 151 | 2 |
| TOTAL PORLAMAR | | | 6 | 0 | 0 | 17 | 17 | 17 | 50 | 0 | 0 | 66 | 0 | 151 | 2 |
| TOTAL VENEZUELA | | | 6 | 0 | 0 | 17 | 17 | 17 | 50 | 0 | 0 | 66 | 0 | 151 | 2 |
| VIRGIN ISLANDS (U.S.A) | | | | | | | | | | | | | | | |
| ST THOMAS ISLANDS | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL ST THOMAS ISLANDS | | | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL VIRGIN ISLANDS (U.S.A) | | | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ZAMBIA | | | | | | | | | | | | | | | |
| LUSAKA | BRITISH AIRWAYS PLC | S | 25 | 1 | 0 | 64 | 24 | 4 | 8 | 0 | 0 | 13 | 63 | 11 | 19 |
| TOTAL LUSAKA | | | 25 | 1 | 0 | 64 | 24 | 4 | 8 | 0 | 0 | 13 | 63 | 11 | 19 |
| TOTAL ZAMBIA | | | 25 | 1 | 0 | 64 | 24 | 4 | 8 | 0 | 0 | 13 | 63 | 11 | 19 |
| ZIMBABWE | | | | | | | | | | | | | | | |
| HARARE | AIR ZIMBABWE | S | 44 | 0 | 0 | 61 | 23 | 11 | 5 | 0 | 0 | 18 | 76 | 13 | 33 |
| TOTAL HARARE | | | 44 | 0 | 0 | 61 | 23 | 11 | 5 | 0 | 0 | 18 | 63 | 36 | 46 |
| TOTAL ZIMBABWE | | | 44 | 0 | 0 | 61 | 23 | 11 | 5 | 0 | 0 | 18 | 63 | 36 | 46 |
| TOTAL GATWICK | | | 17829 | 79 | 296 | 63 | 18 | 12 | 6 | 1 | 0 | 19 | 65 | 20 | 16939 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------|-------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| SALZBURG | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 100 | -6 | 4 |
| TOTAL SALZBURG | | | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 100 | -6 | 4 |
| TOTAL AUSTRIA | | | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 100 | -3 | 9 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | SABENA | S | 167 | 0 | 4 | 80 | 10 | 7 | 2 | 0 | 1 | 10 | 86 | 6 | 159 |
| TOTAL BRUSSELS | | | 167 | 0 | 4 | 80 | 10 | 7 | 2 | 0 | 1 | 10 | 86 | 6 | 159 |
| TOTAL BELGIUM | | | 167 | 0 | 4 | 80 | 10 | 7 | 2 | 0 | 1 | 10 | 86 | 6 | 159 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR CANADA | S | 42 | 0 | 0 | 52 | 29 | 14 | 5 | 0 | 0 | 17 | 18 | 44 | 44 |
| | AIR TRANSAT | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 19 | 38 | 39 | 8 |
| | CANADA 3000 AIRLINES | C | 10 | 0 | 0 | 20 | 20 | 40 | 0 | 20 | 0 | 96 | 38 | 25 | 8 |
| TOTAL TORONTO | | | 60 | 0 | 0 | 48 | 25 | 18 | 5 | 3 | 0 | 30 | 23 | 41 | 60 |
| TOTAL CANADA | | | 60 | 0 | 0 | 48 | 25 | 18 | 5 | 3 | 0 | 30 | 23 | 41 | 60 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | C | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 15 | 100 | -15 | 2 |
| TOTAL LARNACA | | | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 15 | 100 | -3 | 4 |
| PAPHOS | AIR 2000 | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 8 | 60 | 20 | 10 |
| | EUROCYPRIA AIRLINES LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 5 | 60 | 20 | 10 |
| TOTAL CYPRUS | | | 24 | 0 | 0 | 83 | 4 | 8 | 4 | 0 | 0 | 10 | 71 | 13 | 14 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 19 | 2 |
| TOTAL PRAGUE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 25 | 22 | 4 |
| TOTAL CZECH REPUBLIC | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 25 | 22 | 4 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 58 | 0 | 0 | 81 | 9 | 10 | 0 | 0 | 0 | 4 | 91 | 2 | 86 |
| TOTAL COPENHAGEN | | | 58 | 0 | 0 | 81 | 9 | 10 | 0 | 0 | 0 | 4 | 91 | 2 | 86 |
| TOTAL DENMARK | | | 58 | 0 | 0 | 81 | 9 | 10 | 0 | 0 | 0 | 4 | 91 | 2 | 86 |
| FINLAND | | | | | | | | | | | | | | | |
| ROVANIEMI | AIR 2000 | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 100 | -17 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |
| TOTAL ROVANIEMI | | | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 20 | 83 | -8 | 6 |
| TOTAL FINLAND | | | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 20 | 83 | -8 | 6 |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | DEBONAIR AIRWAYS LTD | C | 3 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 87 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 CHAMBERY | | | 4 | 0 | 1 | 0 | 0 | 25 | 75 | 0 | 0 | 74 | 67 | 72 | 3 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 75 | 11 | 20 | |
| | FLYBE.BRITISH EUROPEAN | S | 108 | 0 | 2 | 74 | 17 | 9 | 0 | 0 | 10 | 78 | 15 | 110 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 135 | 0 | 2 | 79 | 13 | 7 | 0 | 0 | 8 | 78 | 14 | 130 | |
| TOULOUSE (BLAGNAC) | AIR 2000 | C | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 27 | 67 | 7 | 3 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 27 | 67 | 7 | 3 | |
| TOTAL FRANCE | | | 142 | 0 | 4 | 75 | 14 | 8 | 2 | 0 | 11 | 77 | 15 | 141 | |
| GERMANY | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL FRANKFURT MAIN | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| HAMBURG | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 3 | 64 | 9 | 11 | |
| TOTAL HAMBURG | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 3 | 64 | 9 | 11 | |
| HANOVER | BRITISH AIRWAYS PLC | S | 21 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL HANOVER | | | 21 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL GERMANY | | | 55 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 3 | 54 | 16 | 13 | |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 54 | 0 | 0 | 72 | 15 | 6 | 7 | 0 | 13 | 49 | 56 | 65 | |
| TOTAL KEFLAVIK | | | 54 | 0 | 0 | 72 | 15 | 6 | 7 | 0 | 13 | 49 | 56 | 65 | |
| TOTAL ICELAND | | | 54 | 0 | 0 | 72 | 15 | 6 | 7 | 0 | 13 | 49 | 56 | 65 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 178 | 3 | 10 | 96 | 2 | 1 | 1 | 1 | 0 | 1 | 89 | 3 | 179 |
| TOTAL DUBLIN | | | 178 | 3 | 10 | 96 | 2 | 1 | 1 | 1 | 0 | 1 | 89 | 3 | 179 |
| TOTAL IRISH REPUBLIC | | | 178 | 3 | 10 | 96 | 2 | 1 | 1 | 1 | 0 | 1 | 83 | 5 | 250 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 93 | 0 | 0 | 0 |
| TOTAL BERGAMO | | | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 93 | 0 | 0 | 0 |
| BOLOGNA | SOBELAIR | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 31 | 0 | 0 | 0 | |
| TOTAL BOLOGNA | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 31 | 0 | 0 | 0 | |
| ROME (CIAMPINO) | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 50 | 39 | 2 | |
| TOTAL ROME (CIAMPINO) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 50 | 27 | 4 | |
| TOTAL ITALY | | | 9 | 0 | 0 | 33 | 11 | 22 | 33 | 0 | 54 | 50 | 27 | 6 | |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | -4 | 92 | 3 | 12 | |
| | AIR MALTA | S | 10 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 40 | 40 | 13 | 5 | |
| TOTAL MALTA | | | 22 | 0 | 0 | 86 | 5 | 0 | 0 | 9 | 16 | 76 | 6 | 17 | |
| TOTAL MALTA | | | 22 | 0 | 0 | 86 | 5 | 0 | 0 | 9 | 16 | 76 | 6 | 17 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 182 | 0 | 2 | 38 | 23 | 15 | 23 | 1 | 0 | 34 | 68 | 13 | 240 |
| TOTAL AMSTERDAM | | | 182 | 0 | 2 | 38 | 23 | 15 | 23 | 1 | 0 | 34 | 68 | 13 | 240 |
| TOTAL NETHERLANDS | | | 182 | 0 | 2 | 38 | 23 | 15 | 23 | 1 | 0 | 34 | 68 | 13 | 241 |
| NORWAY | | | | | | | | | | | | | | | |
| STAVANGER | WIDEROE FLYVESELSKAP A/S | S | 48 | 0 | 2 | 81 | 15 | 4 | 0 | 0 | 0 | 4 | 85 | 2 | 40 |
| TOTAL STAVANGER | | | 48 | 0 | 2 | 81 | 15 | 4 | 0 | 0 | 0 | 4 | 85 | 2 | 40 |
| TOTAL NORWAY | | | 48 | 0 | 2 | 81 | 15 | 4 | 0 | 0 | 0 | 4 | 85 | 2 | 40 |
| PERU | | | | | | | | | | | | | | | |
| LIMA | MAERSK AIR | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL LIMA | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL PERU | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 198 | 100 | 5 | 3 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 76 | 25 | 36 | 4 |
| TOTAL FARO | | | 5 | 0 | 1 | 0 | 0 | 0 | 60 | 40 | 0 | 125 | 57 | 23 | 7 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 5 | 0 | 1 | 0 | 0 | 0 | 60 | 40 | 0 | 125 | 57 | 23 | 7 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR 2000 | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 90 | 11 | 10 |
| | SATA | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 0 | 90 | 11 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 0 | 90 | 11 | 10 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 32 | 2 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 19 | 71 | 16 | 24 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 1 | 25 | 0 | 25 | 50 | 0 | 0 | 52 | 63 | 26 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 88 | 10 | 8 |
| TOTAL ALICANTE | | | 32 | 0 | 1 | 62 | 22 | 3 | 13 | 0 | 0 | 20 | 66 | 20 | 44 |
| MALAGA | AIR 2000 | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 23 | 38 | 40 | 8 |
| | BRITANNIA AIRWAYS | C | 17 | 0 | 1 | 65 | 18 | 6 | 12 | 0 | 0 | 23 | 64 | 32 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 61 | 17 | 49 | 6 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 75 | 12 | 8 |
| | VIVA | C | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 24 | 4 |
| TOTAL MALAGA | | | 39 | 0 | 3 | 59 | 21 | 3 | 18 | 0 | 0 | 24 | 51 | 31 | 41 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 14 | 0 | 0 | 43 | 29 | 29 | 0 | 0 | 0 | 21 | 67 | 13 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 75 | 4 | 4 |
| TOTAL PALMA DE MALLORCA | | | 16 | 0 | 0 | 44 | 31 | 25 | 0 | 0 | 0 | 21 | 71 | 10 | 24 |
| TOTAL SPAIN | | | 87 | 0 | 4 | 57 | 23 | 7 | 13 | 0 | 0 | 22 | 61 | 22 | 109 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|-------------------------------|-------------------|-------------------|-----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 67 | 10 | 6 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 28 | 83 | 8 | 6 |
| | SPANAIR | C | 10 | 0 | 0 | 0 | 30 | 50 | 20 | 0 | 0 | 42 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 100 | -8 | 6 |
| | VIVA | C | 10 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 60 | 0 | 0 | 57 | 18 | 22 | 3 | 0 | 0 | 16 | 90 | 2 | 29 |
| LAS PALMAS | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 8 | 0 | 0 | 38 | 38 | 0 | 25 | 0 | 0 | 25 | 70 | 88 | 10 |
| | AIR EUROPA | C | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 357 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 49 | 80 | 16 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 0 | 63 | 0 | 0 | 0 | 23 | 50 | 34 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 7 | 0 | 1 | 71 | 14 | 0 | 0 | 0 | 14 | 60 | 88 | 3 | 8 |
| TOTAL LAS PALMAS | | | 33 | 0 | 1 | 52 | 15 | 15 | 6 | 6 | 6 | 58 | 71 | 37 | 38 |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 1 | 70 | 11 | 20 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 56 | 19 | 6 | 19 | 0 | 0 | 23 | 67 | 42 | 18 |
| | FUTURA AIRLINES | C | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 19 | 40 | 63 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 56 | 31 | 13 | 0 | 0 | 0 | 12 | 44 | 22 | 18 |
| | SPANAIR | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 21 | 15 | 53 | 13 |
| | THOMAS COOK AIRLINES LTD | C | 12 | 0 | 4 | 67 | 33 | 0 | 0 | 0 | 0 | 0 | 56 | 13 | 16 |
| | VIVA | C | 8 | 0 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 106 | 0 | 45 | 1 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 88 | 0 | 4 | 56 | 22 | 13 | 8 | 2 | 0 | 20 | 52 | 30 | 100 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 181 | 0 | 5 | 55 | 19 | 16 | 6 | 2 | 1 | 26 | 63 | 26 | 177 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 100 | -6 | 3 |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 50 | 20 | 4 |
| | BRITISH AIRWAYS PLC | C | 3 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 40 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 8 | 0 | 1 | 50 | 13 | 25 | 13 | 0 | 0 | 24 | 71 | 9 | 7 |
| TOTAL SWITZERLAND | | | 8 | 0 | 1 | 50 | 13 | 25 | 13 | 0 | 0 | 24 | 71 | 9 | 7 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | | | | | | | | | | | | | | | |
| | NOUVELAIR TUNISIE | C | 11 | 0 | 1 | 55 | 36 | 0 | 0 | 9 | 0 | 31 | 50 | 80 | 14 |
| TOTAL MONASTIR | | | 11 | 0 | 1 | 55 | 36 | 0 | 0 | 9 | 0 | 31 | 50 | 80 | 14 |
| TOTAL TUNISIA | | | 11 | 0 | 1 | 55 | 36 | 0 | 0 | 9 | 0 | 31 | 50 | 80 | 14 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | | | | | | | | | | | | | | | |
| | BRITISH REGIONAL AIRLINES LTD | S | 69 | 1 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 4 | 92 | 1 | 83 |
| TOTAL ABERDEEN | | | 69 | 1 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 4 | 92 | 1 | 83 |
| BARRA | | | | | | | | | | | | | | | |
| | LOGANAIR | S | 29 | 16 | 5 | 76 | 7 | 10 | 7 | 0 | 0 | 12 | 33 | 46 | 49 |
| TOTAL BARRA | | | 29 | 16 | 5 | 76 | 7 | 10 | 7 | 0 | 0 | 12 | 33 | 46 | 49 |
| BELFAST CITY | | | | | | | | | | | | | | | |
| | BRITISH REGIONAL AIRLINES LTD | S | 165 | 3 | 5 | 79 | 9 | 8 | 4 | 0 | 0 | 11 | 60 | 22 | 161 |
| TOTAL BELFAST CITY | | | 165 | 3 | 5 | 79 | 9 | 8 | 4 | 0 | 0 | 11 | 60 | 22 | 161 |
| BELFAST INTERNATIONAL | BRITISH REGIONAL AIRLINES LTD | S | 158 | 1 | 0 | 89 | 6 | 3 | 1 | 0 | 0 | 5 | 79 | 11 | 183 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL BELFAST INTERNATIONAL | | | 158 | 1 | 0 | 89 | 6 | 3 | 1 | 0 | 0 | 5 | 80 | 11 | 186 |
| BENBECULA | BRITISH REGIONAL AIRLINES LTD | S | 52 | 0 | 0 | 90 | 4 | 0 | 6 | 0 | 0 | 9 | 72 | 16 | 50 |
| TOTAL BENBECULA | | | 52 | 0 | 0 | 90 | 4 | 0 | 6 | 0 | 0 | 9 | 72 | 16 | 50 |
| BIRMINGHAM | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 218 | 2 | 0 | 90 | 7 | 1 | 2 | 0 | 0 | 5 | 85 | 7 | 339 |
| TOTAL BIRMINGHAM | | | 220 | 2 | 0 | 90 | 7 | 1 | 2 | 0 | 0 | 5 | 85 | 6 | 341 |
| BOURNEMOUTH | GILL AIRWAYS | S | 59 | 0 | 1 | 76 | 10 | 8 | 3 | 2 | 0 | 11 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 59 | 0 | 1 | 76 | 10 | 8 | 3 | 2 | 0 | 11 | 94 | 3 | 68 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 275 | 4 | 1 | 89 | 5 | 6 | 1 | 0 | 0 | 4 | 82 | 9 | 244 |
| TOTAL BRISTOL | | | 275 | 4 | 1 | 89 | 5 | 6 | 1 | 0 | 0 | 4 | 82 | 9 | 244 |
| CAMPBELTOWN | LOGANAIR | S | 62 | 7 | 13 | 79 | 11 | 6 | 2 | 2 | 0 | 10 | 82 | 3 | 83 |
| TOTAL CAMPBELTOWN | | | 62 | 7 | 13 | 79 | 11 | 6 | 2 | 2 | 0 | 10 | 82 | 3 | 83 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 111 | 0 | 9 | 90 | 4 | 4 | 2 | 1 | 0 | 7 | 89 | 9 | 114 |
| TOTAL CARDIFF WALES | | | 111 | 0 | 9 | 90 | 4 | 4 | 2 | 1 | 0 | 7 | 89 | 9 | 114 |
| EAST MIDLANDS | BMI BRITISH MIDLAND | S | 161 | 0 | 0 | 84 | 8 | 4 | 2 | 1 | 0 | 12 | 92 | 7 | 158 |
| TOTAL EAST MIDLANDS | | | 161 | 0 | 0 | 84 | 8 | 4 | 2 | 1 | 0 | 12 | 92 | 7 | 158 |
| EDINBURGH | KLM UK LTD | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL EDINBURGH | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | -1 | 67 | 13 | 39 |
| GATWICK | BRITISH AIRWAYS (EURO OPS) LG | S | 314 | 0 | 2 | 83 | 11 | 3 | 3 | 0 | 0 | 7 | 65 | 16 | 251 |
| | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 1 | 50 | 0 | 17 | 33 | 0 | 0 | 39 | 57 | 39 | 7 |
| TOTAL GATWICK | | | 320 | 0 | 3 | 83 | 11 | 3 | 3 | 0 | 0 | 7 | 64 | 18 | 261 |
| HEATHROW | BMI BRITISH MIDLAND | S | 447 | 0 | 5 | 73 | 18 | 5 | 3 | 0 | 0 | 11 | 71 | 12 | 437 |
| | BRITISH AIRWAYS PLC | S | 551 | 1 | 0 | 86 | 7 | 3 | 3 | 0 | 0 | 8 | 74 | 13 | 549 |
| TOTAL HEATHROW | | | 998 | 1 | 5 | 80 | 12 | 4 | 3 | 0 | 0 | 9 | 73 | 12 | 986 |
| INVERNESS | LOGANAIR | S | 59 | 0 | 12 | 78 | 19 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | 59 | 0 | 12 | 78 | 19 | 3 | 0 | 0 | 0 | 6 | 76 | 9 | 46 |
| ISLAY | LOGANAIR | S | 91 | 1 | 9 | 77 | 14 | 8 | 1 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ISLAY | | | 91 | 1 | 9 | 77 | 14 | 8 | 1 | 0 | 0 | 11 | 83 | 10 | 89 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 62 | 0 | 0 | 82 | 6 | 3 | 6 | 2 | 0 | 13 | 83 | 7 | 66 |
| TOTAL ISLE OF MAN | | | 62 | 0 | 0 | 82 | 6 | 3 | 6 | 2 | 0 | 13 | 83 | 7 | 66 |
| JERSEY | BMI BRITISH MIDLAND | S | 18 | 0 | 0 | 56 | 17 | 6 | 6 | 17 | 0 | 47 | 89 | 5 | 18 |
| | FLYBE.BRITISH EUROPEAN | S | 41 | 0 | 8 | 73 | 15 | 10 | 2 | 0 | 0 | 13 | 69 | 17 | 54 |
| TOTAL JERSEY | | | 59 | 0 | 8 | 68 | 15 | 8 | 3 | 5 | 0 | 23 | 74 | 14 | 72 |
| LEEDS BRADFORD | BMI BRITISH MIDLAND | S | 104 | 0 | 2 | 95 | 2 | 1 | 2 | 0 | 0 | 6 | 88 | 9 | 99 |
| TOTAL LEEDS BRADFORD | | | 104 | 0 | 2 | 95 | 2 | 1 | 2 | 0 | 0 | 6 | 88 | 9 | 99 |
| LONDON CITY | KLM UK LTD | S | 122 | 0 | 8 | 86 | 8 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL LONDON CITY | | | 122 | 0 | 8 | 86 | 8 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| LONDONDERRY | LOGANAIR | S | 68 | 10 | 2 | 76 | 12 | 9 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------|-------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL LONDONDERRY | | | 68 | 10 | 2 | 76 | 12 | 9 | 3 | 0 | 0 | 12 | 89 | 10 | 63 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 219 | 0 | 3 | 73 | 14 | 10 | 3 | 0 | 0 | 11 | 79 | 10 | 213 |
| TOTAL LUTON | | | 219 | 0 | 3 | 73 | 14 | 10 | 3 | 0 | 0 | 11 | 79 | 10 | 213 |
| MANCHESTER | BMI REGIONAL | S | 153 | 2 | 7 | 81 | 10 | 4 | 5 | 0 | 0 | 11 | 68 | 24 | 115 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 167 | 0 | 0 | 79 | 13 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 75 | 2 | 3 | 87 | 7 | 3 | 1 | 3 | 0 | 9 | 83 | 8 | 200 |
| TOTAL MANCHESTER | | | 395 | 4 | 10 | 81 | 11 | 4 | 4 | 1 | 0 | 10 | 77 | 11 | 355 |
| NEWCASTLE | AIR 2000 | C | 9 | 0 | 1 | 56 | 22 | 11 | 11 | 0 | 0 | 10 | 100 | -16 | 2 |
| TOTAL NEWCASTLE | | | 9 | 0 | 1 | 56 | 22 | 11 | 11 | 0 | 0 | 10 | 100 | -16 | 2 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 10 | 0 | 0 | 50 | 40 | 0 | 10 | 0 | 0 | 16 | 80 | 11 | 35 |
| TOTAL PLYMOUTH | | | 10 | 0 | 0 | 50 | 40 | 0 | 10 | 0 | 0 | 16 | 80 | 11 | 35 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 156 | 0 | 2 | 85 | 6 | 5 | 4 | 0 | 0 | 8 | 80 | 12 | 117 |
| TOTAL SOUTHAMPTON | | | 156 | 0 | 2 | 85 | 6 | 5 | 4 | 0 | 0 | 8 | 81 | 11 | 118 |
| STANSTED | KLM UK LTD | S | 190 | 0 | 9 | 58 | 15 | 16 | 8 | 3 | 0 | 28 | 77 | 12 | 240 |
| TOTAL STANSTED | | | 190 | 0 | 9 | 58 | 15 | 16 | 8 | 3 | 0 | 28 | 77 | 12 | 240 |
| STORNOWAY | BRITISH REGIONAL AIRLINES LTD | S | 104 | 1 | 1 | 82 | 11 | 4 | 3 | 1 | 0 | 10 | 73 | 22 | 105 |
| TOTAL STORNOWAY | | | 104 | 1 | 1 | 82 | 11 | 4 | 3 | 1 | 0 | 10 | 73 | 22 | 105 |
| SUMBURGH | BRITISH REGIONAL AIRLINES LTD | S | 52 | 0 | 0 | 60 | 19 | 10 | 10 | 2 | 0 | 24 | 76 | 11 | 100 |
| | LOGANAIR | S | 49 | 0 | 5 | 63 | 31 | 4 | 2 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL SUMBURGH | | | 101 | 0 | 5 | 61 | 25 | 7 | 6 | 1 | 0 | 19 | 76 | 11 | 100 |
| TIREE | LOGANAIR | S | 39 | 9 | 2 | 59 | 21 | 3 | 15 | 3 | 0 | 27 | 52 | 28 | 50 |
| TOTAL TIREE | | | 39 | 9 | 2 | 59 | 21 | 3 | 15 | 3 | 0 | 27 | 52 | 28 | 50 |
| TOTAL UNITED KINGDOM | | | 4477 | 62 | 116 | 81 | 10 | 5 | 3 | 0 | 0 | 10 | 77 | 12 | 4476 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 56 | 0 | 4 | 70 | 20 | 7 | 2 | 2 | 0 | 12 | 0 | 0 | 0 |
| TOTAL NEW YORK (NEWARK) | | | 56 | 0 | 4 | 70 | 20 | 7 | 2 | 2 | 0 | 12 | 0 | 0 | 0 |
| SANFORD | MY TRAVEL AIRWAYS UK | C | 6 | 1 | 1 | 17 | 17 | 17 | 50 | 0 | 0 | 75 | 50 | 38 | 8 |
| TOTAL SANFORD | | | 6 | 1 | 1 | 17 | 17 | 17 | 50 | 0 | 0 | 75 | 55 | 31 | 11 |
| TOTAL USA | | | 62 | 1 | 5 | 65 | 19 | 8 | 6 | 2 | 0 | 19 | 61 | 19 | 41 |
| TOTAL GLASGOW | | | 5862 | 68 | 155 | 78 | 11 | 6 | 4 | 1 | 0 | 12 | 76 | 13 | 5953 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) | |
| ALGERIA | | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 21 | 3 | 2 | 10 | 10 | 48 | 24 | 10 | 0 | 67 | 23 | 65 | 26 | |
| TOTAL ALGIERS | | | 21 | 3 | 2 | 10 | 10 | 48 | 24 | 10 | 0 | 67 | 23 | 65 | 26 | |
| TOTAL ALGERIA | | | 21 | 3 | 2 | 10 | 10 | 48 | 24 | 10 | 0 | 67 | 23 | 65 | 26 | |
| AUSTRALIA | | | | | | | | | | | | | | | | |
| BRISBANE | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 3 | 8 | 5 | 2 | 0 | 15 | 73 | 18 | 44 | |
| TOTAL BRISBANE | | | 62 | 0 | 0 | 82 | 3 | 8 | 5 | 2 | 0 | 15 | 73 | 18 | 44 | |
| MELBOURNE | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 81 | 11 | 3 | 3 | 2 | 0 | 11 | 65 | 12 | 62 | |
| | QANTAS | S | 56 | 0 | 0 | 79 | 5 | 13 | 4 | 0 | 0 | 11 | 68 | 20 | 50 | |
| TOTAL MELBOURNE | | | 118 | 0 | 0 | 80 | 8 | 8 | 3 | 1 | 0 | 11 | 66 | 15 | 112 | |
| PERTH (AUSTRALIA) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 79 | 16 | 3 | 2 | 0 | 0 | 5 | 69 | 18 | 62 | |
| TOTAL PERTH (AUSTRALIA) | | | 62 | 0 | 0 | 79 | 16 | 3 | 2 | 0 | 0 | 5 | 69 | 18 | 62 | |
| SYDNEY | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 85 | 4 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | QANTAS | S | 68 | 0 | 0 | 66 | 21 | 6 | 4 | 3 | 0 | 21 | 57 | 28 | 74 | |
| TOTAL SYDNEY | | | 95 | 0 | 0 | 72 | 16 | 7 | 3 | 2 | 0 | 16 | 57 | 28 | 74 | |
| TOTAL AUSTRALIA | | | 337 | 0 | 0 | 78 | 11 | 7 | 3 | 1 | 0 | 12 | 65 | 20 | 292 | |
| AUSTRIA | | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 226 | 0 | 0 | 70 | 14 | 7 | 8 | 0 | 0 | 15 | 74 | 8 | 217 | |
| | BRITISH AIRWAYS PLC | S | 180 | 0 | 0 | 74 | 13 | 6 | 6 | 1 | 0 | 12 | 79 | 12 | 176 | |
| TOTAL VIENNA | | | 406 | 0 | 0 | 72 | 14 | 6 | 7 | 0 | 0 | 13 | 76 | 10 | 393 | |
| TOTAL AUSTRIA | | | 406 | 0 | 0 | 72 | 14 | 6 | 7 | 0 | 0 | 13 | 76 | 10 | 393 | |
| BAHRAIN | | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 75 | 0 | 4 | 83 | 12 | 3 | 3 | 0 | 0 | 1 | 69 | 14 | 35 | |
| TOTAL BAHRAIN | | | 75 | 0 | 4 | 83 | 12 | 3 | 3 | 0 | 0 | 1 | 69 | 14 | 35 | |
| TOTAL BAHRAIN | | | 75 | 0 | 4 | 83 | 12 | 3 | 3 | 0 | 0 | 1 | 69 | 14 | 35 | |
| BANGLADESH | | | | | | | | | | | | | | | | |
| DACCA | BIMAN BANGLADESH AIRLINES | S | 44 | 1 | 0 | 34 | 23 | 7 | 9 | 23 | 5 | 95 | 25 | 176 | 44 | |
| | BRITISH AIRWAYS PLC | S | 35 | 10 | 10 | 63 | 20 | 6 | 6 | 3 | 3 | 47 | 80 | 45 | 44 | |
| TOTAL DACCA | | | 79 | 11 | 10 | 47 | 22 | 6 | 8 | 14 | 4 | 74 | 52 | 110 | 88 | |
| TOTAL BANGLADESH | | | 79 | 11 | 10 | 47 | 22 | 6 | 8 | 14 | 4 | 74 | 52 | 110 | 88 | |
| BARBADOS | | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 2 | 65 | 14 | 26 | |
| TOTAL BRIDGETOWN | | | 21 | 0 | 0 | 81 | 14 | 5 | 0 | 0 | 0 | 3 | 63 | 15 | 27 | |
| TOTAL BARBADOS | | | 21 | 0 | 0 | 81 | 14 | 5 | 0 | 0 | 0 | 3 | 63 | 15 | 27 | |
| BELGIUM | | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 302 | 1 | 1 | 71 | 17 | 11 | 2 | 0 | 0 | 11 | 65 | 15 | 298 | |
| | BRITISH AIRWAYS PLC | S | 265 | 0 | 0 | 79 | 11 | 6 | 5 | 0 | 0 | 8 | 72 | 11 | 253 | |
| | SABENA | S | 519 | 1 | 7 | 64 | 16 | 13 | 6 | 1 | 0 | 18 | 71 | 11 | 510 | |

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|-------------------------------|---------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL BRUSSELS | | | 1086 | 2 | 8 | 69 | 15 | 11 | 5 | 0 | 0 | 13 | 69 | 12 | 1061 |
| TOTAL BELGIUM | | | 1086 | 2 | 8 | 69 | 15 | 11 | 5 | 0 | 0 | 13 | 69 | 12 | 1061 |
| BOTSWANA | | | | | | | | | | | | | | | |
| GABORONE | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 71 | 12 | 6 | 0 | 0 | 12 | 80 | 83 | 4 | 18 |
| TOTAL GABORONE | | | 17 | 0 | 0 | 71 | 12 | 6 | 0 | 0 | 12 | 80 | 83 | 4 | 18 |
| TOTAL BOTSWANA | | | 17 | 0 | 0 | 71 | 12 | 6 | 0 | 0 | 12 | 80 | 83 | 4 | 18 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | VARIG | S | 35 | 0 | 0 | 31 | 29 | 26 | 11 | 0 | 3 | 63 | 53 | 19 | 30 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 35 | 0 | 0 | 31 | 29 | 26 | 11 | 0 | 3 | 63 | 53 | 19 | 30 |
| SAO PAULO (GUARULHOS) | VARIG | S | 9 | 0 | 0 | 33 | 22 | 33 | 0 | 0 | 11 | 94 | 50 | 29 | 10 |
| TOTAL SAO PAULO (GUARULHOS) | | | 9 | 0 | 0 | 33 | 22 | 33 | 0 | 0 | 11 | 94 | 50 | 29 | 10 |
| TOTAL BRAZIL | | | 44 | 0 | 0 | 32 | 27 | 27 | 9 | 0 | 5 | 70 | 53 | 21 | 40 |
| BRUNEI | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 62 | 0 | 0 | 74 | 10 | 5 | 8 | 3 | 0 | 22 | 66 | 21 | 62 |
| TOTAL BANDAR SERI BEGAWAN | | | 62 | 0 | 0 | 74 | 10 | 5 | 8 | 3 | 0 | 22 | 66 | 21 | 62 |
| TOTAL BRUNEI | | | 62 | 0 | 0 | 74 | 10 | 5 | 8 | 3 | 0 | 22 | 66 | 21 | 62 |
| BULGARIA | | | | | | | | | | | | | | | |
| SOFIA | BALKAN BULGARIAN AIRLINES | S | 34 | 2 | 2 | 41 | 12 | 18 | 18 | 6 | 6 | 69 | 45 | 57 | 42 |
| TOTAL SOFIA | | | 34 | 2 | 2 | 41 | 12 | 18 | 18 | 6 | 6 | 69 | 45 | 57 | 42 |
| TOTAL BULGARIA | | | 34 | 2 | 2 | 41 | 12 | 18 | 18 | 6 | 6 | 69 | 45 | 57 | 42 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 62 | 0 | 0 | 53 | 15 | 21 | 11 | 0 | 0 | 23 | 69 | 12 | 35 |
| | CANADIAN AIRLINES INT/L | S | 60 | 0 | 2 | 72 | 20 | 7 | 2 | 0 | 0 | 8 | 58 | 16 | 62 |
| TOTAL CALGARY | | | 122 | 0 | 2 | 62 | 17 | 14 | 7 | 0 | 0 | 16 | 62 | 15 | 97 |
| HALIFAX INT | AIR CANADA | S | 40 | 0 | 1 | 63 | 20 | 13 | 5 | 0 | 0 | 15 | 63 | 18 | 43 |
| TOTAL HALIFAX INT | | | 40 | 0 | 1 | 63 | 20 | 13 | 5 | 0 | 0 | 15 | 63 | 18 | 43 |
| MONTREAL (DORVAL) | AIR CANADA | S | 24 | 0 | 0 | 46 | 25 | 17 | 13 | 0 | 0 | 25 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 57 | 2 | 3 | 88 | 7 | 2 | 4 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL MONTREAL (DORVAL) | | | 81 | 2 | 3 | 75 | 12 | 6 | 6 | 0 | 0 | 6 | 0 | 0 | 0 |
| OTTAWA INTERNATIONAL | AIR CANADA | S | 61 | 0 | 1 | 52 | 30 | 13 | 3 | 2 | 0 | 20 | 32 | 57 | 62 |
| TOTAL OTTAWA INTERNATIONAL | | | 61 | 0 | 1 | 52 | 30 | 13 | 3 | 2 | 0 | 20 | 32 | 57 | 62 |
| TORONTO | AIR CANADA | S | 141 | 1 | 0 | 66 | 22 | 9 | 3 | 1 | 0 | 13 | 43 | 26 | 140 |
| | BRITISH AIRWAYS PLC | S | 61 | 1 | 0 | 66 | 15 | 16 | 3 | 0 | 0 | 17 | 61 | 16 | 62 |
| | CANADIAN AIRLINES INT/L | S | 165 | 1 | 1 | 80 | 8 | 7 | 4 | 1 | 0 | 6 | 58 | 16 | 122 |
| TOTAL TORONTO | | | 367 | 3 | 1 | 72 | 15 | 9 | 3 | 1 | 0 | 11 | 52 | 20 | 324 |
| VANCOUVER | AIR CANADA | S | 62 | 0 | 1 | 55 | 26 | 6 | 5 | 0 | 8 | 61 | 30 | 66 | 61 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 77 | 8 | 7 | 5 | 2 | 2 | 21 | 70 | 9 | 60 |
| TOTAL VANCOUVER | | | 122 | 0 | 1 | 66 | 17 | 7 | 5 | 1 | 5 | 41 | 50 | 38 | 121 |

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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 CANADA | | | 793 | 5 | 9 | 68 | 17 | 10 | 4 | 1 | 1 | 17 | 51 | 26 | 674 |
| CHINA | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 27 | 1 | 1 | 93 | 0 | 0 | 0 | 7 | 0 | 8 | 83 | 9 | 35 |
| | BRITISH AIRWAYS PLC | S | 25 | 0 | 2 | 80 | 4 | 16 | 0 | 0 | 0 | 6 | 88 | 2 | 25 |
| TOTAL BEIJING | | | 52 | 1 | 3 | 87 | 2 | 8 | 0 | 4 | 0 | 7 | 85 | 6 | 60 |
| TOTAL CHINA | | | 52 | 1 | 3 | 87 | 2 | 8 | 0 | 4 | 0 | 7 | 85 | 6 | 60 |
| COLOMBIA | | | | | | | | | | | | | | | |
| BOGOTA | AVIANCA COLOMBIA | S | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 20 | 39 | 36 | 18 |
| TOTAL BOGOTA | | | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 20 | 39 | 36 | 18 |
| TOTAL COLOMBIA | | | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 20 | 39 | 36 | 18 |
| CROATIA | | | | | | | | | | | | | | | |
| SPLIT | CROATIA AIRLINES | S | 8 | 0 | 0 | 38 | 13 | 25 | 13 | 13 | 0 | 59 | 38 | 24 | 8 |
| TOTAL SPLIT | | | 8 | 0 | 0 | 38 | 13 | 25 | 13 | 13 | 0 | 59 | 38 | 24 | 8 |
| ZAGREB | CROATIA AIRLINES | S | 60 | 0 | 0 | 43 | 12 | 17 | 17 | 12 | 0 | 53 | 60 | 15 | 58 |
| TOTAL ZAGREB | | | 60 | 0 | 0 | 43 | 12 | 17 | 17 | 12 | 0 | 53 | 60 | 15 | 58 |
| TOTAL CROATIA | | | 68 | 0 | 0 | 43 | 12 | 18 | 16 | 12 | 0 | 53 | 58 | 16 | 66 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 58 | 0 | 1 | 81 | 9 | 7 | 3 | 0 | 0 | 6 | 73 | 12 | 55 |
| | CYPRUS AIRWAYS | S | 92 | 0 | 0 | 55 | 25 | 10 | 9 | 1 | 0 | 22 | 50 | 26 | 92 |
| TOTAL LARNACA | | | 150 | 0 | 1 | 65 | 19 | 9 | 7 | 1 | 0 | 16 | 59 | 21 | 147 |
| TOTAL CYPRUS | | | 150 | 0 | 1 | 65 | 19 | 9 | 7 | 1 | 0 | 16 | 59 | 21 | 147 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BMI BRITISH MIDLAND | S | 74 | 0 | 0 | 78 | 16 | 5 | 0 | 0 | 0 | 7 | 73 | 11 | 74 |
| | BRITISH AIRWAYS PLC | S | 117 | 0 | 0 | 87 | 8 | 3 | 3 | 0 | 0 | 5 | 78 | 10 | 115 |
| | CSA | S | 117 | 0 | 0 | 75 | 16 | 5 | 3 | 0 | 0 | 10 | 81 | 5 | 121 |
| TOTAL PRAGUE | | | 308 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 7 | 78 | 9 | 310 |
| TOTAL CZECH REPUBLIC | | | 308 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 7 | 78 | 9 | 310 |
| DENMARK | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | SAS | S | 46 | 0 | 0 | 41 | 30 | 17 | 11 | 0 | 0 | 26 | 74 | 17 | 54 |
| TOTAL AARHUS (TIRSTRUP) | | | 46 | 0 | 0 | 41 | 30 | 17 | 11 | 0 | 0 | 26 | 74 | 17 | 54 |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 53 | 0 | 0 | 49 | 23 | 13 | 15 | 0 | 0 | 26 | 64 | 18 | 47 |
| | BRITISH AIRWAYS PLC | S | 214 | 0 | 2 | 74 | 15 | 8 | 3 | 0 | 0 | 8 | 80 | 7 | 225 |
| | SAS | S | 289 | 1 | 1 | 56 | 20 | 15 | 9 | 1 | 0 | 22 | 65 | 13 | 289 |
| | VARIG | S | 26 | 0 | 0 | 31 | 8 | 46 | 15 | 0 | 0 | 38 | 40 | 74 | 25 |
| TOTAL COPENHAGEN | | | 582 | 1 | 3 | 61 | 18 | 14 | 7 | 0 | 0 | 18 | 69 | 14 | 586 |
| TOTAL DENMARK | | | 628 | 1 | 3 | 59 | 19 | 14 | 8 | 0 | 0 | 19 | 70 | 14 | 640 |
| EGYPT | | | | | | | | | | | | | | | |
| ALEXANDRIA (NOUZHA) | BRITISH MEDITERRANEAN AIRWA | S | 15 | 0 | 2 | 80 | 13 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |

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|--|------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|-------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL ALEXANDRIA (NOUZHA) | | | 15 | 0 | 2 | 80 | 13 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| CAIRO | BRITISH AIRWAYS PLC | S | 61 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 2 | 66 | 14 | 62 |
| | EGYPT AIR | S | 63 | 0 | 0 | 22 | 30 | 35 | 13 | 0 | 0 | 35 | 19 | 40 | 63 |
| TOTAL CAIRO | | | 124 | 0 | 0 | 57 | 18 | 19 | 6 | 0 | 0 | 19 | 42 | 27 | 125 |
| LUXOR | EGYPT AIR | S | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 0 | 37 | 0 | 47 | 4 |
| TOTAL LUXOR | | | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 0 | 37 | 0 | 47 | 4 |
| TOTAL EGYPT | | | 147 | 0 | 2 | 57 | 18 | 18 | 7 | 0 | 0 | 19 | 41 | 28 | 129 |
| ETHIOPIA | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 26 | 0 | 0 | 35 | 15 | 23 | 23 | 4 | 0 | 44 | 27 | 79 | 44 |
| TOTAL ADDIS ABABA | | | 26 | 0 | 0 | 35 | 15 | 23 | 23 | 4 | 0 | 44 | 27 | 79 | 44 |
| TOTAL ETHIOPIA | | | 26 | 0 | 0 | 35 | 15 | 23 | 23 | 4 | 0 | 44 | 27 | 79 | 44 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITISH AIRWAYS PLC | S | 107 | 0 | 0 | 59 | 20 | 12 | 9 | 0 | 0 | 18 | 70 | 7 | 115 |
| | FINNAIR | S | 154 | 0 | 0 | 54 | 25 | 14 | 7 | 0 | 0 | 19 | 71 | 14 | 170 |
| TOTAL HELSINKI | | | 261 | 0 | 0 | 56 | 23 | 13 | 8 | 0 | 0 | 19 | 70 | 11 | 288 |
| IVALO | AIR 2000 | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | AIR FRANCE | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 92 | 1 |
| | FINNAIR | S | 14 | 0 | 0 | 43 | 21 | 36 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL IVALO | | | 18 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 19 | 50 | 25 | 6 |
| KITTILA | FINNAIR | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL KITTILA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| ROVANIEMI | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 50 | 46 | 2 |
| | FINNAIR | S | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL ROVANIEMI | | | 8 | 1 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 78 | 12 | 9 |
| TOTAL FINLAND | | | 289 | 1 | 0 | 55 | 22 | 15 | 7 | 0 | 0 | 19 | 70 | 11 | 303 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | BRITISH AIRWAYS PLC | S | 173 | 0 | 0 | 85 | 8 | 3 | 4 | 1 | 0 | 6 | 75 | 8 | 157 |
| | FLYBE.BRITISH EUROPEAN | S | 144 | 0 | 14 | 73 | 13 | 12 | 3 | 0 | 0 | 10 | 74 | 11 | 160 |
| TOTAL LYON | | | 317 | 0 | 14 | 79 | 10 | 7 | 3 | 0 | 0 | 8 | 74 | 10 | 317 |
| NICE | BMI BRITISH MIDLAND | S | 120 | 0 | 0 | 68 | 23 | 4 | 5 | 0 | 0 | 13 | 74 | 12 | 115 |
| | BRITISH AIRWAYS PLC | S | 233 | 0 | 0 | 77 | 14 | 5 | 3 | 1 | 0 | 10 | 83 | 7 | 220 |
| TOTAL NICE | | | 353 | 0 | 0 | 74 | 17 | 5 | 3 | 1 | 0 | 11 | 80 | 9 | 335 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 746 | 2 | 0 | 61 | 18 | 13 | 7 | 0 | 0 | 17 | 63 | 18 | 718 |
| | AIR FRANCE | C | 3 | 2 | 18 | 33 | 67 | 0 | 0 | 0 | 0 | 13 | 33 | 71 | 3 |
| | BMI BRITISH MIDLAND | S | 403 | 0 | 6 | 76 | 12 | 9 | 2 | 0 | 0 | 10 | 74 | 12 | 468 |
| | BRITISH AIRWAYS PLC | S | 381 | 0 | 0 | 76 | 13 | 7 | 4 | 0 | 0 | 8 | 74 | 13 | 386 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 1534 | 5 | 24 | 69 | 16 | 10 | 5 | 0 | 0 | 13 | 69 | 15 | 1575 |
| PARIS (ORLY) | AIR LIB | S | 176 | 0 | 2 | 70 | 13 | 8 | 7 | 1 | 0 | 18 | 65 | 18 | 169 |
| | BRITISH AIRWAYS PLC | S | 156 | 0 | 0 | 80 | 10 | 5 | 5 | 0 | 0 | 8 | 80 | 7 | 161 |
| TOTAL PARIS (ORLY) | | | 332 | 0 | 2 | 75 | 11 | 7 | 6 | 1 | 0 | 13 | 72 | 13 | 332 |

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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) | | | | | | | | | | |
| TOULOUSE (BLAGNAC) | FLYBE.BRITISH EUROPEAN | S | 153 | 0 | 3 | 70 | 16 | 7 | 7 | 0 | 0 | 12 | 78 | 11 | 159 |
| TOTAL TOULOUSE (BLAGNAC) | | | 153 | 0 | 3 | 70 | 16 | 7 | 7 | 0 | 0 | 12 | 78 | 11 | 159 |
| TOTAL FRANCE | | | 2690 | 5 | 43 | 71 | 15 | 9 | 5 | 0 | 0 | 12 | 72 | 13 | 2719 |
| GEORGIA | | | | | | | | | | | | | | | |
| TBILISI | BRITISH MEDITERRANEAN AIRWA | S | 17 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 8 | 100 | 3 | 1 |
| TOTAL TBILISI | | | 17 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 8 | 100 | 3 | 1 |
| TOTAL GEORGIA | | | 17 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 8 | 100 | 3 | 1 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH AIRWAYS PLC | S | 257 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 6 | 81 | 10 | 265 |
| TOTAL BERLIN (TEGEL) | | | 257 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 6 | 81 | 10 | 265 |
| COLOGNE (BONN) | BMI BRITISH MIDLAND | S | 75 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 7 | 83 | 6 | 75 |
| | BRITISH AIRWAYS PLC | S | 108 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 6 | 74 | 13 | 102 |
| TOTAL COLOGNE (BONN) | | | 183 | 0 | 0 | 80 | 12 | 7 | 1 | 0 | 0 | 6 | 77 | 10 | 177 |
| DRESDEN | BMI BRITISH MIDLAND | S | 43 | 0 | 0 | 74 | 19 | 7 | 0 | 0 | 0 | 7 | 74 | 10 | 42 |
| | LUFTHANSA | S | 13 | 0 | 1 | 69 | 15 | 0 | 15 | 0 | 0 | 29 | 64 | 12 | 22 |
| TOTAL DRESDEN | | | 56 | 0 | 1 | 73 | 18 | 5 | 4 | 0 | 0 | 12 | 70 | 11 | 64 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 263 | 0 | 0 | 84 | 7 | 6 | 2 | 0 | 0 | 5 | 78 | 7 | 253 |
| | LUFTHANSA | S | 160 | 0 | 2 | 83 | 8 | 6 | 4 | 0 | 0 | 8 | 82 | 5 | 172 |
| TOTAL DUSSELDORF | | | 423 | 0 | 2 | 84 | 7 | 6 | 3 | 0 | 0 | 6 | 80 | 6 | 425 |
| FRANKFURT MAIN | BMI BRITISH MIDLAND | S | 228 | 0 | 0 | 71 | 15 | 7 | 5 | 1 | 0 | 14 | 75 | 11 | 223 |
| | BRITISH AIRWAYS PLC | S | 257 | 0 | 5 | 74 | 12 | 9 | 5 | 0 | 0 | 11 | 75 | 10 | 257 |
| | LUFTHANSA | S | 431 | 0 | 6 | 63 | 18 | 10 | 9 | 0 | 0 | 20 | 77 | 9 | 399 |
| TOTAL FRANKFURT MAIN | | | 916 | 0 | 11 | 68 | 16 | 9 | 7 | 0 | 0 | 16 | 76 | 10 | 879 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 173 | 0 | 0 | 80 | 10 | 5 | 4 | 0 | 0 | 8 | 78 | 11 | 169 |
| | LUFTHANSA | S | 208 | 0 | 2 | 82 | 9 | 5 | 4 | 0 | 0 | 7 | 85 | 3 | 222 |
| TOTAL HAMBURG | | | 381 | 0 | 2 | 81 | 9 | 5 | 4 | 0 | 0 | 8 | 82 | 7 | 391 |
| HANOVER | BRITISH AIRWAYS PLC | S | 114 | 1 | 0 | 76 | 12 | 8 | 4 | 0 | 0 | 10 | 86 | 7 | 114 |
| | LUFTHANSA | S | 108 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 6 | 88 | 4 | 112 |
| TOTAL HANOVER | | | 222 | 1 | 0 | 81 | 10 | 6 | 4 | 0 | 0 | 8 | 87 | 5 | 226 |
| MUNICH | BRITISH AIRWAYS PLC | S | 255 | 0 | 0 | 70 | 15 | 8 | 5 | 2 | 0 | 17 | 76 | 12 | 278 |
| | LUFTHANSA | S | 269 | 1 | 8 | 66 | 18 | 8 | 8 | 0 | 0 | 17 | 76 | 11 | 296 |
| TOTAL MUNICH | | | 524 | 1 | 8 | 68 | 17 | 8 | 7 | 1 | 0 | 17 | 76 | 11 | 574 |
| NUREMBERG | LUFTHANSA | S | 44 | 0 | 0 | 75 | 5 | 11 | 9 | 0 | 0 | 15 | 77 | 5 | 56 |
| TOTAL NUREMBERG | | | 44 | 0 | 0 | 75 | 5 | 11 | 9 | 0 | 0 | 15 | 77 | 5 | 56 |
| STUTTGART | BRITISH AIRWAYS PLC | S | 164 | 0 | 2 | 79 | 8 | 5 | 7 | 0 | 1 | 14 | 81 | 9 | 163 |
| | LUFTHANSA | S | 106 | 0 | 4 | 75 | 10 | 5 | 9 | 0 | 0 | 14 | 80 | 7 | 122 |
| TOTAL STUTTGART | | | 270 | 0 | 6 | 77 | 9 | 5 | 8 | 0 | 1 | 14 | 80 | 8 | 285 |
| TOTAL GERMANY | | | 3276 | 2 | 30 | 75 | 12 | 7 | 5 | 0 | 0 | 12 | 79 | 9 | 3462 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | GHANA AIRWAYS | S | 37 | 1 | 0 | 5 | 22 | 14 | 32 | 16 | 11 | 138 | 6 | 81 | 36 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | | | 37 | 1 | 0 | 5 | 22 | 14 | 32 | 16 | 11 | 138 | 6 | 81 | 36 |
| TOTAL GHANA | | | 37 | 1 | 0 | 5 | 22 | 14 | 32 | 16 | 11 | 138 | 6 | 81 | 36 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 44 | 0 | 0 | 52 | 27 | 11 | 9 | 0 | 0 | 17 | 84 | -2 | 44 |
| | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 88 | 8 | 2 | 2 | 0 | 0 | 0 | 83 | 4 | 122 |
| | OLYMPIC AIRWAYS | S | 145 | 3 | 1 | 46 | 32 | 17 | 6 | 1 | 0 | 23 | 61 | 13 | 140 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 2 | 80 | 12 | 7 | 2 | 0 | 0 | 3 | 76 | 4 | 59 |
| TOTAL ATHENS | | | 371 | 3 | 3 | 66 | 20 | 9 | 4 | 0 | 0 | 12 | 74 | 7 | 365 |
| SALONIKA | AEGEAN AIRLINES | S | 8 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 39 | 75 | 16 | 8 |
| TOTAL SALONIKA | | | 8 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 39 | 75 | 16 | 8 |
| TOTAL GREECE | | | 379 | 3 | 3 | 64 | 20 | 11 | 4 | 0 | 0 | 12 | 74 | 7 | 373 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 97 | 2 | 2 | 0 | 0 | 0 | -1 | 91 | -4 | 57 |
| | CATHAY PACIFIC AIRWAYS | S | 122 | 0 | 2 | 74 | 15 | 9 | 2 | 0 | 1 | 14 | 86 | 1 | 84 |
| | UNITED AIRLINES | S | 43 | 15 | 17 | 44 | 16 | 5 | 2 | 0 | 33 | 214 | 57 | 63 | 61 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 73 | 13 | 13 | 2 | 0 | 0 | 13 | 73 | 9 | 62 |
| TOTAL HONG KONG (CHEP LAP KOK) | | | 287 | 15 | 19 | 74 | 12 | 8 | 1 | 0 | 5 | 41 | 77 | 16 | 264 |
| TOTAL HONG KONG | | | 287 | 15 | 19 | 74 | 12 | 8 | 1 | 0 | 5 | 41 | 77 | 16 | 264 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 116 | 0 | 0 | 69 | 16 | 11 | 3 | 1 | 0 | 15 | 79 | 8 | 113 |
| | MALEV (HUNGARIAN AIRLINES) | S | 119 | 4 | 2 | 57 | 24 | 12 | 3 | 3 | 1 | 29 | 70 | 14 | 119 |
| TOTAL BUDAPEST | | | 235 | 4 | 2 | 63 | 20 | 11 | 3 | 2 | 0 | 22 | 74 | 11 | 232 |
| TOTAL HUNGARY | | | 235 | 4 | 2 | 63 | 20 | 11 | 3 | 2 | 0 | 22 | 74 | 11 | 232 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 82 | 0 | 0 | 55 | 21 | 18 | 6 | 0 | 0 | 18 | 65 | 17 | 74 |
| TOTAL KEFLAVIK | | | 82 | 0 | 0 | 55 | 21 | 18 | 6 | 0 | 0 | 18 | 65 | 17 | 74 |
| TOTAL ICELAND | | | 82 | 0 | 0 | 55 | 21 | 18 | 6 | 0 | 0 | 18 | 65 | 17 | 74 |
| INDIA | | | | | | | | | | | | | | | |
| CALCUTTA | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 53 | 18 | 0 | 6 | 0 | 24 | 226 | 94 | 55 | 17 |
| TOTAL CALCUTTA | | | 17 | 0 | 0 | 53 | 18 | 0 | 6 | 0 | 24 | 226 | 94 | 55 | 17 |
| DELHI | AIR CANADA | S | 31 | 2 | 4 | 16 | 13 | 19 | 13 | 0 | 39 | 324 | 18 | 98 | 34 |
| TOTAL DELHI | | | 31 | 2 | 4 | 16 | 13 | 19 | 13 | 0 | 39 | 324 | 18 | 98 | 34 |
| MADRAS/CHENNAI | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 59 | 35 | 6 | 0 | 0 | 0 | 0 | 67 | 5 | 18 |
| TOTAL MADRAS/CHENNAI | | | 17 | 0 | 0 | 59 | 35 | 6 | 0 | 0 | 0 | 0 | 67 | 5 | 18 |
| MUMBAI | AIR INDIA | S | 88 | 0 | 0 | 35 | 22 | 17 | 6 | 6 | 15 | 105 | 25 | 62 | 89 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 2 | 69 | 13 | 11 | 5 | 2 | 0 | 17 | 58 | 17 | 62 |
| TOTAL MUMBAI | | | 150 | 0 | 2 | 49 | 18 | 15 | 5 | 4 | 9 | 68 | 38 | 44 | 151 |
| TOTAL INDIA | | | 215 | 2 | 6 | 46 | 19 | 13 | 6 | 3 | 13 | 112 | 42 | 50 | 220 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| INDONESIA | | | | | | | | | | | | | | | |
| JAKARTA (SOEKARNO-HATTA INTNL) | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 9 | 69 | 18 | 45 |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 9 | 69 | 18 | 45 |
| TOTAL INDONESIA | | | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 9 | 69 | 18 | 45 |
| IRAN | | | | | | | | | | | | | | | |
| TEHRAN | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 0 | 52 | 28 | 25 |
| | IRAN AIR | S | 28 | 0 | 0 | 50 | 29 | 11 | 7 | 4 | 0 | 26 | 62 | 21 | 26 |
| TOTAL TEHRAN | | | 53 | 0 | 0 | 68 | 21 | 6 | 4 | 2 | 0 | 14 | 57 | 24 | 51 |
| TOTAL IRAN | | | 53 | 0 | 0 | 68 | 21 | 6 | 4 | 2 | 0 | 14 | 57 | 24 | 51 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 183 | 0 | 0 | 80 | 8 | 6 | 5 | 1 | 0 | 12 | 61 | 25 | 178 |
| TOTAL CORK | | | 183 | 0 | 0 | 80 | 8 | 6 | 5 | 1 | 0 | 12 | 61 | 25 | 178 |
| DUBLIN | AER LINGUS | S | 710 | 0 | 2 | 82 | 11 | 4 | 2 | 0 | 0 | 7 | 78 | 10 | 669 |
| | BMI BRITISH MIDLAND | S | 466 | 0 | 2 | 86 | 10 | 3 | 1 | 0 | 0 | 5 | 68 | 12 | 555 |
| TOTAL DUBLIN | | | 1176 | 0 | 4 | 84 | 11 | 4 | 2 | 0 | 0 | 6 | 73 | 11 | 1224 |
| SHANNON | AER LINGUS | S | 176 | 0 | 2 | 73 | 16 | 5 | 5 | 1 | 0 | 14 | 69 | 24 | 181 |
| TOTAL SHANNON | | | 176 | 0 | 2 | 73 | 16 | 5 | 5 | 1 | 0 | 14 | 69 | 24 | 181 |
| TOTAL IRISH REPUBLIC | | | 1535 | 0 | 6 | 82 | 11 | 4 | 3 | 0 | 0 | 8 | 71 | 14 | 1583 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | EL AL | S | 22 | 1 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 1 | 60 | 2 | 20 |
| TOTAL OVDA | | | 22 | 1 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 1 | 60 | 2 | 20 |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 78 | 0 | 0 | 83 | 4 | 3 | 6 | 1 | 3 | 32 | 73 | 22 | 63 |
| | EL AL | S | 86 | 3 | 0 | 72 | 16 | 8 | 3 | 0 | 0 | 8 | 70 | 22 | 83 |
| TOTAL TEL AVIV | | | 164 | 3 | 0 | 77 | 10 | 5 | 5 | 1 | 1 | 19 | 71 | 22 | 146 |
| TOTAL ISRAEL | | | 186 | 4 | 0 | 78 | 10 | 6 | 4 | 1 | 1 | 17 | 70 | 19 | 166 |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | BRITISH AIRWAYS PLC | S | 115 | 0 | 0 | 86 | 8 | 4 | 0 | 2 | 0 | 10 | 84 | 5 | 111 |
| TOTAL BOLOGNA | | | 115 | 0 | 0 | 86 | 8 | 4 | 0 | 2 | 0 | 10 | 84 | 5 | 111 |
| MILAN (LINATE) | ALITALIA | S | 176 | 0 | 3 | 55 | 19 | 15 | 11 | 1 | 0 | 22 | 59 | 18 | 379 |
| | BRITISH AIRWAYS PLC | S | 172 | 0 | 0 | 77 | 16 | 5 | 2 | 0 | 0 | 9 | 73 | 15 | 278 |
| TOTAL MILAN (LINATE) | | | 348 | 0 | 3 | 66 | 17 | 10 | 7 | 0 | 0 | 16 | 65 | 17 | 657 |
| MILAN (MALPENSA) | ALITALIA | S | 242 | 0 | 5 | 50 | 20 | 18 | 12 | 0 | 0 | 24 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 101 | 0 | 3 | 76 | 13 | 10 | 1 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 343 | 0 | 8 | 58 | 18 | 16 | 8 | 0 | 0 | 19 | 0 | 0 | 0 |
| ROME (FIUMICINO) | ALITALIA | S | 295 | 1 | 4 | 55 | 25 | 14 | 6 | 0 | 0 | 18 | 57 | 18 | 296 |
| | BRITISH AIRWAYS PLC | S | 300 | 0 | 0 | 79 | 12 | 5 | 4 | 0 | 0 | 8 | 81 | 7 | 288 |
| TOTAL ROME (FIUMICINO) | | | 595 | 1 | 4 | 67 | 19 | 10 | 5 | 0 | 0 | 13 | 69 | 13 | 584 |
| VENICE | BRITISH AIRWAYS PLC | S | 119 | 0 | 0 | 78 | 14 | 5 | 3 | 0 | 0 | 7 | 78 | 8 | 110 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 VENICE | | | 119 | 0 | 0 | 78 | 14 | 5 | 3 | 0 | 0 | 7 | 78 | 8 | 110 |
| TOTAL ITALY | | | 1520 | 1 | 15 | 67 | 17 | 10 | 6 | 0 | 0 | 14 | 69 | 13 | 1462 |
| JAMAICA | | | | | | | | | | | | | | | |
| KINGSTON | AIR JAMAICA | S | 43 | 1 | 1 | 49 | 16 | 14 | 21 | 0 | 0 | 29 | 38 | 59 | 34 |
| TOTAL KINGSTON | | | 43 | 1 | 1 | 49 | 16 | 14 | 21 | 0 | 0 | 29 | 38 | 59 | 34 |
| TOTAL JAMAICA | | | 43 | 1 | 1 | 49 | 16 | 14 | 21 | 0 | 0 | 29 | 38 | 59 | 34 |
| JAPAN | | | | | | | | | | | | | | | |
| NAGOYA (AFB) | JAPAN AIRLINES | S | 18 | 0 | 0 | 72 | 6 | 22 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL NAGOYA (AFB) | | | 18 | 0 | 0 | 72 | 6 | 22 | 0 | 0 | 0 | 13 | 71 | 6 | 17 |
| OSAKA (KANSAI) | ALL NIPPON AIRWAYS | S | 44 | 0 | 0 | 59 | 20 | 18 | 0 | 2 | 0 | 23 | 86 | 7 | 36 |
| | JAPAN AIRLINES | S | 61 | 1 | 0 | 54 | 23 | 21 | 2 | 0 | 0 | 17 | 61 | 15 | 44 |
| TOTAL OSAKA (KANSAI) | | | 105 | 1 | 0 | 56 | 22 | 20 | 1 | 1 | 0 | 19 | 79 | 8 | 122 |
| TOKYO (NARITA) | AEROFLOT | S | 16 | 0 | 0 | 38 | 25 | 0 | 38 | 0 | 0 | 48 | 47 | 14 | 17 |
| | ALL NIPPON AIRWAYS | S | 68 | 0 | 0 | 84 | 7 | 3 | 6 | 0 | 0 | 8 | 81 | 6 | 62 |
| | BRITISH AIRWAYS PLC | S | 123 | 0 | 1 | 81 | 13 | 2 | 4 | 0 | 0 | 5 | 84 | 2 | 110 |
| | JAPAN AIRLINES | S | 75 | 0 | 4 | 55 | 29 | 8 | 8 | 0 | 0 | 15 | 70 | 5 | 77 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 61 | 1 | 1 | 64 | 16 | 15 | 5 | 0 | 0 | 5 | 75 | 18 | 52 |
| TOTAL TOKYO (NARITA) | | | 343 | 1 | 6 | 71 | 17 | 6 | 7 | 0 | 0 | 10 | 76 | 6 | 318 |
| TOTAL JAPAN | | | 466 | 2 | 6 | 68 | 17 | 9 | 5 | 0 | 0 | 12 | 77 | 7 | 457 |
| JORDAN | | | | | | | | | | | | | | | |
| AMMAN | BRITISH MEDITERRANEAN AIRWA | S | 34 | 0 | 2 | 68 | 9 | 12 | 9 | 3 | 0 | 20 | 63 | 29 | 52 |
| | ROYAL JORDANIAN | S | 62 | 0 | 0 | 61 | 15 | 10 | 10 | 2 | 3 | 33 | 60 | 22 | 62 |
| TOTAL AMMAN | | | 96 | 0 | 2 | 64 | 13 | 10 | 9 | 2 | 2 | 28 | 61 | 25 | 114 |
| TOTAL JORDAN | | | 96 | 0 | 2 | 64 | 13 | 10 | 9 | 2 | 2 | 28 | 61 | 25 | 114 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| ALMA ATA | BRITISH AIRWAYS PLC | S | 15 | 0 | 0 | 87 | 0 | 7 | 7 | 0 | 0 | 4 | 78 | 35 | 18 |
| TOTAL ALMA ATA | | | 15 | 0 | 0 | 87 | 0 | 7 | 7 | 0 | 0 | 4 | 78 | 35 | 18 |
| TOTAL KAZAKHSTAN | | | 15 | 0 | 0 | 87 | 0 | 7 | 7 | 0 | 0 | 4 | 78 | 35 | 18 |
| KENYA | | | | | | | | | | | | | | | |
| NAIROBI | KENYA AIRWAYS | S | 70 | 0 | 0 | 49 | 17 | 19 | 13 | 1 | 1 | 40 | 66 | 64 | 70 |
| TOTAL NAIROBI | | | 70 | 0 | 0 | 49 | 17 | 19 | 13 | 1 | 1 | 40 | 66 | 64 | 70 |
| TOTAL KENYA | | | 70 | 0 | 0 | 49 | 17 | 19 | 13 | 1 | 1 | 40 | 66 | 64 | 70 |
| KUWAIT | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 57 | 1 | 0 | 75 | 5 | 0 | 2 | 0 | 18 | 97 | 90 | 0 | 59 |
| | KUWAIT AIRWAYS | S | 62 | 0 | 0 | 56 | 18 | 21 | 5 | 0 | 0 | 15 | 55 | 26 | 62 |
| TOTAL KUWAIT | | | 119 | 1 | 0 | 66 | 12 | 11 | 3 | 0 | 8 | 54 | 72 | 13 | 121 |
| TOTAL KUWAIT | | | 119 | 1 | 0 | 66 | 12 | 11 | 3 | 0 | 8 | 54 | 72 | 13 | 121 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| KYRGYZSTAN | | | | | | | | | | | | | | | |
| BISHKEK (FRUNZE) | BRITISH MEDITERRANEAN AIRWA | S | 10 | 0 | 0 | 50 | 10 | 20 | 10 | 10 | 0 | 52 | 43 | 24 | 7 |
| TOTAL BISHKEK (FRUNZE) | | | 10 | 0 | 0 | 50 | 10 | 20 | 10 | 10 | 0 | 52 | 43 | 24 | 7 |
| TOTAL KYRGYZSTAN | | | 10 | 0 | 0 | 50 | 10 | 20 | 10 | 10 | 0 | 52 | 43 | 24 | 7 |
| LEBANON | | | | | | | | | | | | | | | |
| BEIRUT | BRITISH MEDITERRANEAN AIRWA | S | 61 | 1 | 0 | 62 | 13 | 11 | 13 | 0 | 0 | 17 | 63 | 22 | 62 |
| | MEA | S | 46 | 0 | 0 | 46 | 43 | 0 | 11 | 0 | 0 | 24 | 66 | 20 | 44 |
| TOTAL BEIRUT | | | 107 | 1 | 0 | 55 | 26 | 7 | 12 | 0 | 0 | 20 | 64 | 21 | 106 |
| TOTAL LEBANON | | | 107 | 1 | 0 | 55 | 26 | 7 | 12 | 0 | 0 | 20 | 64 | 21 | 106 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | LITHUANIA AIRLINES | S | 48 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 9 | 95 | -1 | 38 |
| TOTAL VILNIUS | | | 48 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 9 | 95 | -1 | 38 |
| TOTAL LITHUANIA | | | 48 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 9 | 95 | -1 | 38 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 68 | 9 | 11 | 11 | 0 | 0 | 15 | 68 | 14 | 40 |
| | LUXAIR | S | 122 | 2 | 0 | 75 | 15 | 7 | 2 | 0 | 0 | 10 | 68 | 13 | 120 |
| TOTAL LUXEMBOURG | | | 166 | 2 | 0 | 73 | 13 | 8 | 5 | 0 | 0 | 11 | 68 | 13 | 160 |
| TOTAL LUXEMBOURG | | | 166 | 2 | 0 | 73 | 13 | 8 | 5 | 0 | 0 | 11 | 68 | 13 | 160 |
| MALAYSIA | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALAYSIAN AIRLINES SYSTEM-MA | S | 124 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 2 | 60 | 15 | 124 |
| TOTAL KUALA LUMPUR (SEPANG) | | | 124 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 2 | 60 | 15 | 124 |
| TOTAL MALAYSIA | | | 124 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 2 | 60 | 15 | 124 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 104 | 0 | 0 | 72 | 16 | 7 | 5 | 0 | 0 | 6 | 72 | 6 | 98 |
| TOTAL MALTA | | | 104 | 0 | 0 | 72 | 16 | 7 | 5 | 0 | 0 | 6 | 72 | 6 | 98 |
| TOTAL MALTA | | | 104 | 0 | 0 | 72 | 16 | 7 | 5 | 0 | 0 | 6 | 72 | 6 | 98 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 16 | 0 | 0 | 13 | 50 | 31 | 6 | 0 | 0 | 31 | 19 | 38 | 16 |
| TOTAL MAURITIUS | | | 16 | 0 | 0 | 13 | 50 | 31 | 6 | 0 | 0 | 31 | 19 | 38 | 16 |
| TOTAL MAURITIUS | | | 16 | 0 | 0 | 13 | 50 | 31 | 6 | 0 | 0 | 31 | 19 | 38 | 16 |
| MEXICO | | | | | | | | | | | | | | | |
| MEXICO CITY | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL MEXICO CITY | | | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL MEXICO | | | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MOROCCO | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 62 | 0 | 0 | 63 | 16 | 10 | 8 | 3 | 0 | 21 | 74 | 10 | 62 |

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 CASABLANCA MOHAMED V | | | 62 | 0 | 0 | 63 | 16 | 10 | 8 | 3 | 0 | 21 | 70 | 16 | 121 |
| TOTAL MOROCCO | | | 62 | 0 | 0 | 63 | 16 | 10 | 8 | 3 | 0 | 21 | 70 | 16 | 123 |
| NAMIBIA | | | | | | | | | | | | | | | |
| WINDHOEK | AIR NAMIBIA | S | 15 | 1 | 1 | 40 | 27 | 0 | 13 | 7 | 13 | 131 | 69 | 11 | 26 |
| TOTAL WINDHOEK | | | 15 | 1 | 1 | 40 | 27 | 0 | 13 | 7 | 13 | 131 | 69 | 11 | 26 |
| TOTAL NAMIBIA | | | 15 | 1 | 1 | 40 | 27 | 0 | 13 | 7 | 13 | 131 | 69 | 11 | 26 |
| NATIONALIST CHINA (TAIWAN) | | | | | | | | | | | | | | | |
| TAIPEI | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 5 | 81 | 6 | 27 |
| | EVA AIR | S | 28 | 0 | 0 | 79 | 11 | 4 | 7 | 0 | 0 | -4 | 58 | 16 | 26 |
| TOTAL TAIPEI | | | 54 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 0 | 70 | 11 | 53 |
| TOTAL NATIONALIST CHINA (TAIWAN) | | | 54 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 0 | 70 | 11 | 53 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BMI BRITISH MIDLAND | S | 454 | 0 | 1 | 63 | 10 | 12 | 13 | 1 | 0 | 21 | 61 | 17 | 449 |
| | BRITISH AIRWAYS PLC | S | 353 | 0 | 2 | 68 | 12 | 10 | 10 | 1 | 0 | 17 | 70 | 13 | 367 |
| | KLM | S | 536 | 0 | 3 | 68 | 13 | 11 | 9 | 0 | 0 | 15 | 69 | 13 | 484 |
| | UNITED AIRLINES | S | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 22 | 50 | 14 | 8 |
| TOTAL AMSTERDAM | | | 1351 | 0 | 6 | 66 | 12 | 11 | 11 | 1 | 0 | 18 | 66 | 14 | 1308 |
| EINDHOVEN | KLM | S | 80 | 0 | 0 | 70 | 25 | 4 | 1 | 0 | 0 | 9 | 74 | 9 | 80 |
| TOTAL EINDHOVEN | | | 80 | 0 | 0 | 70 | 25 | 4 | 1 | 0 | 0 | 9 | 74 | 9 | 80 |
| ROTTERDAM | KLM | S | 200 | 0 | 4 | 80 | 12 | 5 | 4 | 0 | 0 | 7 | 72 | 13 | 230 |
| TOTAL ROTTERDAM | | | 200 | 0 | 4 | 80 | 12 | 5 | 4 | 0 | 0 | 7 | 72 | 13 | 230 |
| TOTAL NETHERLANDS | | | 1631 | 0 | 10 | 68 | 12 | 10 | 9 | 0 | 0 | 16 | 68 | 14 | 1618 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | AIR NEW ZEALAND LTD | S | 62 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | -2 | 67 | 14 | 42 |
| TOTAL AUCKLAND INTERNATIONAL | | | 62 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | -2 | 67 | 14 | 42 |
| TOTAL NEW ZEALAND | | | 62 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | -2 | 67 | 14 | 42 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 48 | 4 | 19 | 26 | 4 | 0 | 34 | 0 | 0 | 0 |
| TOTAL LAGOS | | | 27 | 0 | 0 | 48 | 4 | 19 | 26 | 4 | 0 | 34 | 0 | 0 | 0 |
| TOTAL NIGERIA | | | 27 | 0 | 0 | 48 | 4 | 19 | 26 | 4 | 0 | 34 | 0 | 0 | 0 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BMI BRITISH MIDLAND | S | 54 | 2 | 34 | 54 | 24 | 17 | 6 | 0 | 0 | 19 | 64 | 19 | 56 |
| TOTAL BERGEN | | | 54 | 2 | 34 | 54 | 24 | 17 | 6 | 0 | 0 | 19 | 64 | 19 | 56 |
| OSLO (GARDERMOEN) | BMI BRITISH MIDLAND | S | 49 | 1 | 0 | 59 | 18 | 14 | 8 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 211 | 0 | 0 | 63 | 18 | 9 | 10 | 0 | 0 | 20 | 0 | 0 | 0 |
| | SAS | S | 322 | 0 | 11 | 44 | 18 | 21 | 15 | 1 | 0 | 30 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 582 | 1 | 11 | 52 | 18 | 16 | 13 | 1 | 0 | 26 | 0 | 0 | 0 |
| STAVANGER | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 68 | 18 | 11 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| STAVANGER | SAS | S | 110 | 0 | 4 | 68 | 17 | 10 | 5 | 0 | 0 | 13 | 84 | 5 | 112 |
| TOTAL STAVANGER | | | 154 | 0 | 4 | 68 | 18 | 10 | 4 | 0 | 0 | 12 | 84 | 5 | 112 |
| TOTAL NORWAY | | | 790 | 3 | 49 | 55 | 18 | 15 | 11 | 0 | 0 | 22 | 72 | 12 | 670 |
| OMAN | | | | | | | | | | | | | | | |
| MUSCAT | BRITISH AIRWAYS PLC | S | 57 | 0 | 0 | 86 | 11 | 4 | 0 | 0 | 0 | 6 | 63 | 20 | 62 |
| | GULF AIR | S | 63 | 0 | 2 | 54 | 27 | 13 | 3 | 2 | 2 | 27 | 77 | 13 | 74 |
| TOTAL MUSCAT | | | 120 | 0 | 2 | 69 | 19 | 8 | 2 | 1 | 1 | 17 | 71 | 16 | 136 |
| TOTAL OMAN | | | 120 | 0 | 2 | 69 | 19 | 8 | 2 | 1 | 1 | 17 | 71 | 16 | 136 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 18 | 1 | 0 | 6 | 33 | 44 | 17 | 0 | 0 | 44 | 22 | 154 | 18 |
| TOTAL ISLAMABAD | | | 18 | 1 | 0 | 6 | 33 | 44 | 17 | 0 | 0 | 44 | 22 | 154 | 18 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 16 | 0 | 0 | 38 | 25 | 19 | 13 | 6 | 0 | 35 | 18 | 102 | 17 |
| TOTAL KARACHI | | | 16 | 0 | 0 | 38 | 25 | 19 | 13 | 6 | 0 | 35 | 18 | 102 | 17 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 17 | 0 | 6 | 44 | 17 | 17 | 204 | 6 | 182 | 18 |
| TOTAL LAHORE | | | 18 | 0 | 0 | 17 | 0 | 6 | 44 | 17 | 17 | 204 | 6 | 182 | 18 |
| TOTAL PAKISTAN | | | 52 | 1 | 0 | 19 | 19 | 23 | 25 | 8 | 6 | 97 | 15 | 147 | 53 |
| PHILIPPINES | | | | | | | | | | | | | | | |
| MANILA | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 77 | 6 | 35 |
| TOTAL MANILA | | | 36 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 58 | 53 | 77 |
| TOTAL PHILIPPINES | | | 36 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 58 | 53 | 77 |
| POLAND | | | | | | | | | | | | | | | |
| WARSAW | BMI BRITISH MIDLAND | S | 58 | 0 | 0 | 74 | 17 | 5 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 117 | 0 | 0 | 79 | 13 | 2 | 4 | 2 | 0 | 13 | 71 | 15 | 115 |
| | LOT-POLISH AIRLINES | S | 149 | 0 | 3 | 87 | 7 | 5 | 1 | 0 | 3 | 80 | 6 | 112 | |
| TOTAL WARSAW | | | 324 | 0 | 3 | 82 | 11 | 4 | 3 | 1 | 0 | 8 | 76 | 11 | 227 |
| TOTAL POLAND | | | 324 | 0 | 3 | 82 | 11 | 4 | 3 | 1 | 0 | 8 | 76 | 11 | 227 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR PORTUGAL | S | 58 | 0 | 2 | 83 | 9 | 3 | 3 | 2 | 0 | 10 | 67 | 17 | 30 |
| | GB AIRWAYS LTD | S | 42 | 0 | 0 | 60 | 19 | 17 | 5 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL FARO | | | 100 | 0 | 2 | 73 | 13 | 9 | 4 | 1 | 0 | 15 | 67 | 17 | 30 |
| LISBON | AIR PORTUGAL | S | 150 | 0 | 1 | 45 | 17 | 21 | 17 | 1 | 0 | 33 | 54 | 39 | 149 |
| | BRITISH AIRWAYS PLC | S | 178 | 0 | 0 | 80 | 13 | 5 | 2 | 0 | 0 | 6 | 79 | 10 | 174 |
| TOTAL LISBON | | | 328 | 0 | 1 | 64 | 15 | 12 | 9 | 1 | 0 | 19 | 67 | 23 | 323 |
| OPORTO | AIR PORTUGAL | S | 90 | 0 | 2 | 59 | 27 | 10 | 4 | 0 | 0 | 16 | 58 | 32 | 60 |
| TOTAL OPORTO | | | 90 | 0 | 2 | 59 | 27 | 10 | 4 | 0 | 0 | 16 | 58 | 32 | 60 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 518 | 0 | 5 | 65 | 16 | 11 | 7 | 1 | 0 | 17 | 66 | 24 | 413 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR PORTUGAL | S | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 36 | 43 | 14 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | | | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 36 | 43 | 14 |
| TOTAL PORTUGAL(MADEIRA) | | | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 36 | 43 | 14 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | BRITISH AIRWAYS PLC | S | 57 | 2 | 2 | 79 | 12 | 5 | 2 | 0 | 2 | 17 | 0 | 0 | 0 |
| | GULF AIR | S | 9 | 1 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 2 | 76 | 4 | 17 |
| | QATAR AIRWAYS | S | 62 | 0 | 0 | 76 | 19 | 3 | 2 | 0 | 0 | 5 | 60 | 18 | 60 |
| TOTAL DOHA | | | 128 | 3 | 2 | 78 | 15 | 5 | 2 | 0 | 1 | 10 | 64 | 15 | 77 |
| TOTAL QATAR | | | 128 | 3 | 2 | 78 | 15 | 5 | 2 | 0 | 1 | 10 | 64 | 15 | 77 |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | |
| SEOUL (KIMPO) | KOREAN AIR | S | 42 | 0 | 0 | 62 | 24 | 12 | 2 | 0 | 0 | 11 | 95 | -8 | 44 |
| TOTAL SEOUL (KIMPO) | | | 42 | 0 | 0 | 62 | 24 | 12 | 2 | 0 | 0 | 11 | 85 | 1 | 71 |
| TOTAL REPUBLIC OF KOREA | | | 42 | 0 | 0 | 62 | 24 | 12 | 2 | 0 | 0 | 11 | 85 | 1 | 71 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 53 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 6 | 73 | 8 | 44 |
| | SOUTH AFRICAN AIRWAYS | S | 46 | 0 | 0 | 76 | 13 | 7 | 2 | 0 | 2 | 26 | 83 | 8 | 29 |
| TOTAL CAPE TOWN | | | 99 | 0 | 0 | 79 | 13 | 6 | 1 | 0 | 1 | 15 | 77 | 8 | 73 |
| DURBAN | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 4 | 89 | 8 | 35 |
| | SOUTH AFRICAN AIRWAYS | S | 26 | 0 | 0 | 42 | 31 | 15 | 12 | 0 | 0 | 25 | 44 | 23 | 27 |
| TOTAL DURBAN | | | 61 | 0 | 0 | 66 | 20 | 10 | 5 | 0 | 0 | 13 | 69 | 14 | 62 |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 60 | 0 | 1 | 80 | 10 | 3 | 5 | 2 | 0 | 11 | 76 | 10 | 62 |
| | SOUTH AFRICAN AIRWAYS | S | 78 | 0 | 0 | 56 | 19 | 18 | 6 | 0 | 0 | 19 | 52 | 33 | 65 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 2 | 62 | 28 | 5 | 5 | 0 | 0 | 13 | 67 | 13 | 58 |
| TOTAL JOHANNESBURG | | | 198 | 0 | 3 | 65 | 19 | 10 | 6 | 1 | 0 | 15 | 65 | 19 | 185 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 358 | 0 | 3 | 69 | 18 | 9 | 4 | 0 | 0 | 15 | 68 | 16 | 320 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | TAROM | S | 62 | 0 | 4 | 47 | 23 | 21 | 10 | 0 | 0 | 25 | 45 | 34 | 56 |
| TOTAL BUCHAREST (OTOPENI) | | | 62 | 0 | 4 | 47 | 23 | 21 | 10 | 0 | 0 | 25 | 45 | 34 | 56 |
| TOTAL RUMANIA | | | 62 | 0 | 4 | 47 | 23 | 21 | 10 | 0 | 0 | 25 | 45 | 34 | 56 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | AEROFLOT | S | 87 | 0 | 0 | 47 | 24 | 18 | 10 | 0 | 0 | 26 | 67 | 17 | 87 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 87 | 7 | 5 | 2 | 0 | 0 | -1 | 69 | 14 | 59 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 147 | 0 | 0 | 63 | 17 | 13 | 7 | 0 | 0 | 15 | 68 | 16 | 146 |
| ST PETERSBURG | AEROFLOT | S | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 50 | 13 | 8 |
| TOTAL ST PETERSBURG | | | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 50 | 13 | 8 |
| TOTAL RUSSIA | | | 155 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 15 | 67 | 15 | 154 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| DHAHRAN | SAUDI ARABIAN AIRLINES | S | 16 | 0 | 0 | 63 | 0 | 19 | 19 | 0 | 0 | 25 | 13 | 37 | 16 |
| TOTAL DHAHRAN | | | 16 | 0 | 0 | 63 | 0 | 19 | 19 | 0 | 0 | 25 | 65 | 12 | 68 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------------------|------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| JEDDAH | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 72 | 8 | 6 | 8 | 6 | 0 | 23 | 64 | 21 | 36 |
| | SAUDI ARABIAN AIRLINES | S | 52 | 0 | 0 | 60 | 27 | 13 | 0 | 0 | 0 | 11 | 44 | 29 | 45 |
| TOTAL JEDDAH | | | 88 | 0 | 0 | 65 | 19 | 10 | 3 | 2 | 0 | 16 | 53 | 26 | 81 |
| RIYADH | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 85 | 11 | 0 | 4 | 0 | 0 | 4 | 89 | 2 | 27 |
| | SAUDI ARABIAN AIRLINES | S | 26 | 0 | 0 | 69 | 19 | 8 | 4 | 0 | 0 | 13 | 13 | 58 | 8 |
| TOTAL RIYADH | | | 53 | 0 | 0 | 77 | 15 | 4 | 4 | 0 | 0 | 8 | 71 | 15 | 35 |
| TOTAL SAUDI ARABIA | | | 157 | 0 | 0 | 69 | 16 | 9 | 5 | 1 | 0 | 14 | 61 | 18 | 184 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 148 | 0 | 0 | 74 | 16 | 8 | 1 | 0 | 0 | 5 | 75 | 9 | 124 |
| TOTAL SINGAPORE | | | 148 | 0 | 0 | 74 | 16 | 8 | 1 | 0 | 0 | 5 | 75 | 9 | 124 |
| TOTAL SINGAPORE | | | 148 | 0 | 0 | 74 | 16 | 8 | 1 | 0 | 0 | 5 | 75 | 9 | 124 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | ADRIA AIRWAYS | S | 50 | 0 | 0 | 56 | 22 | 12 | 8 | 2 | 0 | 25 | 62 | 29 | 42 |
| TOTAL LJUBLJANA | | | 50 | 0 | 0 | 56 | 22 | 12 | 8 | 2 | 0 | 25 | 62 | 29 | 42 |
| TOTAL SLOVENIA | | | 50 | 0 | 0 | 56 | 22 | 12 | 8 | 2 | 0 | 25 | 62 | 29 | 42 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | IBERIA | S | 60 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 9 | 58 | 23 | 60 |
| TOTAL ALICANTE | | | 60 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 9 | 58 | 23 | 60 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 178 | 0 | 0 | 87 | 4 | 5 | 3 | 1 | 0 | 6 | 83 | 7 | 170 |
| | IBERIA | S | 182 | 0 | 0 | 85 | 4 | 5 | 5 | 0 | 0 | 5 | 77 | 11 | 180 |
| TOTAL BARCELONA | | | 360 | 0 | 0 | 86 | 4 | 5 | 4 | 0 | 0 | 6 | 80 | 9 | 350 |
| BILBAO | BRITISH AIRWAYS PLC | S | 118 | 0 | 0 | 88 | 4 | 4 | 3 | 0 | 0 | 3 | 77 | 9 | 114 |
| | IBERIA | S | 60 | 0 | 0 | 83 | 8 | 7 | 2 | 0 | 0 | 5 | 65 | 20 | 60 |
| TOTAL BILBAO | | | 178 | 0 | 0 | 87 | 6 | 5 | 3 | 0 | 0 | 4 | 73 | 13 | 174 |
| MADRID | BRITISH AIRWAYS PLC | S | 236 | 0 | 0 | 74 | 15 | 7 | 4 | 0 | 0 | 12 | 59 | 23 | 230 |
| | IBERIA | S | 293 | 2 | 0 | 73 | 17 | 5 | 5 | 0 | 0 | 12 | 54 | 27 | 288 |
| TOTAL MADRID | | | 529 | 2 | 0 | 74 | 16 | 6 | 5 | 0 | 0 | 12 | 56 | 25 | 518 |
| MALAGA | GB AIRWAYS LTD | S | 60 | 0 | 0 | 72 | 13 | 7 | 5 | 3 | 0 | 20 | 0 | 0 | 0 |
| | IBERIA | S | 60 | 0 | 0 | 63 | 13 | 10 | 13 | 0 | 0 | 24 | 33 | 31 | 60 |
| TOTAL MALAGA | | | 120 | 0 | 0 | 68 | 13 | 8 | 9 | 2 | 0 | 22 | 33 | 31 | 60 |
| PALMA DE MALLORCA | BMI BRITISH MIDLAND | S | 60 | 0 | 0 | 73 | 15 | 12 | 0 | 0 | 0 | 11 | 91 | 1 | 66 |
| TOTAL PALMA DE MALLORCA | | | 60 | 0 | 0 | 73 | 15 | 12 | 0 | 0 | 0 | 11 | 91 | 1 | 66 |
| SANTIAGO DE COMPOSTELA | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 27 | 2 |
| | IBERIA | S | 60 | 0 | 0 | 73 | 8 | 13 | 5 | 0 | 0 | 9 | 61 | 22 | 59 |
| TOTAL SANTIAGO DE COMPOSTELA | | | 62 | 0 | 0 | 71 | 10 | 15 | 5 | 0 | 0 | 10 | 59 | 22 | 61 |
| SEVILLE | IBERIA | S | 60 | 0 | 0 | 73 | 12 | 8 | 7 | 0 | 0 | 13 | 53 | 20 | 59 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL SEVILLE | | | 62 | 0 | 0 | 74 | 11 | 8 | 6 | 0 | 0 | 12 | 53 | 20 | 59 |
| VALENCIA | IBERIA | S | 60 | 0 | 0 | 72 | 12 | 12 | 3 | 2 | 0 | 13 | 82 | 5 | 60 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---------------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 VALENCIA | | | 60 | 0 | 0 | 72 | 12 | 12 | 3 | 2 | 0 | 13 | 82 | 5 | 60 |
| TOTAL SPAIN | | | 1491 | 2 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 10 | 66 | 17 | 1408 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | SRILANKAN AIRLINES | S | 52 | 0 | 0 | 65 | 15 | 13 | 0 | 2 | 4 | 32 | 58 | 28 | 38 |
| TOTAL COLOMBO | | | 52 | 0 | 0 | 65 | 15 | 13 | 0 | 2 | 4 | 32 | 54 | 28 | 56 |
| TOTAL SRI LANKA | | | 52 | 0 | 0 | 65 | 15 | 13 | 0 | 2 | 4 | 32 | 54 | 28 | 56 |
| SUDAN | | | | | | | | | | | | | | | |
| KHARTOUM | SUDAN AIRWAYS | S | 8 | 0 | 0 | 0 | 13 | 38 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| TOTAL KHARTOUM | | | 8 | 0 | 0 | 0 | 13 | 38 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| TOTAL SUDAN | | | 8 | 0 | 0 | 0 | 13 | 38 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | BRITISH AIRWAYS PLC | S | 115 | 0 | 1 | 78 | 17 | 3 | 3 | 0 | 0 | 7 | 80 | 4 | 116 |
| | SAS | S | 124 | 0 | 0 | 60 | 20 | 12 | 8 | 0 | 0 | 19 | 72 | 11 | 122 |
| TOTAL GOTEBORG | | | 239 | 0 | 1 | 69 | 18 | 8 | 5 | 0 | 0 | 13 | 76 | 8 | 238 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS PLC | S | 270 | 0 | 0 | 75 | 14 | 9 | 2 | 0 | 0 | 10 | 79 | 9 | 286 |
| | SAS | S | 276 | 0 | 0 | 62 | 17 | 15 | 6 | 0 | 0 | 17 | 72 | 11 | 271 |
| TOTAL STOCKHOLM (ARLANDA) | | | 546 | 0 | 0 | 68 | 16 | 12 | 4 | 0 | 0 | 13 | 76 | 10 | 557 |
| TOTAL SWEDEN | | | 785 | 0 | 1 | 69 | 16 | 10 | 5 | 0 | 0 | 13 | 76 | 9 | 795 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | BRITISH AIRWAYS PLC | S | 106 | 0 | 0 | 46 | 39 | 12 | 3 | 0 | 0 | 17 | 69 | 14 | 102 |
| | SWISS AIRLINES | S | 183 | 0 | 0 | 74 | 15 | 10 | 1 | 0 | 0 | 7 | 68 | 10 | 179 |
| TOTAL BASLE MULHOUSE | | | 289 | 0 | 0 | 64 | 24 | 11 | 2 | 0 | 0 | 11 | 68 | 11 | 281 |
| GENEVA | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 19 | 100 | 9 | 4 |
| | BRITISH AIRWAYS PLC | S | 291 | 0 | 1 | 74 | 16 | 7 | 4 | 0 | 0 | 12 | 71 | 13 | 299 |
| | SWISSAIR | S | 233 | 0 | 0 | 74 | 14 | 7 | 5 | 0 | 0 | 11 | 71 | 10 | 232 |
| TOTAL GENEVA | | | 532 | 2 | 1 | 73 | 15 | 7 | 4 | 0 | 0 | 11 | 71 | 12 | 535 |
| SION | SWISS AIRLINES | S | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 18 | 1 |
| TOTAL SION | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 18 | 1 |
| ZURICH | BRITISH AIRWAYS PLC | S | 273 | 0 | 6 | 74 | 12 | 10 | 4 | 0 | 0 | 10 | 70 | 15 | 217 |
| | SWISSAIR | S | 353 | 0 | 0 | 59 | 18 | 15 | 7 | 0 | 0 | 19 | 68 | 12 | 352 |
| TOTAL ZURICH | | | 626 | 0 | 6 | 66 | 15 | 13 | 6 | 0 | 0 | 15 | 70 | 12 | 792 |
| TOTAL SWITZERLAND | | | 1449 | 2 | 7 | 68 | 17 | 10 | 4 | 0 | 0 | 13 | 70 | 12 | 1609 |
| SYRIA | | | | | | | | | | | | | | | |
| DAMASCUS | SYRIANAIR | S | 26 | 1 | 1 | 31 | 27 | 4 | 15 | 23 | 0 | 81 | 38 | 52 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 DAMASCUS | | | 26 | 1 | 1 | 31 | 27 | 4 | 15 | 23 | 0 | 81 | 43 | 112 | 51 |
| TOTAL SYRIA | | | 26 | 1 | 1 | 31 | 27 | 4 | 15 | 23 | 0 | 81 | 43 | 112 | 51 |
| TANZANIA | | | | | | | | | | | | | | | |
| DAR-ES-SALAAM | ALLIANCE | S | 14 | 0 | 2 | 14 | 29 | 50 | 7 | 0 | 0 | 36 | 14 | 51 | 14 |
| TOTAL DAR-ES-SALAAM | | | 14 | 0 | 2 | 14 | 29 | 50 | 7 | 0 | 0 | 36 | 14 | 51 | 14 |
| KILIMANJARO | ALLIANCE | S | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 55 | 7 |
| TOTAL KILIMANJARO | | | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 55 | 7 |
| TOTAL TANZANIA | | | 18 | 0 | 2 | 11 | 33 | 50 | 6 | 0 | 0 | 36 | 10 | 53 | 21 |
| THAILAND | | | | | | | | | | | | | | | |
| BANGKOK | THAI AIRWAYS INTERNATIONAL | S | 90 | 0 | 0 | 74 | 20 | 4 | 1 | 0 | 0 | 10 | 60 | 18 | 62 |
| TOTAL BANGKOK | | | 90 | 0 | 0 | 74 | 20 | 4 | 1 | 0 | 0 | 10 | 60 | 18 | 62 |
| TOTAL THAILAND | | | 90 | 0 | 0 | 74 | 20 | 4 | 1 | 0 | 0 | 10 | 60 | 18 | 62 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BWIA | S | 62 | 0 | 0 | 37 | 29 | 13 | 18 | 2 | 2 | 40 | 53 | 17 | 60 |
| TOTAL PORT OF SPAIN | | | 62 | 0 | 0 | 37 | 29 | 13 | 18 | 2 | 2 | 40 | 53 | 17 | 60 |
| TOTAL TRINIDAD AND TOBAGO | | | 62 | 0 | 0 | 37 | 29 | 13 | 18 | 2 | 2 | 40 | 53 | 17 | 60 |
| TUNISIA | | | | | | | | | | | | | | | |
| JERBA | TUNISAIR | S | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL JERBA | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TUNIS | TUNISAIR | S | 34 | 0 | 0 | 35 | 26 | 32 | 6 | 0 | 0 | 27 | 18 | 39 | 34 |
| TOTAL TUNIS | | | 34 | 0 | 0 | 35 | 26 | 32 | 6 | 0 | 0 | 27 | 18 | 39 | 34 |
| TOTAL TUNISIA | | | 44 | 0 | 0 | 45 | 20 | 30 | 5 | 0 | 0 | 21 | 18 | 39 | 34 |
| TURKEY | | | | | | | | | | | | | | | |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 86 | 10 | 2 | 2 | 0 | 0 | 2 | 79 | 6 | 120 |
| | ISTANBUL HAVA YOLLARI | S | 27 | 0 | 0 | 26 | 37 | 30 | 7 | 0 | 0 | 27 | 0 | 0 | 0 |
| | THY TURK HAVA YOLLARI TURKIS | S | 185 | 0 | 0 | 74 | 14 | 6 | 6 | 1 | 0 | 12 | 51 | 29 | 139 |
| TOTAL ISTANBUL | | | 334 | 0 | 3 | 74 | 14 | 7 | 5 | 0 | 0 | 9 | 61 | 19 | 281 |
| IZMIR (ADNAM MENDERES) | THY TURK HAVA YOLLARI TURKIS | S | 14 | 0 | 2 | 29 | 50 | 14 | 7 | 0 | 0 | 25 | 67 | 17 | 18 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 14 | 0 | 2 | 29 | 50 | 14 | 7 | 0 | 0 | 25 | 67 | 17 | 18 |
| TOTAL TURKEY | | | 348 | 0 | 5 | 72 | 16 | 7 | 5 | 0 | 0 | 10 | 62 | 19 | 299 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | BRITISH MEDITERRANEAN AIRWA | S | 17 | 0 | 0 | 65 | 0 | 6 | 12 | 12 | 6 | 61 | 0 | 0 | 0 |
| | TURKMENISTAN AIRLINES | S | 8 | 0 | 0 | 13 | 13 | 0 | 0 | 13 | 63 | 417 | 13 | 436 | 8 |
| TOTAL ASHKHABAD | | | 25 | 0 | 0 | 48 | 4 | 4 | 8 | 12 | 24 | 175 | 13 | 436 | 8 |
| TOTAL TURKMENISTAN | | | 25 | 0 | 0 | 48 | 4 | 4 | 8 | 12 | 24 | 175 | 13 | 436 | 8 |
| UGANDA | | | | | | | | | | | | | | | |
| ENTEBBE | ALLIANCE | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-------------------------------|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 ENTEBBE | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL UGANDA | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | GULF AIR | S | 46 | 0 | 1 | 54 | 24 | 20 | 2 | 0 | 0 | 18 | 59 | 24 | 76 |
| TOTAL ABU DHABI INTERNATIONAL | | | 46 | 0 | 1 | 54 | 24 | 20 | 2 | 0 | 0 | 18 | 72 | 11 | 138 |
| DUBAI | BRITISH AIRWAYS PLC | S | 65 | 0 | 0 | 86 | 9 | 3 | 0 | 0 | 2 | 8 | 60 | 17 | 15 |
| | EMIRATES | S | 126 | 0 | 0 | 62 | 18 | 14 | 4 | 2 | 0 | 18 | 38 | 34 | 124 |
| TOTAL DUBAI | | | 191 | 0 | 0 | 70 | 15 | 10 | 3 | 1 | 1 | 15 | 40 | 32 | 139 |
| TOTAL UNITED ARAB EMIRATES | | | 237 | 0 | 1 | 67 | 17 | 12 | 3 | 1 | 0 | 15 | 56 | 22 | 277 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 344 | 0 | 0 | 79 | 14 | 5 | 2 | 0 | 0 | 8 | 77 | 8 | 331 |
| TOTAL ABERDEEN | | | 344 | 0 | 0 | 79 | 14 | 5 | 2 | 0 | 0 | 8 | 77 | 8 | 331 |
| BELFAST INTERNATIONAL | BMI BRITISH MIDLAND | S | 469 | 0 | 3 | 86 | 9 | 3 | 2 | 0 | 0 | 6 | 80 | 7 | 564 |
| | BRITISH AIRWAYS PLC | S | 370 | 0 | 7 | 85 | 7 | 4 | 3 | 1 | 0 | 9 | 80 | 9 | 376 |
| TOTAL BELFAST INTERNATIONAL | | | 839 | 0 | 10 | 85 | 8 | 4 | 2 | 0 | 0 | 7 | 80 | 8 | 940 |
| EDINBURGH | BMI BRITISH MIDLAND | S | 468 | 0 | 4 | 83 | 11 | 3 | 2 | 0 | 0 | 6 | 65 | 13 | 460 |
| | BRITISH AIRWAYS PLC | S | 551 | 0 | 5 | 87 | 8 | 3 | 2 | 0 | 0 | 3 | 74 | 11 | 546 |
| TOTAL EDINBURGH | | | 1019 | 0 | 9 | 85 | 9 | 3 | 2 | 0 | 0 | 4 | 70 | 12 | 1006 |
| GLASGOW | BMI BRITISH MIDLAND | S | 447 | 0 | 4 | 73 | 18 | 5 | 4 | 0 | 0 | 11 | 68 | 12 | 433 |
| | BRITISH AIRWAYS PLC | S | 552 | 0 | 14 | 87 | 7 | 3 | 3 | 0 | 0 | 5 | 72 | 13 | 550 |
| TOTAL GLASGOW | | | 999 | 0 | 18 | 80 | 12 | 4 | 3 | 0 | 0 | 8 | 70 | 12 | 983 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 159 | 0 | 3 | 77 | 18 | 4 | 1 | 1 | 0 | 10 | 79 | 10 | 156 |
| TOTAL ISLE OF MAN | | | 159 | 0 | 3 | 77 | 18 | 4 | 1 | 1 | 0 | 10 | 79 | 10 | 156 |
| JERSEY | BRITISH AIRWAYS PLC | S | 222 | 0 | 3 | 89 | 6 | 2 | 2 | 1 | 0 | 4 | 84 | 4 | 201 |
| TOTAL JERSEY | | | 222 | 0 | 3 | 89 | 6 | 2 | 2 | 1 | 0 | 4 | 84 | 4 | 201 |
| LEEDS BRADFORD | BMI BRITISH MIDLAND | S | 236 | 0 | 8 | 85 | 9 | 4 | 2 | 0 | 0 | 4 | 64 | 16 | 231 |
| TOTAL LEEDS BRADFORD | | | 236 | 0 | 8 | 85 | 9 | 4 | 2 | 0 | 0 | 4 | 64 | 16 | 231 |
| MANCHESTER | BMI BRITISH MIDLAND | S | 427 | 0 | 18 | 84 | 9 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 552 | 0 | 0 | 85 | 7 | 5 | 3 | 0 | 0 | 5 | 79 | 10 | 537 |
| TOTAL MANCHESTER | | | 980 | 1 | 20 | 85 | 8 | 5 | 2 | 0 | 0 | 5 | 79 | 10 | 538 |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 294 | 0 | 2 | 84 | 9 | 4 | 3 | 0 | 0 | 6 | 79 | 9 | 287 |
| TOTAL NEWCASTLE | | | 294 | 0 | 2 | 84 | 9 | 4 | 3 | 0 | 0 | 6 | 79 | 9 | 287 |
| TEESSIDE | BMI BRITISH MIDLAND | S | 241 | 0 | 9 | 85 | 7 | 7 | 2 | 0 | 0 | 6 | 74 | 9 | 238 |
| TOTAL TEESSIDE | | | 241 | 0 | 9 | 85 | 7 | 7 | 2 | 0 | 0 | 6 | 74 | 9 | 238 |
| TOTAL UNITED KINGDOM | | | 5334 | 1 | 82 | 84 | 10 | 4 | 2 | 0 | 0 | 6 | 75 | 10 | 5118 |
| USA | | | | | | | | | | | | | | | |
| BOSTON | AMERICAN AIRLINES | S | 121 | 0 | 0 | 74 | 14 | 9 | 2 | 1 | 0 | 8 | 84 | 4 | 122 |
| | BRITISH AIRWAYS PLC | S | 179 | 0 | 1 | 87 | 6 | 3 | 3 | 2 | 0 | 6 | 84 | 3 | 162 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 BOSTON | | | 300 | 0 | 1 | 82 | 9 | 5 | 3 | 1 | 0 | 7 | 84 | 3 | 284 |
| CHICAGO (O'HARE) | AIR INDIA | S | 26 | 0 | 0 | 58 | 23 | 4 | 0 | 8 | 8 | 66 | 59 | 12 | 27 |
| | AMERICAN AIRLINES | S | 186 | 0 | 0 | 84 | 9 | 3 | 4 | 0 | 0 | 3 | 67 | 18 | 135 |
| | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 80 | 14 | 2 | 3 | 0 | 0 | 4 | 78 | 4 | 120 |
| | UNITED AIRLINES | S | 123 | 0 | 0 | 90 | 2 | 7 | 1 | 0 | 0 | -2 | 59 | 21 | 124 |
| TOTAL CHICAGO (O'HARE) | | | 457 | 0 | 0 | 83 | 9 | 4 | 3 | 0 | 0 | 5 | 67 | 15 | 406 |
| DETROIT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 79 | 15 | 3 | 2 | 2 | 0 | 8 | 77 | 9 | 60 |
| TOTAL DETROIT | | | 62 | 0 | 0 | 79 | 15 | 3 | 2 | 2 | 0 | 8 | 77 | 9 | 60 |
| LOS ANGELES INTERNATIONAL | AMERICAN AIRLINES | S | 60 | 0 | 0 | 75 | 20 | 3 | 2 | 0 | 0 | -6 | 68 | 14 | 60 |
| | BRITISH AIRWAYS PLC | S | 119 | 1 | 1 | 81 | 13 | 6 | 0 | 0 | 0 | 2 | 54 | 23 | 118 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 82 | 13 | 3 | 0 | 0 | 2 | 6 | 42 | 53 | 60 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 118 | 2 | 6 | 75 | 7 | 9 | 8 | 1 | 0 | 6 | 54 | 20 | 116 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 359 | 3 | 7 | 78 | 12 | 6 | 3 | 0 | 0 | 3 | 55 | 26 | 354 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 60 | 2 | 2 | 70 | 23 | 2 | 5 | 0 | 0 | 3 | 59 | 21 | 61 |
| | BRITISH AIRWAYS PLC | S | 61 | 1 | 1 | 74 | 16 | 8 | 2 | 0 | 0 | 7 | 77 | 1 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 69 | 15 | 10 | 6 | 0 | 0 | 9 | 35 | 31 | 62 |
| TOTAL MIAMI INTERNATIONAL | | | 183 | 3 | 3 | 71 | 18 | 7 | 4 | 0 | 0 | 7 | 57 | 18 | 185 |
| NEW YORK (JF KENNEDY) | AIR INDIA | S | 62 | 0 | 0 | 37 | 23 | 10 | 8 | 5 | 18 | 116 | 27 | 75 | 62 |
| | AMERICAN AIRLINES | S | 363 | 0 | 1 | 82 | 8 | 7 | 2 | 1 | 0 | 3 | 78 | 7 | 363 |
| | BRITISH AIRWAYS PLC | C | 3 | 0 | 2 | 33 | 33 | 0 | 33 | 0 | 0 | 58 | 33 | 214 | 3 |
| | BRITISH AIRWAYS PLC | S | 388 | 0 | 0 | 81 | 12 | 6 | 1 | 0 | 1 | 8 | 74 | 10 | 392 |
| | KUWAIT AIRWAYS | S | 27 | 0 | 0 | 74 | 7 | 11 | 7 | 0 | 0 | 5 | 50 | 25 | 26 |
| | UNITED AIRLINES | S | 179 | 2 | 3 | 85 | 6 | 4 | 4 | 1 | 0 | 2 | 73 | 13 | 122 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 117 | 0 | 6 | 62 | 18 | 10 | 7 | 3 | 0 | 20 | 55 | 21 | 117 |
| TOTAL NEW YORK (JF KENNEDY) | | | 1140 | 2 | 12 | 77 | 11 | 7 | 3 | 1 | 1 | 13 | 70 | 15 | 1087 |
| NEW YORK (NEWARK) | AMERICAN AIRLINES | S | 58 | 0 | 2 | 81 | 10 | 7 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 80 | 10 | 8 | 2 | 0 | 0 | 5 | 83 | 8 | 60 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 68 | 15 | 10 | 5 | 3 | 0 | 17 | 34 | 33 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 59 | 1 | 3 | 75 | 12 | 5 | 5 | 3 | 0 | 18 | 75 | 6 | 60 |
| TOTAL NEW YORK (NEWARK) | | | 239 | 1 | 5 | 76 | 12 | 8 | 3 | 2 | 0 | 11 | 64 | 16 | 182 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 82 | 12 | 4 | 2 | 0 | 1 | 18 | 65 | 17 | 60 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 120 | 0 | 0 | 82 | 12 | 4 | 2 | 0 | 1 | 18 | 65 | 17 | 60 |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 85 | 0 | 0 | 81 | 9 | 4 | 6 | 0 | 0 | 8 | 66 | 14 | 85 |
| | UNITED AIRLINES | S | 124 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | -1 | 51 | 27 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 2 | 65 | 22 | 8 | 5 | 0 | 0 | 10 | 50 | 21 | 60 |
| TOTAL SAN FRANCISCO | | | 269 | 0 | 2 | 80 | 12 | 5 | 3 | 0 | 0 | 4 | 55 | 21 | 269 |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 59 | 0 | 1 | 73 | 14 | 8 | 5 | 0 | 0 | 11 | 63 | 43 | 60 |
| TOTAL SEATTLE (TACOMA) | | | 59 | 0 | 1 | 73 | 14 | 8 | 5 | 0 | 0 | 11 | 63 | 43 | 60 |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 81 | 12 | 5 | 2 | 0 | 0 | 5 | 77 | 4 | 103 |
| | UNITED AIRLINES | S | 181 | 0 | 2 | 77 | 13 | 7 | 2 | 2 | 0 | 10 | 55 | 28 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 58 | 0 | 4 | 74 | 14 | 5 | 5 | 2 | 0 | 13 | 74 | 10 | 58 |
| TOTAL WASHINGTON (DULLES) | | | 361 | 0 | 6 | 78 | 13 | 6 | 2 | 1 | 0 | 9 | 67 | 15 | 285 |
| TOTAL USA | | | 3549 | 9 | 37 | 79 | 11 | 6 | 3 | 1 | 0 | 9 | 66 | 17 | 3292 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 34 | 0 | 0 | 50 | 21 | 3 | 21 | 0 | 6 | 49 | 47 | 63 | 34 |
| TOTAL TASHKENT | | | 34 | 0 | 0 | 50 | 21 | 3 | 21 | 0 | 6 | 49 | 47 | 63 | 34 |
| TOTAL UZBEKISTAN | | | 34 | 0 | 0 | 50 | 21 | 3 | 21 | 0 | 6 | 49 | 47 | 63 | 34 |
| TOTAL HEATHROW | | | 34969 | 93 | 392 | 73 | 14 | 8 | 5 | 1 | 0 | 14 | 70 | 15 | 34219 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---------------------------|----------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 ROTTERDAM | | | 212 | 7 | 6 | 80 | 13 | 4 | 3 | 0 | 0 | 10 | 88 | 5 | 216 |
| TOTAL NETHERLANDS | | | 411 | 9 | 19 | 62 | 17 | 9 | 11 | 1 | 0 | 25 | 72 | 13 | 424 |
| SWEDEN | | | | | | | | | | | | | | | |
| MALMO | BRAATHENS ASA | S | 82 | 0 | 0 | 63 | 28 | 6 | 2 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL MALMO | | | 82 | 0 | 0 | 63 | 28 | 6 | 2 | 0 | 0 | 13 | 80 | 7 | 82 |
| STOCKHOLM (ARLANDA) | BRAATHENS ASA | S | 76 | 0 | 0 | 53 | 22 | 22 | 3 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL STOCKHOLM (ARLANDA) | | | 76 | 0 | 0 | 53 | 22 | 22 | 3 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL SWEDEN | | | 158 | 0 | 0 | 58 | 25 | 14 | 3 | 0 | 0 | 15 | 80 | 7 | 82 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 131 | 0 | 3 | 69 | 21 | 8 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BASLE MULHOUSE | | | 131 | 0 | 3 | 69 | 21 | 8 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| BERNE | AIR ENGIADINA | S | 125 | 2 | 7 | 45 | 30 | 18 | 8 | 0 | 0 | 25 | 54 | 18 | 102 |
| TOTAL BERNE | | | 125 | 2 | 7 | 45 | 30 | 18 | 8 | 0 | 0 | 25 | 54 | 18 | 102 |
| GENEVA | SWISS AIRLINES | S | 180 | 0 | 4 | 53 | 28 | 14 | 4 | 0 | 0 | 18 | 62 | 16 | 154 |
| TOTAL GENEVA | | | 180 | 0 | 4 | 53 | 28 | 14 | 4 | 0 | 0 | 18 | 62 | 16 | 154 |
| ZURICH | SWISS AIRLINES | S | 211 | 0 | 3 | 45 | 32 | 18 | 5 | 0 | 0 | 23 | 57 | 18 | 148 |
| TOTAL ZURICH | | | 211 | 0 | 3 | 45 | 32 | 18 | 5 | 0 | 0 | 23 | 57 | 18 | 148 |
| TOTAL SWITZERLAND | | | 647 | 2 | 17 | 52 | 28 | 15 | 5 | 0 | 0 | 19 | 58 | 17 | 404 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| EDINBURGH | KLM UK LTD | S | 167 | 1 | 9 | 73 | 22 | 3 | 2 | 0 | 0 | 8 | 58 | 18 | 171 |
| TOTAL EDINBURGH | | | 167 | 1 | 9 | 73 | 22 | 3 | 2 | 0 | 0 | 8 | 58 | 18 | 171 |
| GLASGOW | KLM UK LTD | S | 112 | 0 | 6 | 71 | 19 | 7 | 4 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | 112 | 0 | 6 | 71 | 19 | 7 | 4 | 0 | 0 | 11 | 0 | 0 | 0 |
| MANCHESTER | KLM UK LTD | S | 115 | 0 | 5 | 78 | 12 | 7 | 3 | 0 | 0 | 7 | 91 | -1 | 162 |
| TOTAL MANCHESTER | | | 115 | 0 | 5 | 78 | 12 | 7 | 3 | 0 | 0 | 7 | 91 | -1 | 162 |
| TOTAL UNITED KINGDOM | | | 394 | 1 | 20 | 74 | 18 | 5 | 3 | 0 | 0 | 8 | 74 | 8 | 333 |
| TOTAL LONDON CITY | | | 3085 | 17 | 142 | 61 | 22 | 11 | 5 | 0 | 0 | 17 | 68 | 13 | 2701 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| SALZBURG | BRITANNIA AIRWAYS | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 31 | 100 | 4 | 3 |
| TOTAL SALZBURG | | | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 31 | 100 | 4 | 3 |
| TOTAL AUSTRIA | | | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 31 | 100 | 4 | 3 |
| CYPRUS | | | | | | | | | | | | | | | |
| PAPHOS | BRITANNIA AIRWAYS | C | 11 | 0 | 5 | 82 | 9 | 0 | 9 | 0 | 0 | 6 | 82 | 11 | 11 |
| | EUROCYPRIA AIRLINES LTD | C | 6 | 0 | 4 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 57 | 8 | 7 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 60 | 0 | 30 | 0 | 0 | 10 | 82 | 33 | 15 | 3 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 1 | 1 | 78 | 22 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 36 | 1 | 10 | 78 | 8 | 8 | 3 | 0 | 3 | 23 | 71 | 10 | 31 |
| TOTAL CYPRUS | | | 36 | 1 | 10 | 78 | 8 | 8 | 3 | 0 | 3 | 23 | 68 | 11 | 34 |
| FINLAND | | | | | | | | | | | | | | | |
| ENONTEKIO | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL ENONTEKIO | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| IVALO | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 100 | -2 | 2 |
| TOTAL IVALO | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 100 | -2 | 2 |
| KITTLA | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL KITTLA | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL FINLAND | | | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 21 | 100 | -2 | 2 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | MONARCH AIRLINES | C | 3 | 0 | 1 | 33 | 0 | 67 | 0 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL LYON | | | 4 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 28 | 3 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 167 | 1 | 0 | 84 | 12 | 3 | 1 | 0 | 0 | 2 | 89 | 5 | 161 |
| TOTAL NICE | | | 167 | 1 | 0 | 84 | 12 | 3 | 1 | 0 | 0 | 2 | 85 | 8 | 193 |
| PARIS (CHARLES DE GAULLE) | SCOT AIRWAYS | S | 114 | 2 | 17 | 42 | 21 | 18 | 19 | 0 | 0 | 30 | 70 | 13 | 121 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 114 | 2 | 17 | 42 | 21 | 18 | 19 | 0 | 0 | 30 | 70 | 13 | 121 |
| PONTOISE | DEBONAIR AIRWAYS LTD | S | 105 | 0 | 18 | 49 | 25 | 17 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL PONTOISE | | | 105 | 0 | 18 | 49 | 25 | 17 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 390 | 3 | 36 | 62 | 18 | 12 | 9 | 0 | 0 | 16 | 79 | 10 | 317 |
| GERMANY | | | | | | | | | | | | | | | |
| MOENCHENGLADBACH | DEBONAIR AIRWAYS LTD | S | 93 | 5 | 17 | 51 | 29 | 11 | 10 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL MOENCHENGLADBACH | | | 93 | 5 | 17 | 51 | 29 | 11 | 10 | 0 | 0 | 20 | 0 | 0 | 0 |
| MUNICH | DEBONAIR AIRWAYS LTD | S | 105 | 3 | 12 | 47 | 20 | 15 | 14 | 4 | 0 | 36 | 60 | 22 | 92 |
| TOTAL MUNICH | | | 105 | 3 | 12 | 47 | 20 | 15 | 14 | 4 | 0 | 36 | 60 | 22 | 92 |
| TOTAL GERMANY | | | 198 | 8 | 29 | 48 | 24 | 13 | 12 | 2 | 0 | 28 | 60 | 22 | 92 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 24 | 0 | 0 | 63 | 33 | 4 | 0 | 0 | 0 | 11 | 93 | 1 | 29 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL GIBRALTAR | | | 24 | 0 | 0 | 63 | 33 | 4 | 0 | 0 | 0 | 11 | 93 | 1 | 29 |
| TOTAL GIBRALTAR | | | 24 | 0 | 0 | 63 | 33 | 4 | 0 | 0 | 0 | 11 | 93 | 1 | 29 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | EASYJET AIRLINE COMPANY LTD | S | 117 | 0 | 0 | 79 | 11 | 6 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL ATHENS | | | 120 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 0 | 5 | 0 | 0 | 0 |
| SALONIKA | MONARCH AIRLINES | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL SALONIKA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL GREECE | | | 124 | 0 | 0 | 78 | 11 | 6 | 4 | 0 | 0 | 5 | 0 | 0 | 0 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL BUDAPEST | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL HUNGARY | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 241 | 2 | 19 | 85 | 10 | 2 | 2 | 1 | 0 | 8 | 88 | 7 | 243 |
| TOTAL DUBLIN | | | 241 | 2 | 19 | 85 | 10 | 2 | 2 | 1 | 0 | 8 | 88 | 7 | 243 |
| WATERFORD | SCOT AIRWAYS | S | 16 | 0 | 8 | 56 | 19 | 0 | 25 | 0 | 0 | 35 | 64 | 13 | 22 |
| TOTAL WATERFORD | | | 16 | 0 | 8 | 56 | 19 | 0 | 25 | 0 | 0 | 35 | 64 | 13 | 22 |
| TOTAL IRISH REPUBLIC | | | 257 | 38 | 27 | 83 | 11 | 2 | 4 | 1 | 0 | 10 | 86 | 7 | 300 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | 45 | 9 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 43 | 21 | 7 |
| TOTAL OVDA | | | 14 | 1 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 10 | 56 | 34 | 16 |
| TOTAL ISRAEL | | | 14 | 1 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 10 | 56 | 34 | 16 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | BMI BRITISH MIDLAND | C | 6 | 2 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 26 | 38 | 22 | 8 |
| TOTAL NAPLES | | | 6 | 2 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 26 | 38 | 22 | 8 |
| PALERMO | BMI BRITISH MIDLAND | C | 6 | 0 | 2 | 17 | 17 | 17 | 50 | 0 | 0 | 51 | 13 | 40 | 8 |
| TOTAL PALERMO | | | 6 | 0 | 2 | 17 | 17 | 17 | 50 | 0 | 0 | 51 | 13 | 40 | 8 |
| ROME (CIAMPINO) | DEBONAIR AIRWAYS LTD | S | 64 | 6 | 8 | 50 | 25 | 13 | 11 | 2 | 0 | 30 | 57 | 26 | 93 |
| TOTAL ROME (CIAMPINO) | | | 64 | 6 | 8 | 50 | 25 | 13 | 11 | 2 | 0 | 30 | 67 | 20 | 145 |
| TURIN | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 0 | 67 | 0 | 0 | 0 | 21 | 0 | 41 | 2 |
| TOTAL TURIN | | | 3 | 0 | 1 | 33 | 0 | 67 | 0 | 0 | 0 | 21 | 0 | 41 | 2 |
| TOTAL ITALY | | | 79 | 8 | 11 | 46 | 24 | 15 | 14 | 1 | 0 | 31 | 62 | 22 | 163 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 2 | 50 | 13 | 13 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL MALTA | | | 8 | 0 | 2 | 50 | 13 | 13 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | | | 8 | 0 | 2 | 50 | 13 | 13 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 160 | 2 | 2 | 69 | 13 | 10 | 7 | 1 | 0 | 14 | 71 | 13 | 162 |
| TOTAL AMSTERDAM | | | 160 | 2 | 2 | 69 | 13 | 10 | 7 | 1 | 0 | 14 | 71 | 13 | 162 |
| TOTAL NETHERLANDS | | | 160 | 2 | 2 | 69 | 13 | 10 | 7 | 1 | 0 | 14 | 71 | 13 | 162 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 18 | 80 | 7 | 10 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 18 | 80 | 7 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 18 | 80 | 7 | 10 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 70 | 13 | 10 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 8 | 69 | 15 | 29 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 48 | 0 | 0 | 71 | 23 | 4 | 2 | 0 | 0 | 9 | 69 | 14 | 39 |
| BARCELONA | DEBONAIR AIRWAYS LTD | S | 61 | 0 | 13 | 48 | 20 | 21 | 8 | 3 | 0 | 33 | 61 | 25 | 155 |
| | EASYJET AIRLINE COMPANY LTD | S | 116 | 0 | 0 | 86 | 9 | 3 | 2 | 0 | 0 | 3 | 82 | 20 | 72 |
| TOTAL BARCELONA | | | 177 | 0 | 13 | 73 | 12 | 10 | 4 | 1 | 0 | 13 | 67 | 24 | 227 |
| IBIZA | CORSAIR | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 43 | 0 | 0 | 0 |
| MADRID | DEBONAIR AIRWAYS LTD | S | 79 | 0 | 1 | 65 | 15 | 15 | 4 | 1 | 0 | 18 | 62 | 25 | 65 |
| | EASYJET AIRLINE COMPANY LTD | S | 60 | 0 | 0 | 72 | 22 | 2 | 3 | 2 | 0 | 12 | 0 | 0 | 0 |
| TOTAL MADRID | | | 139 | 0 | 1 | 68 | 18 | 9 | 4 | 1 | 0 | 15 | 62 | 25 | 65 |
| MAHON | MONARCH AIRLINES | S | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 15 | 78 | 7 | 18 |
| TOTAL MAHON | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 15 | 78 | 7 | 18 |
| MALAGA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 17 | 63 | 12 | 8 |
| | FUTURA AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 54 | 0 | 0 | 83 | 15 | 2 | 0 | 0 | 0 | 4 | 71 | 12 | 34 |
| TOTAL MALAGA | | | 66 | 0 | 0 | 77 | 15 | 6 | 2 | 0 | 0 | 7 | 63 | 23 | 46 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 17 | 17 | 33 | 33 | 0 | 0 | 45 | 38 | 130 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 60 | 0 | 0 | 83 | 12 | 5 | 0 | 0 | 0 | 0 | 83 | 12 | 41 |
| | MONARCH AIRLINES | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 75 | 11 | 8 |
| TOTAL PALMA DE MALLORCA | | | 74 | 0 | 0 | 77 | 14 | 7 | 3 | 0 | 0 | 4 | 75 | 29 | 57 |
| TOTAL SANTIAGO DE COMPOSTELA | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 83 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 522 | 0 | 14 | 72 | 15 | 8 | 4 | 1 | 0 | 12 | 68 | 23 | 452 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 100 | 2 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 23 | 100 | -6 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 0 | 30 | 40 | 0 | 0 | 52 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 28 | 0 | 0 | 39 | 14 | 32 | 14 | 0 | 0 | 34 | 95 | -1 | 20 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 13 | 90 | 2 | 10 | |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL FUERTEVENTURA | | | 26 | 0 | 0 | 73 | 0 | 19 | 8 | 0 | 20 | 90 | 2 | 10 | |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 14 | 67 | 10 | 6 | |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 17 | 50 | 20 | 10 | |
| | MY TRAVEL AIRWAYS UK | C | 7 | 1 | 1 | 57 | 29 | 14 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL LAS PALMAS | | | 25 | 2 | 1 | 56 | 24 | 20 | 0 | 0 | 14 | 56 | 16 | 16 | |
| TENERIFE (SURREINA SOFIA) | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 46 | 50 | 23 | 8 | |
| | MONARCH AIRLINES | C | 19 | 0 | 1 | 58 | 21 | 11 | 5 | 0 | 38 | 78 | 5 | 18 | |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 65 | 27 | 8 | 0 | 0 | 9 | 50 | 18 | 18 | |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 50 | 44 | 0 | 6 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 67 | 0 | 1 | 57 | 27 | 9 | 6 | 0 | 21 | 61 | 14 | 51 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 146 | 2 | 2 | 56 | 19 | 17 | 7 | 0 | 22 | 70 | 10 | 97 | |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | BRITANNIA AB | C | 14 | 0 | 0 | 14 | 7 | 36 | 21 | 21 | 0 | 90 | 0 | 0 | 0 |
| TOTAL STOCKHOLM (ARLANDA) | | | 14 | 0 | 0 | 14 | 7 | 36 | 21 | 21 | 0 | 90 | 0 | 0 | 0 |
| TOTAL SWEDEN | | | 14 | 1 | 0 | 14 | 7 | 36 | 21 | 21 | 0 | 90 | 0 | 0 | 0 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 58 | 0 | 2 | 93 | 5 | 2 | 0 | 0 | 0 | 83 | 9 | 58 | |
| | EASYJET SWITZERLAND | S | 106 | 4 | 0 | 49 | 24 | 23 | 4 | 1 | 0 | 21 | 0 | 0 | |
| TOTAL GENEVA | | | 164 | 4 | 2 | 65 | 17 | 15 | 2 | 1 | 0 | 14 | 83 | 9 | 58 |
| ZURICH | EASYJET AIRLINE COMPANY LTD | S | 144 | 0 | 1 | 60 | 19 | 14 | 4 | 1 | 1 | 22 | 0 | 0 | |
| | EDELWEISS AIR | C | 30 | 0 | 0 | 57 | 33 | 10 | 0 | 0 | 14 | 74 | 10 | 35 | |
| TOTAL ZURICH | | | 174 | 0 | 1 | 59 | 22 | 13 | 3 | 1 | 1 | 20 | 74 | 10 | 35 |
| TOTAL SWITZERLAND | | | 338 | 4 | 3 | 62 | 20 | 14 | 3 | 1 | 1 | 17 | 80 | 9 | 93 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 44 | 50 | 18 | 8 | |
| TOTAL MONASTIR | | | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 44 | 50 | 18 | 8 | |
| TOTAL TUNISIA | | | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 44 | 50 | 18 | 8 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | 60 | 0 | 0 | 67 | 20 | 8 | 5 | 0 | 16 | 80 | 27 | 55 | |
| TOTAL ABERDEEN | | | 60 | 0 | 0 | 67 | 20 | 8 | 5 | 0 | 16 | 80 | 27 | 55 | |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 162 | 0 | 0 | 93 | 6 | 2 | 0 | 0 | -3 | 0 | 0 | 0 | |
| TOTAL BELFAST INTERNATIONAL | | | 162 | 0 | 0 | 93 | 6 | 2 | 0 | 0 | -3 | 0 | 0 | 0 | |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 263 | 0 | 2 | 80 | 14 | 4 | 2 | 0 | 6 | 79 | 12 | 256 | |
| TOTAL EDINBURGH | | | 263 | 0 | 2 | 80 | 14 | 4 | 2 | 0 | 6 | 79 | 12 | 256 | |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 221 | 0 | 0 | 75 | 11 | 10 | 4 | 0 | 11 | 78 | 13 | 211 | |
| TOTAL GLASGOW | | | 221 | 0 | 0 | 75 | 11 | 10 | 4 | 0 | 11 | 78 | 13 | 211 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------|-----------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GUERNSEY | FLYBE.BRITISH EUROPEAN | S | 50 | 0 | 12 | 78 | 12 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL GUERNSEY | | | 50 | 0 | 12 | 78 | 12 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 60 | 0 | 0 | 52 | 30 | 10 | 8 | 0 | 0 | 19 | 68 | 18 | 63 |
| TOTAL INVERNESS | | | 60 | 0 | 0 | 52 | 30 | 10 | 8 | 0 | 0 | 19 | 68 | 18 | 63 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 30 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 17 | 90 | 3 | 40 |
| TOTAL ISLE OF MAN | | | 30 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 17 | 90 | 3 | 40 |
| NORWICH | SCOT AIRWAYS | S | 20 | 0 | 9 | 45 | 15 | 15 | 25 | 0 | 0 | 32 | 86 | 7 | 35 |
| TOTAL NORWICH | | | 20 | 0 | 9 | 45 | 15 | 15 | 25 | 0 | 0 | 32 | 86 | 7 | 35 |
| TOTAL UNITED KINGDOM | | | 867 | 1 | 23 | 77 | 13 | 7 | 3 | 0 | 0 | 8 | 78 | 13 | 719 |
| TOTAL LUTON | | | 3204 | 71 | 160 | 69 | 16 | 9 | 5 | 1 | 0 | 14 | 74 | 15 | 2629 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|---------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRALIA | | | | | | | | | | | | | | | |
| SYDNEY | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 11 | 0 | 11 | 33 | 11 | 33 | 305 | 56 | 4 | 9 |
| TOTAL SYDNEY | | | 9 | 0 | 0 | 11 | 0 | 11 | 33 | 11 | 33 | 305 | 55 | 9 | 11 |
| TOTAL AUSTRALIA | | | 9 | 0 | 0 | 11 | 0 | 11 | 33 | 11 | 33 | 305 | 50 | 15 | 16 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 94 | 3 |
| | LEISURE INTERNATIONAL | C | 7 | 0 | 0 | 14 | 14 | 14 | 57 | 0 | 0 | 50 | 14 | 53 | 7 |
| TOTAL INNSBRUCK | | | 11 | 0 | 0 | 36 | 18 | 9 | 36 | 0 | 0 | 35 | 14 | 54 | 14 |
| SALZBURG | AIR 2000 | C | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 100 | 3 | 6 |
| | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 27 | 43 | 20 | 7 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 0 | 33 | 67 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 12 | 0 | 2 | 25 | 33 | 42 | 0 | 0 | 0 | 28 | 69 | 12 | 13 |
| VIENNA | LAUDA-AIR | S | 95 | 0 | 1 | 64 | 20 | 7 | 6 | 2 | 0 | 21 | 83 | 7 | 94 |
| TOTAL VIENNA | | | 95 | 0 | 1 | 64 | 20 | 7 | 6 | 2 | 0 | 21 | 83 | 7 | 94 |
| TOTAL AUSTRIA | | | 118 | 0 | 3 | 58 | 21 | 11 | 8 | 2 | 0 | 23 | 74 | 13 | 121 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 12 | 33 | 53 | 12 |
| | MARTINAIR HOLLAND | C | 3 | 1 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 33 | 11 | 11 | 44 | 0 | 0 | 77 | 78 | 7 | 9 |
| TOTAL BRIDGETOWN | | | 21 | 1 | 1 | 43 | 33 | 5 | 19 | 0 | 0 | 40 | 48 | 37 | 23 |
| TOTAL BARBADOS | | | 21 | 1 | 1 | 43 | 33 | 5 | 19 | 0 | 0 | 40 | 48 | 37 | 23 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 133 | 0 | 0 | 65 | 13 | 18 | 4 | 1 | 0 | 19 | 77 | 11 | 98 |
| | SABENA | S | 204 | 0 | 3 | 68 | 16 | 9 | 7 | 0 | 0 | 16 | 81 | 6 | 207 |
| TOTAL BRUSSELS | | | 337 | 0 | 3 | 66 | 15 | 12 | 6 | 0 | 0 | 17 | 79 | 8 | 305 |
| TOTAL BELGIUM | | | 337 | 0 | 3 | 66 | 15 | 12 | 6 | 0 | 0 | 17 | 79 | 8 | 305 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | AIR 2000 | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | AIR VIA BULGARIAN AIRWAYS | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 35 | 4 |
| TOTAL PLOVDIV | | | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 6 | 50 | 35 | 4 |
| SOFIA | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 55 | 33 | 108 | 3 |
| TOTAL SOFIA | | | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 55 | 33 | 139 | 9 |
| TOTAL BULGARIA | | | 10 | 0 | 0 | 50 | 30 | 10 | 10 | 0 | 0 | 20 | 38 | 107 | 13 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 71 | 14 | 14 | 0 | 0 | 0 | 11 | 43 | 39 | 7 |
| TOTAL CALGARY | | | 7 | 0 | 1 | 71 | 14 | 14 | 0 | 0 | 0 | 11 | 43 | 39 | 7 |
| TORONTO | AIR CANADA | S | 42 | 0 | 0 | 64 | 24 | 7 | 5 | 0 | 0 | 12 | 55 | 29 | 44 |
| | AIR TRANSAT | C | 8 | 0 | 0 | 25 | 13 | 25 | 38 | 0 | 0 | 65 | 25 | 74 | 8 |
| | CANADA 3000 AIRLINES | C | 10 | 0 | 0 | 40 | 20 | 20 | 0 | 20 | 0 | 81 | 50 | 8 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--------------------------|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 TORONTO | | | 60 | 0 | 0 | 55 | 22 | 12 | 8 | 3 | 0 | 31 | 50 | 32 | 60 |
| TOTAL CANADA | | | 67 | 0 | 1 | 57 | 21 | 12 | 7 | 3 | 0 | 28 | 49 | 33 | 70 |
| CUBA | | | | | | | | | | | | | | | |
| HAVANA | CUBANA | S | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 8 | 25 | 74 | 4 |
| TOTAL HAVANA | | | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 8 | 25 | 74 | 4 |
| TOTAL CUBA | | | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 8 | 25 | 74 | 4 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | S | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 2 | 89 | 0 | 9 |
| | CYPRUS AIRWAYS | S | 20 | 0 | 0 | 70 | 5 | 15 | 10 | 0 | 0 | 16 | 61 | 27 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 73 | 12 | 30 |
| | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 0 | 64 | 18 | 0 | 18 | 0 | 0 | 32 | 90 | -4 | 10 |
| TOTAL LARNACA | | | 46 | 1 | 0 | 76 | 7 | 9 | 9 | 0 | 0 | 14 | 70 | 26 | 77 |
| PAPHOS | AIR 2000 | S | 18 | 0 | 0 | 56 | 22 | 0 | 11 | 11 | 0 | 35 | 70 | 11 | 10 |
| | BRITANNIA AIRWAYS | C | 19 | 0 | 1 | 53 | 21 | 16 | 11 | 0 | 0 | 22 | 78 | 15 | 18 |
| | EUROCYPRIA AIRLINES LTD | C | 12 | 0 | 0 | 75 | 8 | 0 | 0 | 17 | 0 | 54 | 50 | 17 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 0 | 63 | 13 | 0 | 0 | 37 | 50 | 19 | 2 |
| | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 0 | 64 | 0 | 9 | 18 | 9 | 0 | 38 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 68 | 0 | 1 | 56 | 13 | 13 | 10 | 7 | 0 | 35 | 71 | 14 | 34 |
| TOTAL CYPRUS | | | 114 | 1 | 1 | 64 | 11 | 11 | 10 | 4 | 0 | 27 | 70 | 23 | 111 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | CSA | S | 39 | 0 | 7 | 59 | 36 | 3 | 3 | 0 | 0 | 11 | 78 | 8 | 45 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 43 | 0 | 7 | 63 | 33 | 2 | 2 | 0 | 0 | 10 | 79 | 8 | 47 |
| TOTAL CZECH REPUBLIC | | | 43 | 0 | 7 | 63 | 33 | 2 | 2 | 0 | 0 | 10 | 79 | 8 | 47 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 74 | 0 | 0 | 77 | 14 | 4 | 4 | 1 | 0 | 9 | 82 | 3 | 62 |
| TOTAL BILLUND | | | 74 | 0 | 0 | 77 | 14 | 4 | 4 | 1 | 0 | 9 | 82 | 3 | 62 |
| COPENHAGEN | SAS | S | 160 | 0 | 5 | 61 | 16 | 17 | 6 | 0 | 0 | 15 | 80 | 4 | 153 |
| TOTAL COPENHAGEN | | | 160 | 0 | 5 | 61 | 16 | 17 | 6 | 0 | 0 | 15 | 80 | 4 | 153 |
| TOTAL DENMARK | | | 234 | 0 | 5 | 66 | 15 | 13 | 5 | 0 | 0 | 13 | 81 | 4 | 215 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 10 | 10 | 40 | 40 | 0 | 0 | 55 | 40 | 53 | 10 |
| | LEISURE INTERNATIONAL | C | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 32 | 67 | 38 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 0 | 0 | 25 | 50 | 0 | 138 | 67 | 22 | 9 |
| TOTAL PUERTO PLATA | | | 23 | 0 | 0 | 26 | 9 | 30 | 26 | 9 | 0 | 61 | 50 | 37 | 28 |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 44 | 16 |
| TOTAL SANTO DOMINGO | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 40 | 30 |
| TOTAL DOMINICAN REPUBLIC | | | 31 | 0 | 0 | 45 | 6 | 23 | 19 | 6 | 0 | 45 | 40 | 39 | 58 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------|----------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | EGYPT AIR | S | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL CAIRO | | | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 17 | 17 | 34 | 6 |
| LUXOR | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 0 | 0 | 20 | 0 | 46 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL LUXOR | | | 20 | 0 | 0 | 55 | 25 | 10 | 0 | 10 | 0 | 33 | 0 | 0 | 0 |
| TOTAL EGYPT | | | 26 | 0 | 0 | 58 | 23 | 8 | 4 | 8 | 0 | 29 | 17 | 34 | 6 |
| FINLAND | | | | | | | | | | | | | | | |
| ENONTEKIO | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL ENONTEKIO | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| HELSINKI | AIR EUROPA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 107 | 0 | 0 | 0 |
| | FINNAIR | S | 56 | 0 | 0 | 41 | 21 | 21 | 16 | 0 | 0 | 29 | 65 | 15 | 54 |
| TOTAL HELSINKI | | | 58 | 0 | 0 | 40 | 21 | 21 | 19 | 0 | 0 | 31 | 65 | 15 | 54 |
| IVALO | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL IVALO | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 14 | 100 | 10 | 2 |
| KITTILA | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -2 | 2 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 107 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 12 | 86 | -4 | 7 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 33 | 0 | 0 | 33 | 0 | 76 | 75 | 1 | 4 |
| TOTAL KITTILA | | | 18 | 0 | 1 | 56 | 17 | 6 | 11 | 11 | 0 | 42 | 72 | 3 | 18 |
| ROVANIEMI | AIR 2000 | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | -6 | 4 |
| | BRITANNIA AIRWAYS | C | 11 | 0 | 0 | 27 | 9 | 0 | 64 | 0 | 0 | 68 | 20 | 39 | 15 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 17 | 0 | 42 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 25 | 6 |
| TOTAL ROVANIEMI | | | 30 | 0 | 0 | 67 | 7 | 3 | 23 | 0 | 0 | 30 | 37 | 29 | 27 |
| TAMPERE | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL TAMPERE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL FINLAND | | | 112 | 0 | 1 | 52 | 16 | 13 | 18 | 2 | 0 | 31 | 60 | 16 | 103 |
| FRANCE | | | | | | | | | | | | | | | |
| BEAUVAIS | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | -5 | 18 |
| TOTAL BEAUVAIS | | | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | -5 | 18 |
| CHAMBERY | AER LINGUS | C | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 0 | 42 | 5 |
| TOTAL CHAMBERY | | | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 0 | 42 | 5 |
| GRENOBLE | AIR 2000 | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 33 | 33 | 6 |
| TOTAL GRENOBLE | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 33 | 33 | 6 |
| LYON | AIR 2000 | C | 5 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 40 | 16 | 5 |
| | BRITISH AIRWAYS PLC | C | 11 | 0 | 3 | 64 | 18 | 0 | 9 | 9 | 0 | 35 | 44 | 37 | 9 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 93 | 25 | 40 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 43 | 25 | 71 | 4 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 LYON | | | 24 | 0 | 5 | 50 | 13 | 17 | 17 | 4 | 0 | 39 | 35 | 36 | 26 |
| NICE | MAERSK AIR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL NICE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 240 | 0 | 0 | 78 | 11 | 6 | 5 | 0 | 0 | 9 | 70 | 16 | 242 |
| | BRITISH AIRWAYS PLC | S | 236 | 0 | 0 | 63 | 13 | 14 | 9 | 0 | 0 | 19 | 75 | 12 | 231 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 480 | 0 | 0 | 70 | 12 | 10 | 7 | 0 | 0 | 14 | 73 | 14 | 473 |
| TARBES-LOURDES INTERNATIONAL | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 2 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 2 |
| TOULOUSE (BLAGNAC) | AERIS | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 31 | 0 | 0 | 0 |
| | AIR 2000 | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 67 | 12 | 3 |
| | BRITISH AIRWAYS PLC | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 24 | 4 |
| TOTAL TOULOUSE (BLAGNAC) | | | 15 | 0 | 2 | 67 | 7 | 20 | 7 | 0 | 0 | 17 | 57 | 14 | 14 |
| TOTAL FRANCE | | | 545 | 0 | 7 | 70 | 12 | 10 | 7 | 0 | 0 | 15 | 70 | 15 | 546 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 63 | 23 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 40 | 30 | 10 | 0 | 20 | 0 | 65 | 38 | 22 | 8 |
| TOTAL BANJUL | | | 18 | 0 | 0 | 56 | 17 | 17 | 0 | 11 | 0 | 41 | 50 | 22 | 16 |
| TOTAL GAMBIA | | | 18 | 0 | 0 | 56 | 17 | 17 | 0 | 11 | 0 | 41 | 50 | 22 | 16 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH REGIONAL AIRLINES LTD | S | 84 | 0 | 0 | 75 | 8 | 11 | 6 | 0 | 0 | 13 | 80 | 12 | 80 |
| TOTAL BERLIN (TEGEL) | | | 84 | 0 | 0 | 75 | 8 | 11 | 6 | 0 | 0 | 13 | 80 | 12 | 80 |
| DUSSELDORF | BMI BRITISH MIDLAND | S | 127 | 0 | 3 | 83 | 10 | 6 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 146 | 0 | 0 | 82 | 7 | 5 | 6 | 0 | 0 | 9 | 85 | 8 | 144 |
| TOTAL DUSSELDORF | | | 273 | 0 | 3 | 82 | 8 | 5 | 4 | 0 | 0 | 8 | 84 | 7 | 230 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 141 | 0 | 2 | 72 | 16 | 6 | 5 | 2 | 0 | 16 | 83 | 5 | 153 |
| | LUFTHANSA | S | 166 | 0 | 4 | 77 | 8 | 8 | 6 | 0 | 0 | 12 | 90 | 4 | 159 |
| TOTAL FRANKFURT MAIN | | | 307 | 0 | 6 | 75 | 12 | 7 | 6 | 1 | 0 | 14 | 87 | 4 | 312 |
| HAHN | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 100 | 8 | 2 |
| TOTAL HAHN | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 100 | 8 | 2 |
| HAMBURG | LUFTHANSA CITY LINE | S | 84 | 0 | 0 | 75 | 14 | 7 | 4 | 0 | 0 | 7 | 74 | 7 | 46 |
| TOTAL HAMBURG | | | 84 | 0 | 0 | 75 | 14 | 7 | 4 | 0 | 0 | 7 | 74 | 7 | 46 |
| HANOVER | BRITISH REGIONAL AIRLINES LTD | S | 56 | 0 | 1 | 93 | 4 | 4 | 0 | 0 | 0 | 1 | 71 | 20 | 56 |
| TOTAL HANOVER | | | 57 | 0 | 1 | 93 | 4 | 4 | 0 | 0 | 0 | 1 | 71 | 20 | 56 |
| MUNICH | HAPAG LLOYD FLUG | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| | LUFTHANSA CITY LINE | S | 142 | 0 | 9 | 75 | 10 | 9 | 6 | 1 | 0 | 13 | 82 | 10 | 150 |
| TOTAL MUNICH | | | 144 | 0 | 9 | 74 | 10 | 10 | 6 | 1 | 0 | 13 | 82 | 10 | 150 |
| STUTTGART | LUFTHANSA CITY LINE | S | 26 | 0 | 2 | 62 | 15 | 19 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL STUTTGART | | | 26 | 0 | 2 | 62 | 15 | 19 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 977 | 0 | 21 | 77 | 10 | 7 | 5 | 0 | 0 | 11 | 83 | 8 | 877 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 50 | 75 | 6 | 8 |
| TOTAL GIBRALTAR | | | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 50 | 75 | 6 | 8 |
| TOTAL GIBRALTAR | | | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 50 | 75 | 6 | 8 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 78 | 100 | 7 | 4 |
| TOTAL ATHENS | | | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 32 | 67 | 40 | 6 |
| TOTAL GREECE | | | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 32 | 75 | 20 | 12 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 62 | 0 | 0 | 76 | 8 | 10 | 6 | 0 | 0 | 11 | 80 | 8 | 60 |
| TOTAL HONG KONG (CHEP LAP KOK) | | | 62 | 0 | 0 | 76 | 8 | 10 | 6 | 0 | 0 | 11 | 80 | 8 | 60 |
| TOTAL HONG KONG | | | 62 | 0 | 0 | 76 | 8 | 10 | 6 | 0 | 0 | 11 | 80 | 8 | 60 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 16 | 1 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 25 | 75 | 8 |
| | CALEDONIAN AIRWAYS | C | 6 | 2 | 2 | 67 | 0 | 0 | 33 | 0 | 0 | 33 | 38 | 75 | 8 |
| | MONARCH AIRLINES | C | 8 | 1 | 1 | 88 | 0 | 0 | 13 | 0 | 0 | 18 | 75 | 23 | 8 |
| TOTAL GOA | | | 30 | 4 | 3 | 70 | 7 | 7 | 17 | 0 | 0 | 22 | 56 | 44 | 32 |
| MUMBAI | AIR INDIA | S | 32 | 0 | 2 | 9 | 3 | 9 | 22 | 25 | 31 | 315 | 41 | 143 | 17 |
| TOTAL MUMBAI | | | 32 | 0 | 2 | 9 | 3 | 9 | 22 | 25 | 31 | 315 | 41 | 143 | 17 |
| TOTAL INDIA | | | 62 | 4 | 5 | 39 | 5 | 8 | 19 | 13 | 16 | 173 | 51 | 79 | 49 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | BRITISH REGIONAL AIRLINES LTD | S | 39 | 0 | 1 | 62 | 3 | 3 | 33 | 0 | 0 | 34 | 83 | 10 | 41 |
| TOTAL CONNAUGHT | | | 39 | 0 | 1 | 62 | 3 | 3 | 33 | 0 | 0 | 34 | 83 | 10 | 41 |
| CORK | BRITISH REGIONAL AIRLINES LTD | S | 103 | 4 | 3 | 82 | 7 | 8 | 4 | 0 | 0 | 6 | 80 | 12 | 124 |
| TOTAL CORK | | | 103 | 4 | 3 | 82 | 7 | 8 | 4 | 0 | 0 | 6 | 80 | 12 | 124 |
| DUBLIN | AER LINGUS | S | 302 | 0 | 4 | 92 | 5 | 3 | 0 | 0 | 0 | -1 | 91 | 6 | 249 |
| | LUXAIR | S | 44 | 0 | 0 | 73 | 14 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | RYANAIR | S | 252 | 4 | 2 | 86 | 9 | 3 | 1 | 1 | 0 | 5 | 88 | 4 | 276 |
| TOTAL DUBLIN | | | 598 | 4 | 6 | 88 | 7 | 4 | 0 | 1 | 0 | 2 | 89 | 5 | 527 |
| GALWAY | EASTERN AIRWAYS | S | 36 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL GALWAY | | | 36 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 7 | 0 | 0 | 0 |
| SHANNON | BRITISH REGIONAL AIRLINES LTD | S | 93 | 1 | 11 | 80 | 5 | 5 | 8 | 2 | 0 | 14 | 86 | 10 | 96 |
| TOTAL SHANNON | | | 93 | 1 | 11 | 80 | 5 | 5 | 8 | 2 | 0 | 14 | 85 | 11 | 98 |
| TOTAL IRISH REPUBLIC | | | 869 | 9 | 21 | 85 | 7 | 5 | 3 | 1 | 0 | 5 | 87 | 7 | 790 |

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) | | | | | | | | | | | |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 6 | 1 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 80 | 4 | 10 |
| | CALEDONIAN AIRWAYS | C | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL OVDA | | | 12 | 1 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 80 | 4 | 10 |
| TEL AVIV | EL AL | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 94 | -3 | 16 |
| TOTAL TEL AVIV | | | 18 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 94 | -2 | 17 |
| TOTAL ISRAEL | | | 30 | 2 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 2 | 89 | 0 | 27 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 36 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 28 | 0 | 49 | 3 |
| TOTAL BERGAMO | | | 7 | 0 | 1 | 29 | 29 | 43 | 0 | 0 | 0 | 25 | 38 | 25 | 8 |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 80 | 0 | 4 | 61 | 20 | 8 | 11 | 0 | 0 | 19 | 0 | 0 | 0 |
| | KLM UK LTD | S | 82 | 0 | 4 | 44 | 33 | 16 | 6 | 1 | 0 | 23 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 162 | 0 | 8 | 52 | 27 | 12 | 9 | 1 | 0 | 21 | 60 | 29 | 5 |
| ROME (CIAMPINO) | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 32 | 2 |
| TOTAL ROME (CIAMPINO) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 27 | 4 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 74 | 12 | 9 | 6 | 0 | 0 | 16 | 75 | 10 | 24 |
| TOTAL ROME (FIUMICINO) | | | 34 | 0 | 0 | 74 | 12 | 9 | 6 | 0 | 0 | 16 | 75 | 10 | 24 |
| TURIN | AIR 2000 | C | 8 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 63 | 5 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 9 | 77 | 11 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 20 | 73 | 5 |
| TOTAL TURIN | | | 16 | 0 | 3 | 81 | 0 | 19 | 0 | 0 | 0 | 12 | 28 | 53 | 32 |
| VERONA | AIR 2000 | C | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 0 | 16 | 1 |
| TOTAL VERONA | | | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 25 | 33 | 4 |
| TOTAL ITALY | | | 227 | 0 | 12 | 58 | 22 | 13 | 7 | 0 | 0 | 20 | 64 | 24 | 168 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 32 | 56 | 34 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 13 | 0 | 0 | 15 | 8 | 38 | 23 | 15 | 0 | 94 | 0 | 0 | 0 |
| TOTAL MONTEGO BAY | | | 22 | 0 | 0 | 23 | 9 | 32 | 27 | 9 | 0 | 72 | 56 | 34 | 9 |
| TOTAL JAMAICA | | | 22 | 0 | 0 | 23 | 9 | 32 | 27 | 9 | 0 | 72 | 56 | 34 | 9 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 19 | 56 | 52 | 9 |
| TOTAL MOMBASA | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 19 | 33 | 71 | 18 |
| TOTAL KENYA | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 19 | 33 | 71 | 18 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 44 | 0 | 0 | 70 | 16 | 11 | 2 | 0 | 0 | 8 | 76 | 6 | 42 |
| TOTAL LUXEMBOURG | | | 44 | 0 | 0 | 70 | 16 | 11 | 2 | 0 | 0 | 8 | 76 | 6 | 42 |
| TOTAL LUXEMBOURG | | | 44 | 0 | 0 | 70 | 16 | 11 | 2 | 0 | 0 | 8 | 76 | 6 | 42 |

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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) | | | | | | | | | | | |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 100 | -13 | 4 | |
| TOTAL MALE INTERNATIONAL | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 100 | -13 | 4 | |
| TOTAL MALDIVE ISLANDS | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 100 | -13 | 4 | |
| MALTA | | | | | | | | | | | | | | | | |
| MALTA | AIR 2000 | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 50 | 19 | 10 | |
| | AIR MALTA | C | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | -13 | 100 | -14 | 12 | |
| | AIR MALTA | S | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -5 | 56 | 45 | 9 | |
| | AIRWORLD AVIATION LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 61 | 17 | 18 | |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 67 | 8 | 12 | |
| | THOMAS COOK AIRLINES LTD | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL MALTA | | | 71 | 0 | 1 | 85 | 8 | 7 | 0 | 0 | 0 | 0 | 65 | 14 | 65 | |
| TOTAL MALTA | | | 71 | 0 | 1 | 85 | 8 | 7 | 0 | 0 | 0 | 0 | 65 | 14 | 65 | |
| MAURITIUS | | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 8 | 0 | 0 | 25 | 38 | 13 | 13 | 0 | 13 | 79 | 60 | 23 | 10 | |
| TOTAL MAURITIUS | | | 8 | 0 | 0 | 25 | 38 | 13 | 13 | 0 | 13 | 79 | 60 | 23 | 10 | |
| TOTAL MAURITIUS | | | 8 | 0 | 0 | 25 | 38 | 13 | 13 | 0 | 13 | 79 | 60 | 23 | 10 | |
| MEXICO | | | | | | | | | | | | | | | | |
| CANCUN | LEISURE INTERNATIONAL | C | 10 | 0 | 0 | 60 | 0 | 10 | 30 | 0 | 0 | 32 | 86 | 4 | 7 | |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 50 | 436 | 80 | 6 | 10 | |
| TOTAL CANCUN | | | 14 | 0 | 0 | 50 | 0 | 7 | 29 | 0 | 14 | 147 | 82 | 5 | 17 | |
| TOTAL MEXICO | | | 14 | 0 | 0 | 50 | 0 | 7 | 29 | 0 | 14 | 147 | 82 | 5 | 17 | |
| MOROCCO | | | | | | | | | | | | | | | | |
| MARRAKESH | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 33 | 1 | |
| TOTAL MARRAKESH | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 33 | 1 | |
| TOTAL MOROCCO | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 33 | 1 | |
| NETHERLANDS | | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 163 | 2 | 5 | 61 | 8 | 10 | 20 | 1 | 0 | 28 | 79 | 8 | 170 | |
| | KLM UK LTD | S | 378 | 0 | 6 | 64 | 8 | 11 | 16 | 1 | 0 | 22 | 71 | 13 | 376 | |
| TOTAL AMSTERDAM | | | 541 | 2 | 11 | 63 | 8 | 11 | 17 | 1 | 0 | 24 | 74 | 11 | 546 | |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 58 | 2 | 9 | 78 | 3 | 7 | 12 | 0 | 0 | 15 | 80 | 5 | 64 | |
| TOTAL EINDHOVEN | | | 58 | 2 | 9 | 78 | 3 | 7 | 12 | 0 | 0 | 15 | 80 | 5 | 64 | |
| ROTTERDAM | VLM (BELGIUM) | S | 118 | 0 | 16 | 75 | 17 | 6 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL ROTTERDAM | | | 118 | 0 | 16 | 75 | 17 | 6 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL NETHERLANDS | | | 717 | 4 | 36 | 66 | 9 | 10 | 14 | 1 | 0 | 20 | 74 | 11 | 610 | |
| NORWAY | | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | SAS | S | 35 | 1 | 3 | 43 | 23 | 29 | 6 | 0 | 0 | 24 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------------|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 OSLO (GARDERMOEN) | | | 35 | 2 | 3 | 43 | 23 | 29 | 6 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 35 | 2 | 3 | 43 | 23 | 29 | 6 | 0 | 0 | 24 | 85 | 9 | 52 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 59 | 26 | 7 | 7 | 0 | 0 | 18 | 52 | 64 | 27 |
| | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 39 | 11 | 17 | 17 | 17 | 0 | 70 | 6 | 234 | 16 |
| TOTAL ISLAMABAD | | | 45 | 0 | 0 | 51 | 20 | 11 | 11 | 7 | 0 | 39 | 35 | 127 | 43 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 9 | 0 | 0 | 33 | 0 | 0 | 0 | 22 | 44 | 218 | 0 | 0 | 0 |
| TOTAL KARACHI | | | 9 | 0 | 0 | 33 | 0 | 0 | 0 | 22 | 44 | 218 | 0 | 0 | 0 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 9 | 0 | 0 | 11 | 22 | 0 | 0 | 33 | 33 | 234 | 0 | 129 | 8 |
| TOTAL LAHORE | | | 9 | 0 | 0 | 11 | 22 | 0 | 0 | 33 | 33 | 234 | 0 | 129 | 8 |
| TOTAL PAKISTAN | | | 63 | 0 | 0 | 43 | 17 | 8 | 8 | 13 | 11 | 93 | 29 | 127 | 51 |
| POLAND | | | | | | | | | | | | | | | |
| WARSAW | BRITISH AIRWAYS PLC | S | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 78 | 24 | 23 |
| | LOT-POLISH AIRLINES | S | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 9 | 75 | 3 | 24 |
| TOTAL WARSAW | | | 32 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 7 | 77 | 13 | 47 |
| TOTAL POLAND | | | 32 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 7 | 77 | 13 | 47 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 12 | 0 | 0 | 67 | 17 | 0 | 0 | 17 | 0 | 36 | 75 | 22 | 8 |
| | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 10 | 63 | 61 | 8 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 67 | 2 | 3 |
| | MONARCH AIRLINES | C | 26 | 0 | 0 | 50 | 27 | 12 | 12 | 0 | 0 | 25 | 61 | 11 | 23 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 88 | 6 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -14 | 8 |
| TOTAL FARO | | | 66 | 0 | 1 | 68 | 18 | 6 | 5 | 3 | 0 | 18 | 66 | 21 | 70 |
| LISBON | PORTUGALIA | S | 48 | 0 | 0 | 83 | 8 | 6 | 2 | 0 | 0 | 8 | 53 | 27 | 43 |
| TOTAL LISBON | | | 48 | 0 | 0 | 83 | 8 | 6 | 2 | 0 | 0 | 8 | 53 | 27 | 43 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 114 | 0 | 1 | 75 | 14 | 6 | 4 | 2 | 0 | 13 | 62 | 22 | 120 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR 2000 | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 8 | 50 | 31 | 10 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 10 | 0 | 73 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 0 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 40 | 30 | 0 | 30 | 0 | 0 | 38 | 60 | 40 | 10 |
| TOTAL FUNCHAL | | | 34 | 0 | 0 | 65 | 24 | 3 | 9 | 0 | 0 | 16 | 48 | 36 | 40 |
| TOTAL PORTUGAL(MADEIRA) | | | 34 | 0 | 0 | 65 | 24 | 3 | 9 | 0 | 0 | 16 | 48 | 36 | 40 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 46 | 0 | 0 | 63 | 15 | 9 | 11 | 2 | 0 | 19 | 42 | 22 | 36 |
| TOTAL SINGAPORE | | | 46 | 0 | 0 | 63 | 15 | 9 | 11 | 2 | 0 | 19 | 42 | 22 | 36 |
| TOTAL SINGAPORE | | | 46 | 0 | 0 | 63 | 15 | 9 | 11 | 2 | 0 | 19 | 42 | 22 | 36 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--------------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | AIR 2000 | C | 32 | 0 | 0 | 78 | 13 | 9 | 0 | 0 | 0 | 9 | 52 | 49 | 29 |
| | AIRWORLD AVIATION LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 58 | 0 | 0 | 81 | 12 | 3 | 3 | 0 | 0 | 12 | 66 | 18 | 58 |
| | CALEDONIAN AIRWAYS | C | 14 | 0 | 0 | 64 | 7 | 14 | 14 | 0 | 0 | 20 | 14 | 40 | 7 |
| | MONARCH AIRLINES | C | 32 | 0 | 0 | 56 | 28 | 9 | 6 | 0 | 0 | 18 | 38 | 43 | 32 |
| | MY TRAVEL AIRWAYS UK | C | 30 | 0 | 0 | 67 | 20 | 3 | 0 | 10 | 0 | 37 | 47 | 35 | 30 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 38 | 40 | 8 |
| TOTAL ALICANTE | | | 184 | 0 | 0 | 74 | 15 | 7 | 3 | 2 | 0 | 16 | 51 | 33 | 170 |
| ALMERIA | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 36 | 14 | 36 | 14 | 0 | 0 | 31 | 100 | 9 | 2 |
| TOTAL ALMERIA | | | 14 | 0 | 0 | 36 | 14 | 36 | 14 | 0 | 0 | 31 | 100 | 9 | 2 |
| BARCELONA | IBERIA | S | 60 | 0 | 0 | 38 | 22 | 38 | 2 | 0 | 0 | 23 | 45 | 27 | 56 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 62 | 0 | 0 | 40 | 21 | 37 | 2 | 0 | 0 | 23 | 45 | 27 | 56 |
| BILBAO | AIR 2000 | C | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 429 | 0 | 0 | 0 |
| TOTAL BILBAO | | | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 429 | 0 | 0 | 0 |
| MADRID | BRITISH AIRWAYS PLC | S | 72 | 0 | 2 | 65 | 24 | 1 | 4 | 4 | 1 | 26 | 58 | 25 | 74 |
| TOTAL MADRID | | | 72 | 0 | 2 | 65 | 24 | 1 | 4 | 4 | 1 | 26 | 46 | 29 | 134 |
| MALAGA | AIR 2000 | C | 16 | 0 | 0 | 44 | 25 | 13 | 19 | 0 | 0 | 31 | 67 | 12 | 18 |
| | AIRWORLD AVIATION LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 36 | 0 | 0 | 67 | 28 | 0 | 6 | 0 | 0 | 14 | 57 | 35 | 28 |
| | CALEDONIAN AIRWAYS | C | 17 | 0 | 3 | 59 | 18 | 18 | 0 | 6 | 0 | 30 | 33 | 66 | 12 |
| | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 50 | 38 | 8 |
| | MONARCH AIRLINES | C | 29 | 0 | 1 | 52 | 21 | 14 | 10 | 3 | 0 | 31 | 29 | 73 | 28 |
| | MY TRAVEL AIRWAYS UK | C | 20 | 0 | 0 | 55 | 15 | 25 | 5 | 0 | 0 | 17 | 39 | 64 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 25 | 52 | 8 |
| | TRANSAER | C | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 29 | 67 | 26 | 6 |
| TOTAL MALAGA | | | 150 | 0 | 4 | 61 | 19 | 11 | 7 | 1 | 0 | 21 | 45 | 48 | 126 |
| PALMA DE MALLORCA | AIR 2000 | C | 10 | 0 | 0 | 80 | 0 | 0 | 0 | 10 | 10 | 92 | 10 | 40 | 10 |
| | BRITANNIA AIRWAYS | C | 22 | 0 | 0 | 82 | 9 | 0 | 5 | 5 | 0 | 20 | 48 | 38 | 44 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 5 | 38 | 38 | 16 |
| TOTAL PALMA DE MALLORCA | | | 47 | 1 | 0 | 83 | 6 | 2 | 2 | 4 | 2 | 30 | 40 | 42 | 73 |
| TOTAL SPAIN | | | 531 | 1 | 6 | 65 | 17 | 11 | 5 | 2 | 1 | 23 | 47 | 36 | 567 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 29 | 0 | 1 | 72 | 21 | 7 | 0 | 0 | 0 | 11 | 88 | 50 | 24 |
| | AIRWORLD AVIATION LTD | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 25 | 0 | 1 | 80 | 12 | 8 | 0 | 0 | 0 | 9 | 85 | 19 | 26 |
| | CALEDONIAN AIRWAYS | C | 12 | 0 | 0 | 33 | 42 | 8 | 17 | 0 | 0 | 27 | 75 | 8 | 4 |
| | LEISURE INTERNATIONAL | C | 10 | 0 | 0 | 30 | 40 | 30 | 0 | 0 | 0 | 21 | 83 | 12 | 6 |
| | MONARCH AIRLINES | C | 21 | 0 | 0 | 14 | 24 | 38 | 19 | 5 | 0 | 50 | 44 | 27 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 1 | 75 | 19 | 6 | 0 | 0 | 0 | 3 | 31 | 31 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 10 | 88 | -8 | 8 |
| | TRANSAER | C | 6 | 0 | 0 | 33 | 0 | 50 | 17 | 0 | 0 | 35 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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 ARRECIFE | | | 147 | 0 | 3 | 58 | 22 | 15 | 5 | 1 | 0 | 18 | 71 | 26 | 106 |
| FUERTEVENTURA | AIR 2000 | C | 20 | 0 | 0 | 65 | 10 | 5 | 10 | 10 | 0 | 33 | 80 | 6 | 10 |
| | AIRWORLD AVIATION LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 28 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 11 | 56 | 31 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 15 | 0 | 0 | 60 | 20 | 7 | 13 | 0 | 0 | 26 | 35 | 35 | 17 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | 83 | 0 | 0 | 71 | 12 | 7 | 7 | 2 | 0 | 20 | 58 | 21 | 59 |
| LAS PALMAS | AIR 2000 | C | 16 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 10 | 65 | 31 | 20 |
| | AIR EUROPA | C | 5 | 0 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 170 | 0 | 28 | 2 |
| | AIRWORLD AVIATION LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 62 | 19 | 12 | 8 | 0 | 0 | 18 | 44 | 19 | 16 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 8 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 19 | 50 | 21 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 32 | 0 | 0 | 81 | 9 | 3 | 3 | 0 | 3 | 25 | 59 | 31 | 29 |
| | THOMAS COOK AIRLINES LTD | C | 24 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 6 | 67 | 16 | 18 |
| TOTAL LAS PALMAS | | | 137 | 0 | 0 | 72 | 13 | 7 | 6 | 1 | 1 | 20 | 58 | 24 | 106 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 65 | 0 | 1 | 69 | 18 | 8 | 5 | 0 | 0 | 9 | 46 | 28 | 35 |
| | AIR EUROPA | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 22 | 60 | 8 | 5 |
| | AIR FOYLE PASSENGER AIRLINES | C | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 55 | 0 | 0 | 0 |
| | AIRWORLD AVIATION LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 48 | 0 | 0 | 54 | 13 | 13 | 21 | 0 | 0 | 30 | 67 | 20 | 54 |
| | CALEDONIAN AIRWAYS | C | 35 | 0 | 1 | 69 | 17 | 6 | 9 | 0 | 0 | 14 | 37 | 63 | 38 |
| | FUTURA AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 41 | 0 | 0 | 46 | 12 | 15 | 22 | 5 | 0 | 40 | 29 | 33 | 42 |
| | MY TRAVEL AIRWAYS UK | C | 43 | 2 | 1 | 42 | 19 | 26 | 14 | 0 | 0 | 33 | 41 | 31 | 37 |
| | SPANAIR | C | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 21 | 0 | 28 | 4 |
| | THOMAS COOK AIRLINES LTD | C | 28 | 0 | 0 | 82 | 11 | 7 | 0 | 0 | 0 | 2 | 72 | 3 | 18 |
| | TRANSAER | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 50 | 13 | 6 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 293 | 2 | 3 | 60 | 15 | 13 | 12 | 1 | 0 | 21 | 46 | 31 | 276 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 660 | 2 | 6 | 63 | 16 | 11 | 8 | 1 | 0 | 20 | 54 | 28 | 547 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 10 | 10 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| TOTAL COLOMBO | | | 10 | 0 | 0 | 30 | 10 | 10 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| TOTAL SRI LANKA | | | 10 | 0 | 0 | 30 | 10 | 10 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| ST LUCIA | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 33 | 11 | 6 | 44 | 6 | 0 | 66 | 38 | 29 | 8 |
| TOTAL ST LUCIA (HEWANORRA) | | | 18 | 0 | 0 | 33 | 11 | 6 | 44 | 6 | 0 | 66 | 33 | 91 | 9 |
| TOTAL ST LUCIA | | | 18 | 0 | 0 | 33 | 11 | 6 | 44 | 6 | 0 | 66 | 33 | 91 | 9 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | SAS | S | 38 | 0 | 0 | 68 | 8 | 11 | 13 | 0 | 0 | 20 | 75 | 9 | 36 |
| TOTAL STOCKHOLM (ARLANDA) | | | 38 | 1 | 0 | 68 | 8 | 11 | 13 | 0 | 0 | 20 | 75 | 9 | 36 |

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 | | | | | | | DEC 1997 | | |
|----------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 SWEDEN | | | 38 | 1 | 0 | 68 | 8 | 11 | 13 | 0 | 0 | 20 | 75 | 9 | 36 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 50 | 0 | 0 | 56 | 36 | 6 | 2 | 0 | 0 | 15 | 57 | 15 | 49 |
| TOTAL BASLE MULHOUSE | | | 50 | 0 | 0 | 56 | 36 | 6 | 2 | 0 | 0 | 15 | 57 | 15 | 49 |
| GENEVA | AIR 2000 | C | 2 | 0 | 2 | 0 | 50 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| | AIR ENGIADINA | S | 28 | 0 | 2 | 75 | 11 | 11 | 4 | 0 | 0 | 9 | 76 | 8 | 46 |
| | BRITANNIA AIRWAYS | C | 7 | 0 | 1 | 43 | 0 | 57 | 0 | 0 | 0 | 32 | 25 | 57 | 4 |
| | BRITISH AIRWAYS PLC | C | 14 | 0 | 11 | 43 | 29 | 7 | 21 | 0 | 0 | 33 | 50 | 23 | 4 |
| | BRITISH AIRWAYS PLC | S | 103 | 0 | 0 | 78 | 12 | 9 | 2 | 0 | 0 | 6 | 73 | 9 | 44 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 7 | 25 | 22 | 4 |
| TOTAL GENEVA | | | 158 | 0 | 16 | 72 | 13 | 11 | 4 | 0 | 0 | 11 | 70 | 11 | 102 |
| ZURICH | SWISS AIRLINES | S | 50 | 0 | 0 | 62 | 24 | 12 | 2 | 0 | 0 | 11 | 53 | 15 | 49 |
| | SWISSAIR | S | 131 | 0 | 2 | 79 | 10 | 5 | 6 | 1 | 0 | 13 | 80 | 8 | 115 |
| TOTAL ZURICH | | | 181 | 0 | 2 | 74 | 14 | 7 | 5 | 1 | 0 | 13 | 72 | 10 | 164 |
| TOTAL SWITZERLAND | | | 389 | 0 | 18 | 71 | 16 | 8 | 4 | 0 | 0 | 12 | 69 | 11 | 315 |
| THAILAND | | | | | | | | | | | | | | | |
| PHUKET | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 68 | 0 | 16 | 5 | 11 | 0 | 31 | 44 | 38 | 9 |
| TOTAL PHUKET | | | 19 | 0 | 0 | 68 | 0 | 16 | 5 | 11 | 0 | 31 | 44 | 38 | 9 |
| TOTAL THAILAND | | | 19 | 0 | 0 | 68 | 0 | 16 | 5 | 11 | 0 | 31 | 44 | 38 | 9 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | AIRWORLD AVIATION LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 78 | 11 | 6 | 6 | 0 | 0 | 12 | 76 | 22 | 17 |
| | MY TRAVEL AIRWAYS UK | C | 22 | 0 | 0 | 73 | 14 | 14 | 0 | 0 | 0 | 8 | 60 | 13 | 20 |
| | NOUVELAIR TUNISIE | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 418 | 4 |
| TOTAL MONASTIR | | | 52 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 8 | 59 | 49 | 49 |
| TOTAL TUNISIA | | | 52 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 8 | 59 | 49 | 49 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| ISTANBUL | ISTANBUL HAVA YOLLARI | S | 18 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | THY TURK HAVA YOLLARI TURKIS | S | 34 | 0 | 2 | 76 | 18 | 6 | 0 | 0 | 0 | 8 | 77 | 9 | 26 |
| TOTAL ISTANBUL | | | 52 | 0 | 2 | 69 | 19 | 12 | 0 | 0 | 0 | 9 | 52 | 29 | 44 |
| TOTAL TURKEY | | | 54 | 0 | 2 | 70 | 19 | 11 | 0 | 0 | 0 | 9 | 52 | 29 | 44 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 62 | 0 | 0 | 47 | 39 | 5 | 5 | 5 | 0 | 26 | 53 | 22 | 62 |
| TOTAL DUBAI | | | 62 | 0 | 0 | 47 | 39 | 5 | 5 | 5 | 0 | 26 | 53 | 22 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 0 | 0 | 47 | 39 | 5 | 5 | 5 | 0 | 26 | 53 | 22 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 127 | 1 | 0 | 83 | 8 | 9 | 0 | 0 | 0 | 5 | 74 | 10 | 174 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 284 | 1 | 2 | 78 | 13 | 5 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ABERDEEN | | | 411 | 2 | 2 | 80 | 11 | 6 | 3 | 0 | 0 | 9 | 77 | 9 | 345 |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 223 | 4 | 9 | 84 | 8 | 4 | 3 | 1 | 0 | 9 | 79 | 10 | 243 |
| TOTAL BELFAST CITY | | | 223 | 4 | 9 | 84 | 8 | 4 | 3 | 1 | 0 | 9 | 79 | 10 | 243 |
| BELFAST INTERNATIONAL | BRITISH REGIONAL AIRLINES LTD | S | 204 | 2 | 6 | 85 | 7 | 4 | 4 | 0 | 0 | 6 | 77 | 11 | 207 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -15 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 208 | 2 | 6 | 85 | 7 | 4 | 4 | 0 | 0 | 6 | 77 | 11 | 207 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 36 | 0 | 3 | 78 | 8 | 6 | 6 | 3 | 0 | 13 | 0 | 0 | 0 |
| TOTAL BRISTOL | | | 36 | 0 | 3 | 78 | 8 | 6 | 6 | 3 | 0 | 13 | 0 | 0 | 0 |
| EDINBURGH | BMI REGIONAL | S | 110 | 1 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 135 | 1 | 2 | 93 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 110 | 0 | 0 | 90 | 8 | 1 | 1 | 0 | 0 | 1 | 86 | 4 | 185 |
| TOTAL EDINBURGH | | | 355 | 2 | 2 | 88 | 9 | 3 | 0 | 0 | 0 | 2 | 86 | 4 | 185 |
| GATWICK | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 11 | 0 | 22 | 67 | 0 | 0 | 73 | 13 | 32 | 16 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 357 | 0 | 1 | 85 | 11 | 4 | 0 | 0 | 0 | 5 | 74 | 10 | 297 |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 20 | 63 | 62 | 27 |
| TOTAL GATWICK | | | 395 | 0 | 2 | 82 | 11 | 5 | 3 | 0 | 0 | 8 | 69 | 18 | 354 |
| GLASGOW | BMI REGIONAL | S | 155 | 0 | 0 | 83 | 7 | 5 | 6 | 0 | 0 | 10 | 72 | 13 | 114 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 146 | 3 | 3 | 78 | 13 | 4 | 5 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 96 | 0 | 2 | 89 | 6 | 2 | 2 | 1 | 0 | 6 | 82 | 7 | 233 |
| TOTAL GLASGOW | | | 397 | 3 | 5 | 82 | 9 | 4 | 5 | 0 | 0 | 8 | 79 | 9 | 352 |
| GUERNSEY | BRITISH REGIONAL AIRLINES LTD | S | 67 | 0 | 1 | 76 | 9 | 9 | 6 | 0 | 0 | 12 | 81 | 9 | 59 |
| TOTAL GUERNSEY | | | 67 | 0 | 1 | 76 | 9 | 9 | 6 | 0 | 0 | 12 | 81 | 9 | 59 |
| HEATHROW | BMI BRITISH MIDLAND | S | 427 | 0 | 21 | 85 | 8 | 5 | 1 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 549 | 2 | 0 | 87 | 6 | 5 | 2 | 0 | 0 | 5 | 78 | 13 | 539 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 8 | 0 | 50 | 0 | 50 | 0 | 0 | 40 | 100 | -1 | 1 |
| TOTAL HEATHROW | | | 978 | 2 | 29 | 86 | 7 | 5 | 2 | 0 | 0 | 5 | 79 | 13 | 540 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 170 | 1 | 2 | 87 | 9 | 3 | 1 | 0 | 0 | 4 | 90 | 4 | 170 |
| TOTAL ISLE OF MAN | | | 170 | 1 | 2 | 87 | 9 | 3 | 1 | 0 | 0 | 4 | 90 | 4 | 170 |
| JERSEY | BRITISH REGIONAL AIRLINES LTD | S | 70 | 0 | 0 | 81 | 9 | 3 | 7 | 0 | 0 | 14 | 78 | 10 | 73 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 25 | 2 |
| TOTAL JERSEY | | | 72 | 0 | 0 | 81 | 8 | 3 | 8 | 0 | 0 | 15 | 76 | 11 | 75 |
| LONDON CITY | KLM UK LTD | S | 117 | 1 | 7 | 88 | 2 | 5 | 4 | 1 | 0 | 5 | 93 | -5 | 164 |
| TOTAL LONDON CITY | | | 117 | 1 | 7 | 88 | 2 | 5 | 4 | 1 | 0 | 5 | 93 | -5 | 164 |
| LONDONDERRY | BRITISH REGIONAL AIRLINES LTD | S | 63 | 1 | 0 | 75 | 6 | 10 | 10 | 0 | 0 | 11 | 88 | 8 | 73 |
| TOTAL LONDONDERRY | | | 63 | 1 | 0 | 75 | 6 | 10 | 10 | 0 | 0 | 11 | 88 | 8 | 73 |
| NORWICH | SCOT AIRWAYS | S | 54 | 0 | 2 | 94 | 2 | 2 | 2 | 0 | 0 | 2 | 91 | 3 | 58 |
| TOTAL NORWICH | | | 54 | 0 | 2 | 94 | 2 | 2 | 2 | 0 | 0 | 2 | 91 | 3 | 58 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 111 | 2 | 7 | 88 | 5 | 2 | 5 | 0 | 0 | 6 | 80 | 9 | 116 |
| TOTAL SOUTHAMPTON | | | 111 | 2 | 7 | 88 | 5 | 2 | 5 | 0 | 0 | 6 | 80 | 9 | 117 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------------------|-------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| STANSTED | BRITISH REGIONAL AIRLINES LTD | S | 111 | 1 | 13 | 68 | 11 | 14 | 5 | 2 | 0 | 17 | 79 | 12 | 117 |
| TOTAL STANSTED | | | 111 | 1 | 13 | 68 | 11 | 14 | 5 | 2 | 0 | 17 | 79 | 12 | 117 |
| TEESSIDE | EASTERN AIRWAYS | S | 28 | 0 | 4 | 71 | 18 | 4 | 7 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL TEESSIDE | | | 28 | 0 | 4 | 71 | 18 | 4 | 7 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 3797 | 23 | 94 | 84 | 8 | 5 | 3 | 0 | 0 | 7 | 79 | 10 | 3103 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | DELTA AIRLINES | S | 61 | 3 | 1 | 85 | 5 | 5 | 2 | 3 | 0 | 6 | 73 | 13 | 62 |
| TOTAL ATLANTA | | | 61 | 3 | 1 | 85 | 5 | 5 | 2 | 3 | 0 | 6 | 73 | 13 | 62 |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 82 | 2 | 11 | 5 | 0 | 0 | -2 | 83 | 6 | 60 |
| TOTAL CHICAGO (O'HARE) | | | 62 | 0 | 0 | 82 | 2 | 11 | 5 | 0 | 0 | -2 | 83 | 6 | 60 |
| LAS VEGAS | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 0 | 20 | 20 | 50 | 10 | 0 | 111 | 10 | 51 | 10 |
| TOTAL LAS VEGAS | | | 10 | 0 | 0 | 0 | 20 | 20 | 50 | 10 | 0 | 111 | 10 | 51 | 10 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 55 | 1 | 1 | 84 | 2 | 5 | 2 | 7 | 0 | 19 | 78 | 5 | 60 |
| | DELTA AIRLINES | S | 42 | 0 | 0 | 93 | 0 | 2 | 5 | 0 | 0 | -12 | 91 | -2 | 57 |
| TOTAL NEW YORK (JF KENNEDY) | | | 97 | 2 | 2 | 88 | 1 | 4 | 3 | 4 | 0 | 6 | 84 | 2 | 118 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 57 | 1 | 1 | 84 | 7 | 7 | 2 | 0 | 0 | 0 | 79 | 2 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 57 | 1 | 1 | 84 | 7 | 7 | 2 | 0 | 0 | 0 | 77 | 4 | 82 |
| ORLANDO | MY TRAVEL AIRWAYS UK | C | 4 | 1 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 326 | 0 | 0 | 0 |
| TOTAL ORLANDO | | | 5 | 1 | 0 | 0 | 40 | 0 | 0 | 0 | 60 | 346 | 11 | 112 | 9 |
| SANFORD | BRITANNIA AIRWAYS | C | 17 | 0 | 0 | 53 | 41 | 0 | 6 | 0 | 0 | 15 | 67 | 17 | 18 |
| | LEISURE INTERNATIONAL | C | 16 | 1 | 0 | 38 | 6 | 13 | 38 | 6 | 0 | 55 | 50 | 91 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 26 | 0 | 1 | 62 | 8 | 12 | 4 | 12 | 4 | 94 | 64 | 33 | 25 |
| TOTAL SANFORD | | | 59 | 1 | 1 | 53 | 17 | 8 | 14 | 7 | 2 | 61 | 61 | 42 | 57 |
| TOTAL USA | | | 351 | 8 | 5 | 76 | 7 | 7 | 6 | 3 | 1 | 21 | 74 | 14 | 398 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 58 | 0 | 933 | 4 |
| TOTAL PORLAMAR | | | 6 | 0 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 58 | 0 | 933 | 4 |
| TOTAL VENEZUELA | | | 6 | 0 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 58 | 0 | 933 | 4 |
| TOTAL MANCHESTER | | | 11143 | 59 | 260 | 74 | 11 | 8 | 6 | 1 | 0 | 15 | 73 | 16 | 9944 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---------------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | TYROLEAN AIRWAYS | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 9 | 3 |
| TOTAL INNSBRUCK | | | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 9 | 3 |
| SALZBURG | AIR 2000 | C | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 100 | 5 | 3 |
| TOTAL SALZBURG | | | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 100 | 5 | 3 |
| TOTAL AUSTRIA | | | 6 | 0 | 2 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | 7 | 6 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | SABENA | S | 188 | 0 | 7 | 78 | 14 | 5 | 2 | 0 | 0 | 9 | 83 | 7 | 183 |
| TOTAL BRUSSELS | | | 188 | 0 | 7 | 78 | 14 | 5 | 2 | 0 | 0 | 9 | 83 | 7 | 183 |
| TOTAL BELGIUM | | | 188 | 0 | 7 | 78 | 14 | 5 | 2 | 0 | 0 | 9 | 83 | 7 | 183 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | C | 10 | 0 | 0 | 60 | 10 | 20 | 10 | 0 | 0 | 10 | 100 | -16 | 1 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 50 | 22 | 4 |
| TOTAL LARNACA | | | 14 | 0 | 0 | 50 | 29 | 14 | 7 | 0 | 0 | 12 | 60 | 15 | 5 |
| TOTAL CYPRUS | | | 14 | 0 | 0 | 50 | 29 | 14 | 7 | 0 | 0 | 12 | 60 | 15 | 5 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | MY TRAVEL AIRWAYS UK | 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 |
| DENMARK | | | | | | | | | | | | | | | |
| ESBJERG | GILL AIRWAYS | C | 2 | 2 | 12 | 0 | 50 | 0 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| TOTAL ESBJERG | | | 2 | 2 | 12 | 0 | 50 | 0 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| TOTAL DENMARK | | | 2 | 2 | 12 | 0 | 50 | 0 | 50 | 0 | 0 | 62 | 94 | -4 | 108 |
| FINLAND | | | | | | | | | | | | | | | |
| ROVANIEMI | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL ROVANIEMI | | | 2 | 4 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 100 | -15 | 2 |
| TOTAL FINLAND | | | 2 | 4 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 100 | -15 | 2 |
| FRANCE | | | | | | | | | | | | | | | |
| TOTAL LYON | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 50 | 13 | 2 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS CITIEXPRESS L | S | 117 | 0 | 1 | 45 | 22 | 22 | 10 | 0 | 0 | 24 | 63 | 15 | 115 |
| | GILL AIRWAYS | S | 100 | 0 | 0 | 66 | 25 | 3 | 6 | 0 | 0 | 16 | 73 | 13 | 102 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 217 | 0 | 1 | 55 | 24 | 13 | 8 | 0 | 0 | 20 | 68 | 14 | 217 |
| TOTAL FRANCE | | | 219 | 1 | 1 | 55 | 24 | 13 | 8 | 0 | 0 | 20 | 68 | 14 | 221 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | GILL AIRWAYS | S | 42 | 2 | 4 | 76 | 2 | 17 | 5 | 0 | 0 | 17 | 75 | 13 | 52 |
| TOTAL DUSSELDORF | | | 42 | 2 | 4 | 76 | 2 | 17 | 5 | 0 | 0 | 17 | 75 | 13 | 52 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| HAHN | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 50 | 101 | 2 |
| TOTAL HAHN | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 50 | 101 | 2 |
| TOTAL GERMANY | | | 44 | 2 | 4 | 75 | 2 | 18 | 5 | 0 | 0 | 18 | 74 | 17 | 54 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ICELAND | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 118 | 0 | 2 | 86 | 6 | 5 | 3 | 0 | 0 | 6 | 92 | 1 | 144 |
| TOTAL DUBLIN | | | 118 | 0 | 2 | 86 | 6 | 5 | 3 | 0 | 0 | 6 | 92 | 1 | 144 |
| TOTAL IRISH REPUBLIC | | | 118 | 0 | 2 | 86 | 6 | 5 | 3 | 0 | 0 | 6 | 92 | 1 | 144 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 70 | 11 | 10 |
| TOTAL MALTA | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 70 | 11 | 10 |
| TOTAL MALTA | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 6 | 70 | 11 | 10 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 274 | 1 | 10 | 57 | 14 | 17 | 11 | 2 | 0 | 26 | 59 | 23 | 216 |
| TOTAL AMSTERDAM | | | 274 | 1 | 10 | 57 | 14 | 17 | 11 | 2 | 0 | 26 | 59 | 23 | 216 |
| TOTAL NETHERLANDS | | | 274 | 1 | 10 | 57 | 14 | 17 | 11 | 2 | 0 | 26 | 59 | 23 | 216 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | BRAATHENS ASA | S | 46 | 4 | 4 | 67 | 24 | 4 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 46 | 4 | 4 | 67 | 24 | 4 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| SANDEFJORD(TORP) | GILL AIRWAYS | C | 4 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL SANDEFJORD(TORP) | | | 4 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| STAVANGER | BRAATHENS ASA | S | 50 | 0 | 0 | 74 | 12 | 6 | 0 | 0 | 8 | 41 | 0 | 0 | 0 |
| TOTAL STAVANGER | | | 50 | 0 | 0 | 74 | 12 | 6 | 0 | 0 | 8 | 41 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 100 | 5 | 4 | 70 | 17 | 7 | 2 | 0 | 4 | 28 | 86 | 5 | 100 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 75 | 4 | 4 |
| TOTAL FARO | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 75 | 4 | 4 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 75 | 4 | 4 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | SATA | C | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 91 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 91 | 0 | 0 | 0 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 91 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|--|----------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 28 | 0 | 0 | 82 | 11 | 7 | 0 | 0 | 0 | 7 | 64 | 8 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 75 | 15 | 4 |
| TOTAL ALICANTE | | | 30 | 0 | 0 | 77 | 10 | 13 | 0 | 0 | 0 | 9 | 67 | 9 | 18 |
| MALAGA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 23 | 75 | 29 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 1 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 21 | 0 | 87 | 2 |
| TOTAL MALAGA | | | 11 | 1 | 1 | 64 | 9 | 0 | 27 | 0 | 0 | 23 | 60 | 41 | 10 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 75 | 36 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | 3 | 4 |
| TOTAL PALMA DE MALLORCA | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 83 | 25 | 12 |
| TOTAL SPAIN | | | 49 | 1 | 1 | 73 | 12 | 8 | 6 | 0 | 0 | 12 | 70 | 22 | 40 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -9 | 83 | 5 | 6 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 11 | 70 | 4 | 10 |
| | FUTURA AIRLINES | C | 10 | 0 | 0 | 50 | 0 | 40 | 0 | 0 | 10 | 104 | 83 | 13 | 6 |
| TOTAL ARRECIFE | | | 30 | 0 | 0 | 67 | 10 | 20 | 0 | 0 | 3 | 35 | 77 | 7 | 22 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 13 | 50 | 41 | 10 |
| TOTAL FUERTEVENTURA | | | 20 | 0 | 0 | 65 | 25 | 10 | 0 | 0 | 0 | 12 | 50 | 41 | 10 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 60 | 11 | 10 |
| | FUTURA AIRLINES | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 13 | 70 | 19 | 10 |
| TOTAL LAS PALMAS | | | 24 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 9 | 65 | 15 | 20 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 19 | 0 | 1 | 74 | 11 | 5 | 0 | 11 | 0 | 29 | 72 | 8 | 18 |
| | AIR EUROPA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 75 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 14 | 0 | 0 | 64 | 7 | 14 | 14 | 0 | 0 | 20 | 67 | 36 | 18 |
| | FUTURA AIRLINES | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 13 | 38 | 38 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 17 | 13 | 47 | 8 |
| | VIVA | C | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 23 | 30 | 26 | 10 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 59 | 0 | 1 | 61 | 12 | 14 | 10 | 3 | 0 | 23 | 52 | 28 | 62 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 133 | 0 | 1 | 64 | 14 | 15 | 5 | 2 | 1 | 22 | 59 | 23 | 114 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL SWITZERLAND | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | NOUVELAIR TUNISIE | C | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 5 | 50 | 17 | 10 |
| TOTAL MONASTIR | | | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 5 | 50 | 17 | 10 |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 5 | 50 | 17 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) | |
| UNITED KINGDOM | | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 194 | 2 | 0 | 72 | 14 | 10 | 5 | 0 | 0 | 13 | 51 | 24 | 140 | |
| | GILL AIRWAYS | S | 13 | 3 | 1 | 85 | 8 | 8 | 0 | 0 | 0 | 4 | 84 | 8 | 38 | |
| TOTAL ABERDEEN | | | 207 | 5 | 1 | 72 | 14 | 10 | 4 | 0 | 0 | 12 | 62 | 19 | 210 | |
| BELFAST CITY | GILL AIRWAYS | S | 249 | 2 | 7 | 65 | 17 | 9 | 7 | 1 | 0 | 19 | 85 | 5 | 248 | |
| TOTAL BELFAST CITY | | | 249 | 2 | 7 | 65 | 17 | 9 | 7 | 1 | 0 | 19 | 85 | 5 | 248 | |
| BIRMINGHAM | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | DUO AIRWAYS LTD | S | 130 | 0 | 2 | 94 | 2 | 1 | 3 | 0 | 0 | 3 | 92 | 3 | 133 | |
| TOTAL BIRMINGHAM | | | 132 | 0 | 2 | 94 | 2 | 1 | 3 | 0 | 0 | 3 | 92 | 3 | 133 | |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 131 | 2 | 0 | 81 | 11 | 7 | 2 | 0 | 0 | 7 | 69 | 19 | 147 | |
| TOTAL BRISTOL | | | 131 | 2 | 0 | 81 | 11 | 7 | 2 | 0 | 0 | 7 | 69 | 19 | 147 | |
| GATWICK | CITY FLYER EXPRESS | S | 311 | 4 | 5 | 77 | 14 | 6 | 2 | 0 | 0 | 7 | 71 | 9 | 303 | |
| TOTAL GATWICK | | | 311 | 4 | 5 | 77 | 14 | 6 | 2 | 0 | 0 | 7 | 71 | 9 | 303 | |
| GLASGOW | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 | 1 | |
| TOTAL GLASGOW | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 12 | |
| HEATHROW | BRITISH AIRWAYS PLC | S | 294 | 0 | 2 | 85 | 7 | 4 | 3 | 0 | 0 | 7 | 84 | 8 | 287 | |
| TOTAL HEATHROW | | | 294 | 0 | 2 | 85 | 7 | 4 | 3 | 0 | 0 | 7 | 84 | 8 | 287 | |
| MANCHESTER | MY TRAVEL AIRWAYS UK | C | 5 | 1 | 1 | 80 | 0 | 20 | 0 | 0 | 0 | 0 | 67 | 32 | 6 | |
| TOTAL MANCHESTER | | | 5 | 1 | 1 | 80 | 0 | 20 | 0 | 0 | 0 | 0 | 67 | 32 | 6 | |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 21 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL PLYMOUTH | | | 21 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 0 | 15 | 0 | 0 | 0 | |
| STANSTED | KLM UK LTD | S | 148 | 0 | 10 | 68 | 8 | 10 | 14 | 0 | 0 | 19 | 88 | 5 | 120 | |
| TOTAL STANSTED | | | 148 | 0 | 10 | 68 | 8 | 10 | 14 | 0 | 0 | 19 | 88 | 5 | 120 | |
| TEESSIDE | GILL AIRWAYS | S | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | |
| TOTAL TEESSIDE | | | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | |
| WICK | GILL AIRWAYS | S | 38 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 2 | 86 | 10 | 42 | |
| TOTAL WICK | | | 38 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 2 | 86 | 10 | 42 | |
| TOTAL UNITED KINGDOM | | | 1540 | 14 | 29 | 78 | 11 | 7 | 5 | 0 | 0 | 10 | 78 | 10 | 1638 | |
| USA | | | | | | | | | | | | | | | | |
| SANFORD | BRITANNIA AIRWAYS | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 3 | 50 | 41 | 4 | |
| | MY TRAVEL AIRWAYS UK | C | 6 | 1 | 1 | 50 | 17 | 17 | 0 | 0 | 17 | 222 | 43 | 74 | 7 | |
| TOTAL SANFORD | | | 9 | 1 | 2 | 56 | 22 | 11 | 0 | 0 | 11 | 149 | 45 | 62 | 11 | |
| TOTAL USA | | | 9 | 1 | 2 | 56 | 22 | 11 | 0 | 0 | 11 | 149 | 45 | 62 | 11 | |
| TOTAL NEWCASTLE | | | 2738 | 32 | 77 | 73 | 13 | 9 | 5 | 0 | 0 | 14 | 76 | 11 | 2874 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------|----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | AIR 2000 | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | TYROLEAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 5 | 67 | 21 | 6 |
| LINZ | AUSTRIAN AIR TRANSPORT | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 0 | 0 | 0 |
| TOTAL LINZ | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 0 | 0 | 0 |
| SALZBURG | AIR 2000 | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 86 | 13 | 7 |
| TOTAL AUSTRIA | | | 11 | 0 | 1 | 55 | 27 | 0 | 18 | 0 | 0 | 20 | 77 | 17 | 13 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | KLM UK LTD | S | 147 | 0 | 17 | 59 | 23 | 11 | 6 | 1 | 0 | 18 | 74 | 17 | 151 |
| | SABENA | S | 154 | 0 | 8 | 72 | 17 | 8 | 2 | 1 | 0 | 14 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 301 | 0 | 25 | 65 | 20 | 9 | 4 | 1 | 0 | 16 | 74 | 17 | 151 |
| TOTAL BELGIUM | | | 301 | 0 | 25 | 65 | 20 | 9 | 4 | 1 | 0 | 16 | 74 | 17 | 151 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 22 | 70 | 3 | 10 |
| TOTAL LARNACA | | | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 22 | 70 | 3 | 10 |
| TOTAL CYPRUS | | | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 22 | 70 | 3 | 10 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA | S | 30 | 0 | 4 | 67 | 27 | 7 | 0 | 0 | 0 | 9 | 91 | 0 | 32 |
| TOTAL PRAGUE | | | 30 | 2 | 4 | 67 | 27 | 7 | 0 | 0 | 0 | 9 | 91 | 0 | 34 |
| TOTAL CZECH REPUBLIC | | | 30 | 2 | 4 | 67 | 27 | 7 | 0 | 0 | 0 | 9 | 91 | 0 | 34 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | MYTRAVEL AIRWAYS (DENMARK) | C | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 8 | 64 | 23 | 11 |
| TOTAL BILLUND | | | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 8 | 64 | 23 | 11 |
| COPENHAGEN | GO FLY LTD | S | 159 | 0 | 0 | 74 | 14 | 7 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 16 | 0 | 0 | 44 | 0 | 13 | 44 | 0 | 0 | 59 | 19 | 85 | 16 |
| | SAS | S | 140 | 0 | 12 | 56 | 19 | 16 | 9 | 1 | 0 | 22 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 315 | 0 | 12 | 64 | 15 | 11 | 9 | 0 | 0 | 17 | 61 | 25 | 167 |
| TOTAL DENMARK | | | 326 | 0 | 12 | 65 | 15 | 11 | 9 | 0 | 0 | 17 | 61 | 25 | 178 |
| FINLAND | | | | | | | | | | | | | | | |
| ENONTEKIO | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 0 | 0 | 0 |
| TOTAL ENONTEKIO | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 50 | 10 | 2 |
| HELSINKI | FINNAIR | S | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 24 | 63 | 11 | 8 |
| IVALO | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL IVALO | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| KITTILA | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|------------------------------------|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 KITTILA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 55 | 2 |
| ROVANIEMI | AIR 2000 | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 74 | 2 |
| TOTAL ROVANIEMI | | | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 24 | 25 | 41 | 4 |
| TOTAL FINLAND | | | 20 | 0 | 0 | 55 | 20 | 25 | 0 | 0 | 0 | 18 | 44 | 24 | 16 |
| FRANCE | | | | | | | | | | | | | | | |
| CARCASSONNE | RYANAIR | S | 59 | 0 | 1 | 54 | 24 | 20 | 2 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL CARCASSONNE | | | 59 | 0 | 1 | 54 | 24 | 20 | 2 | 0 | 0 | 17 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 2 | 1 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| | KLM UK LTD | S | 195 | 0 | 13 | 43 | 23 | 17 | 16 | 1 | 0 | 32 | 72 | 16 | 205 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 197 | 1 | 13 | 42 | 23 | 17 | 17 | 1 | 0 | 33 | 72 | 16 | 205 |
| ST ETIENNE | RYANAIR | S | 59 | 0 | 0 | 71 | 24 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ST ETIENNE | | | 59 | 0 | 0 | 71 | 24 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TARBES-LOURDES INTERNATIONAL | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 35 | 2 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 35 | 2 |
| TOULOUSE (BLAGNAC) | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 2 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 33 | 20 | 3 |
| TOTAL TOULOUSE (BLAGNAC) | | | 4 | 0 | 2 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 33 | 20 | 3 |
| TOTAL FRANCE | | | 323 | 4 | 19 | 50 | 23 | 15 | 11 | 1 | 0 | 25 | 68 | 17 | 222 |
| GERMANY | | | | | | | | | | | | | | | |
| COLOGNE (BONN) | EUROWINGS LUFTVERKEHRS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL COLOGNE (BONN) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| DORTMUND | EUROWINGS LUFTVERKEHRS | S | 84 | 0 | 2 | 81 | 12 | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL DORTMUND | | | 84 | 0 | 2 | 81 | 12 | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| DUSSELDORF | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | KLM UK LTD | S | 154 | 1 | 2 | 65 | 13 | 10 | 10 | 1 | 0 | 19 | 74 | 9 | 150 |
| TOTAL DUSSELDORF | | | 156 | 1 | 2 | 64 | 13 | 11 | 10 | 1 | 0 | 19 | 74 | 9 | 150 |
| FRANKFURT MAIN | KLM UK LTD | S | 150 | 0 | 6 | 59 | 13 | 17 | 11 | 1 | 0 | 24 | 75 | 12 | 154 |
| TOTAL FRANKFURT MAIN | | | 150 | 0 | 6 | 59 | 13 | 17 | 11 | 1 | 0 | 24 | 75 | 12 | 154 |
| HAMBURG | GILL AIRWAYS | S | 53 | 0 | 5 | 49 | 23 | 17 | 8 | 4 | 0 | 33 | 88 | 3 | 84 |
| TOTAL HAMBURG | | | 53 | 0 | 5 | 49 | 23 | 17 | 8 | 4 | 0 | 33 | 88 | 3 | 84 |
| TOTAL HANOVER | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| MUNICH | GO FLY LTD | S | 138 | 1 | 18 | 56 | 18 | 10 | 14 | 1 | 0 | 27 | 0 | 0 | 0 |
| | LUFTHANSA | S | 181 | 0 | 0 | 60 | 18 | 13 | 7 | 2 | 0 | 20 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 319 | 1 | 18 | 58 | 18 | 12 | 10 | 2 | 0 | 23 | 0 | 0 | 0 |
| NUREMBERG | EUROWINGS LUFTVERKEHRS | S | 90 | 0 | 0 | 52 | 31 | 10 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL NUREMBERG | | | 90 | 0 | 0 | 52 | 31 | 10 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 856 | 5 | 33 | 61 | 17 | 12 | 9 | 1 | 0 | 21 | 78 | 9 | 388 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AIR 2000 | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| TOTAL ATHENS | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| TOTAL GREECE | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MALEV (HUNGARIAN AIRLINES) | C | 2 | 1 | 1 | 0 | 0 | 0 | 50 | 0 | 50 | 266 | 0 | 306 | 3 |
| TOTAL BUDAPEST | | | 3 | 1 | 1 | 33 | 0 | 0 | 33 | 0 | 33 | 181 | 0 | 207 | 5 |
| TOTAL HUNGARY | | | 3 | 1 | 1 | 33 | 0 | 0 | 33 | 0 | 33 | 181 | 0 | 207 | 5 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | RYANAIR | C | 5 | 0 | 0 | 40 | 0 | 20 | 20 | 20 | 0 | 79 | 0 | 0 | 0 |
| | RYANAIR | S | 97 | 2 | 0 | 51 | 27 | 19 | 0 | 2 | 2 | 30 | 59 | 33 | 97 |
| TOTAL CONNAUGHT | | | 102 | 2 | 0 | 50 | 25 | 19 | 1 | 3 | 2 | 33 | 59 | 33 | 97 |
| CORK | RYANAIR | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | RYANAIR | S | 161 | 1 | 0 | 44 | 27 | 22 | 6 | 0 | 1 | 26 | 49 | 28 | 173 |
| TOTAL CORK | | | 164 | 1 | 0 | 44 | 28 | 21 | 5 | 0 | 1 | 26 | 49 | 28 | 173 |
| DUBLIN | AER LINGUS | S | 335 | 2 | 0 | 84 | 10 | 3 | 2 | 0 | 0 | 7 | 89 | 4 | 279 |
| | RYANAIR | C | 13 | 0 | 7 | 77 | 8 | 8 | 8 | 0 | 0 | 23 | 0 | 0 | 0 |
| | RYANAIR | S | 535 | 8 | 0 | 56 | 19 | 17 | 7 | 0 | 0 | 21 | 67 | 17 | 549 |
| TOTAL DUBLIN | | | 883 | 10 | 15 | 67 | 16 | 12 | 5 | 0 | 0 | 16 | 75 | 13 | 830 |
| KERRY COUNTY | RYANAIR | C | 3 | 0 | 2 | 0 | 0 | 33 | 33 | 33 | 0 | 117 | 0 | 0 | 0 |
| | RYANAIR | S | 59 | 2 | 0 | 61 | 29 | 8 | 0 | 0 | 2 | 20 | 62 | 28 | 63 |
| TOTAL KERRY COUNTY | | | 62 | 2 | 2 | 58 | 27 | 10 | 2 | 2 | 2 | 25 | 62 | 28 | 63 |
| SHANNON | AB AIRLINES | S | 60 | 1 | 0 | 72 | 13 | 7 | 2 | 7 | 0 | 22 | 0 | 0 | 0 |
| | VIRGIN EXPRESS | S | 44 | 0 | 6 | 77 | 9 | 9 | 0 | 2 | 2 | 21 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 104 | 1 | 6 | 74 | 12 | 8 | 1 | 5 | 1 | 22 | 0 | 0 | 0 |
| WATERFORD | BRITISH REGIONAL AIRLINES LTD | S | 49 | 0 | 3 | 76 | 10 | 6 | 4 | 4 | 0 | 20 | 77 | 13 | 52 |
| TOTAL WATERFORD | | | 49 | 0 | 3 | 76 | 10 | 6 | 4 | 4 | 0 | 20 | 77 | 13 | 52 |
| TOTAL IRISH REPUBLIC | | | 1364 | 16 | 26 | 63 | 18 | 13 | 4 | 1 | 1 | 19 | 69 | 17 | 1215 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | EL AL | S | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | -2 | 80 | 3 | 15 |
| TOTAL TEL AVIV | | | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | -2 | 75 | 4 | 16 |
| TOTAL ISRAEL | | | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | -2 | 75 | 4 | 16 |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | GO FLY LTD | S | 97 | 0 | 3 | 63 | 19 | 12 | 4 | 2 | 0 | 16 | 0 | 0 | 0 |
| TOTAL BOLOGNA | | | 97 | 0 | 3 | 63 | 19 | 12 | 4 | 2 | 0 | 16 | 0 | 0 | 0 |
| MILAN (LINATE) | AIR ONE | S | 141 | 0 | 0 | 44 | 34 | 13 | 9 | 0 | 0 | 26 | 69 | 16 | 179 |
| | KLM UK LTD | S | 153 | 1 | 6 | 47 | 22 | 16 | 14 | 1 | 0 | 30 | 48 | 28 | 154 |
| TOTAL MILAN (LINATE) | | | 294 | 1 | 6 | 46 | 28 | 15 | 11 | 1 | 0 | 28 | 59 | 21 | 333 |
| MILAN (MALPENSA) | GO FLY LTD | S | 156 | 0 | 4 | 49 | 21 | 12 | 17 | 1 | 0 | 27 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------------|----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 MILAN (MALPENSA) | | | 157 | 0 | 4 | 50 | 20 | 12 | 17 | 1 | 0 | 26 | 0 | 0 | 0 |
| PISA | ALITALIA | S | 56 | 0 | 2 | 30 | 30 | 27 | 11 | 2 | 0 | 33 | 0 | 0 | 0 |
| | RYANAIR | S | 108 | 0 | 4 | 51 | 19 | 17 | 12 | 1 | 0 | 26 | 0 | 0 | 0 |
| TOTAL PISA | | | 164 | 0 | 6 | 44 | 23 | 20 | 12 | 1 | 0 | 28 | 0 | 0 | 0 |
| RIMINI | RYANAIR | S | 59 | 0 | 1 | 54 | 24 | 17 | 2 | 2 | 2 | 27 | 0 | 0 | 0 |
| TOTAL RIMINI | | | 59 | 0 | 1 | 54 | 24 | 17 | 2 | 2 | 2 | 27 | 0 | 0 | 0 |
| ROME (CIAMPINO) | GO FLY LTD | S | 118 | 0 | 1 | 61 | 15 | 20 | 3 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 59 | 50 | 14 | 2 |
| TOTAL ROME (CIAMPINO) | | | 120 | 0 | 1 | 61 | 15 | 20 | 4 | 0 | 0 | 15 | 50 | 14 | 2 |
| ROME (FIUMICINO) | KLM UK LTD | S | 115 | 1 | 5 | 51 | 18 | 16 | 15 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 115 | 1 | 5 | 51 | 18 | 16 | 15 | 0 | 0 | 32 | 0 | 0 | 0 |
| TREVISO | RYANAIR | S | 98 | 0 | 6 | 43 | 34 | 10 | 13 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL TREVISO | | | 98 | 0 | 6 | 43 | 34 | 10 | 13 | 0 | 0 | 28 | 0 | 0 | 0 |
| TURIN | AIR 2000 | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | ALITALIA | S | 105 | 0 | 3 | 26 | 33 | 28 | 12 | 1 | 0 | 35 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 47 | 50 | 24 | 2 |
| TOTAL TURIN | | | 111 | 0 | 4 | 27 | 32 | 27 | 13 | 1 | 0 | 35 | 33 | 22 | 6 |
| VENICE | GO FLY LTD | S | 46 | 0 | 0 | 72 | 17 | 9 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL VENICE | | | 46 | 0 | 0 | 72 | 17 | 9 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ITALY | | | 1262 | 2 | 36 | 49 | 24 | 16 | 11 | 1 | 0 | 26 | 59 | 21 | 344 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| URALSK | MALEV (HUNGARIAN AIRLINES) | C | 2 | 0 | 1 | 0 | 0 | 0 | 50 | 0 | 50 | 271 | 0 | 227 | 4 |
| TOTAL URALSK | | | 2 | 0 | 1 | 0 | 0 | 0 | 50 | 0 | 50 | 271 | 0 | 227 | 4 |
| TOTAL KAZAKHSTAN | | | 2 | 0 | 1 | 0 | 0 | 0 | 50 | 0 | 50 | 271 | 0 | 227 | 4 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | AFRICAN SAFARI AIRWAYS-ASA | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| TOTAL MOMBASA | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| TOTAL KENYA | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 79 | 1 | 0 | 71 | 15 | 9 | 5 | 0 | 0 | 7 | 86 | 6 | 86 |
| TOTAL LUXEMBOURG | | | 79 | 1 | 0 | 71 | 15 | 9 | 5 | 0 | 0 | 7 | 86 | 6 | 86 |
| TOTAL LUXEMBOURG | | | 79 | 1 | 0 | 71 | 15 | 9 | 5 | 0 | 0 | 7 | 86 | 6 | 86 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -35 | 50 | 24 | 2 |
| TOTAL MALTA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -35 | 43 | 36 | 7 |
| TOTAL MALTA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -35 | 43 | 36 | 7 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | AIR 2000 | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 56 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-----------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL CANCUN | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 56 | 0 | 0 | 0 |
| TOTAL MEXICO | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 56 | 0 | 0 | 0 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | BRAATHENS ASA | C | 2 | 1 | 2 | 0 | 50 | 0 | 50 | 0 | 0 | 94 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 2 | 1 | 2 | 0 | 50 | 0 | 50 | 0 | 0 | 94 | 0 | 0 | 0 |
| TOTAL MOROCCO | | | 3 | 2 | 2 | 0 | 33 | 33 | 33 | 0 | 0 | 76 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 422 | 4 | 11 | 53 | 14 | 14 | 17 | 1 | 0 | 31 | 64 | 19 | 414 |
| TOTAL AMSTERDAM | | | 422 | 4 | 11 | 53 | 14 | 14 | 17 | 1 | 0 | 31 | 64 | 19 | 417 |
| EINDHOVEN | KLM EXEL | S | 100 | 0 | 2 | 63 | 18 | 12 | 7 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL EINDHOVEN | | | 100 | 2 | 2 | 63 | 18 | 12 | 7 | 0 | 0 | 18 | 0 | 0 | 0 |
| MAASTRICHT | KLM EXEL | S | 132 | 0 | 6 | 61 | 27 | 12 | 0 | 0 | 0 | 15 | 82 | 8 | 136 |
| TOTAL MAASTRICHT | | | 132 | 0 | 6 | 61 | 27 | 12 | 0 | 0 | 0 | 15 | 82 | 8 | 136 |
| ROTTERDAM | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL ROTTERDAM | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 100 | -12 | 1 |
| TOTAL NETHERLANDS | | | 656 | 6 | 19 | 56 | 17 | 14 | 12 | 1 | 0 | 26 | 68 | 16 | 554 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BRAATHENS ASA | S | 56 | 0 | 0 | 59 | 27 | 11 | 4 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BERGEN | | | 56 | 0 | 0 | 59 | 27 | 11 | 4 | 0 | 0 | 15 | 33 | 172 | 3 |
| GEILO (DAGALI) | KLM UK LTD | C | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 0 | 25 | 133 | 75 | 9 | 4 |
| TOTAL GEILO (DAGALI) | | | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 0 | 25 | 133 | 75 | 9 | 4 |
| OSLO (GARDERMOEN) | AIR FOYLE PASSENGER AIRLINES | S | 48 | 0 | 6 | 54 | 10 | 10 | 23 | 0 | 2 | 38 | 0 | 0 | 0 |
| | BRAATHENS ASA | S | 106 | 0 | 6 | 50 | 20 | 17 | 13 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 14 | 0 | 0 | 50 | 29 | 7 | 14 | 0 | 0 | 28 | 36 | 28 | 14 |
| TOTAL OSLO (GARDERMOEN) | | | 168 | 0 | 12 | 51 | 18 | 14 | 16 | 0 | 1 | 29 | 40 | 52 | 30 |
| SANDEFJORD(TORP) | RYANAIR | S | 106 | 0 | 0 | 65 | 16 | 9 | 8 | 0 | 1 | 21 | 52 | 32 | 100 |
| TOTAL SANDEFJORD(TORP) | | | 106 | 1 | 0 | 65 | 16 | 9 | 8 | 0 | 1 | 21 | 52 | 32 | 100 |
| TRONDHEIM (VAERNES) | BRAATHENS ASA | C | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL TRONDHEIM (VAERNES) | | | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 337 | 1 | 13 | 56 | 19 | 12 | 12 | 0 | 1 | 26 | 50 | 39 | 137 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 75 | 7 | 4 |
| TOTAL FARO | | | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 10 | 57 | 90 | 7 |
| LISBON | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | GO FLY LTD | S | 101 | 0 | 1 | 52 | 24 | 17 | 7 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL LISBON | | | 103 | 0 | 1 | 52 | 24 | 17 | 7 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 115 | 0 | 1 | 55 | 23 | 16 | 6 | 0 | 0 | 20 | 57 | 90 | 7 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|---------------------------------|----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | MY TRAVEL AIRWAYS UK | C | 7 | 3 | 2 | 86 | 0 | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 7 | 3 | 2 | 86 | 0 | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL PORTUGAL(MADEIRA) | | | 7 | 3 | 2 | 86 | 0 | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 30 | 40 | 20 | 10 | 0 | 0 | 24 | 50 | 23 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 25 | 25 | 4 |
| TOTAL ALICANTE | | | 12 | 0 | 0 | 33 | 42 | 17 | 8 | 0 | 0 | 22 | 38 | 52 | 16 |
| MALAGA | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 33 | 22 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 32 | 2 |
| TOTAL MALAGA | | | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 11 | 42 | 24 | 12 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 15 | 50 | 20 | 10 |
| TOTAL PALMA DE MALLORCA | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 15 | 50 | 20 | 10 |
| TOTAL SPAIN | | | 33 | 0 | 0 | 55 | 24 | 18 | 3 | 0 | 0 | 17 | 43 | 32 | 46 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 10 | 0 | 0 | 30 | 10 | 40 | 20 | 0 | 0 | 42 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 17 | 70 | 28 | 10 |
| | IBERWORLD | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 32 | 33 | 27 | 3 |
| TOTAL ARRECIFE | | | 38 | 0 | 0 | 47 | 13 | 26 | 13 | 0 | 0 | 29 | 42 | 37 | 19 |
| FUERTEVENTURA | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 19 | 90 | 0 | 10 |
| TOTAL FUERTEVENTURA | | | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 19 | 90 | 0 | 10 |
| LAS PALMAS | AIR 2000 | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 56 | 25 | 24 | 8 |
| TOTAL LAS PALMAS | | | 21 | 0 | 0 | 33 | 10 | 33 | 24 | 0 | 0 | 37 | 25 | 24 | 8 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 16 | 2 | 2 | 50 | 31 | 19 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 11 | 40 | 57 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 25 | 50 | 13 | 0 | 0 | 37 | 38 | 39 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 34 | 4 | 2 | 47 | 29 | 21 | 3 | 0 | 0 | 20 | 26 | 84 | 34 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 103 | 4 | 2 | 44 | 19 | 26 | 11 | 0 | 0 | 26 | 39 | 53 | 71 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | MYTRAVEL AIRWAYS (DENMARK) | C | 14 | 0 | 0 | 64 | 7 | 14 | 14 | 0 | 0 | 22 | 36 | 26 | 14 |
| TOTAL GOTEBORG | | | 14 | 0 | 0 | 64 | 7 | 14 | 14 | 0 | 0 | 22 | 36 | 26 | 14 |
| KRISTIANSTAD | RYANAIR | S | 59 | 0 | 0 | 42 | 27 | 12 | 10 | 3 | 5 | 51 | 0 | 0 | 0 |
| TOTAL KRISTIANSTAD | | | 59 | 0 | 0 | 42 | 27 | 12 | 10 | 3 | 5 | 51 | 0 | 0 | 0 |
| STOCKHOLM (ARLANDA) | MYTRAVEL AIRWAYS (DENMARK) | C | 20 | 0 | 0 | 10 | 25 | 55 | 10 | 0 | 0 | 38 | 5 | 88 | 20 |
| | SAS | S | 111 | 0 | 3 | 51 | 18 | 15 | 15 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL STOCKHOLM (ARLANDA) | | | 131 | 0 | 3 | 45 | 19 | 21 | 15 | 0 | 0 | 25 | 23 | 55 | 40 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------------------|--------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| STOCKHOLM (SKAVSTA) | RYANAIR | S | 155 | 0 | 4 | 40 | 25 | 18 | 14 | 3 | 1 | 38 | 51 | 30 | 175 |
| TOTAL STOCKHOLM (SKAVSTA) | | | 155 | 0 | 4 | 40 | 25 | 18 | 14 | 3 | 1 | 38 | 51 | 30 | 175 |
| TOTAL SWEDEN | | | 359 | 0 | 7 | 43 | 22 | 18 | 14 | 2 | 1 | 35 | 45 | 34 | 229 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | GO FLY LTD | C | 6 | 0 | 2 | 17 | 17 | 33 | 33 | 0 | 0 | 53 | 0 | 0 | 0 |
| | RYANAIR | C | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 9 | 0 | 3 | 11 | 33 | 33 | 22 | 0 | 0 | 44 | 0 | 465 | 3 |
| ZURICH | FLIGHTLINE LTD | C | 57 | 0 | 1 | 37 | 32 | 12 | 18 | 0 | 2 | 37 | 61 | 26 | 64 |
| TOTAL ZURICH | | | 57 | 0 | 1 | 37 | 32 | 12 | 18 | 0 | 2 | 37 | 72 | 13 | 214 |
| TOTAL SWITZERLAND | | | 66 | 0 | 4 | 33 | 32 | 15 | 18 | 0 | 2 | 38 | 68 | 25 | 257 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 100 | -3 | 4 |
| TOTAL MONASTIR | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 100 | -3 | 4 |
| TOTAL TUNISIA | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 100 | -3 | 4 |
| TURKEY | | | | | | | | | | | | | | | |
| ANKARA (ESENBOGA) | KIBRIS TURKISH AIRLINES - KTHY | C | 4 | 0 | 2 | 50 | 25 | 25 | 0 | 0 | 0 | 6 | 50 | 14 | 12 |
| TOTAL ANKARA (ESENBOGA) | | | 4 | 0 | 2 | 50 | 25 | 25 | 0 | 0 | 0 | 6 | 50 | 14 | 12 |
| ANTALYA | KIBRIS TURKISH AIRLINES - KTHY | C | 18 | 0 | 0 | 22 | 11 | 22 | 44 | 0 | 0 | 53 | 60 | 54 | 25 |
| TOTAL ANTALYA | | | 18 | 0 | 0 | 22 | 11 | 22 | 44 | 0 | 0 | 53 | 60 | 54 | 25 |
| ISTANBUL | ISTANBUL HAVA YOLLARI | S | 18 | 0 | 0 | 61 | 11 | 28 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL ISTANBUL | | | 18 | 0 | 0 | 61 | 11 | 28 | 0 | 0 | 0 | 19 | 28 | 56 | 18 |
| IZMIR (ADNAM MENDERES) | KIBRIS TURKISH AIRLINES - KTHY | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 42 | 0 | 2 | 43 | 12 | 26 | 19 | 0 | 0 | 33 | 47 | 46 | 55 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | KLM UK LTD | S | 173 | 0 | 7 | 75 | 14 | 6 | 5 | 0 | 0 | 9 | 64 | 22 | 157 |
| TOTAL ABERDEEN | | | 173 | 0 | 7 | 75 | 14 | 6 | 5 | 0 | 0 | 9 | 64 | 22 | 157 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 212 | 3 | 7 | 63 | 18 | 13 | 5 | 0 | 1 | 22 | 0 | 0 | 0 |
| TOTAL BELFAST CITY | | | 212 | 3 | 7 | 63 | 18 | 13 | 5 | 0 | 1 | 22 | 0 | 0 | 0 |
| EDINBURGH | GO FLY LTD | S | 267 | 1 | 5 | 67 | 19 | 8 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| | KLM UK LTD | S | 302 | 3 | 5 | 71 | 12 | 12 | 5 | 0 | 0 | 13 | 81 | 9 | 292 |
| TOTAL EDINBURGH | | | 569 | 4 | 10 | 69 | 15 | 10 | 5 | 0 | 0 | 14 | 81 | 9 | 292 |
| GLASGOW | KLM UK LTD | S | 185 | 4 | 13 | 56 | 12 | 19 | 9 | 3 | 0 | 28 | 76 | 12 | 240 |
| TOTAL GLASGOW | | | 185 | 4 | 13 | 56 | 12 | 19 | 9 | 3 | 0 | 28 | 76 | 12 | 240 |
| GUERNSEY | KLM UK LTD | S | 150 | 0 | 6 | 73 | 15 | 5 | 6 | 1 | 0 | 10 | 75 | 5 | 8 |
| TOTAL GUERNSEY | | | 150 | 0 | 6 | 73 | 15 | 5 | 6 | 1 | 0 | 10 | 75 | 5 | 8 |
| JERSEY | KLM UK LTD | S | 147 | 0 | 15 | 75 | 15 | 6 | 4 | 0 | 0 | 9 | 69 | 37 | 108 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1998

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|----------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 JERSEY | | | 147 | 0 | 15 | 75 | 15 | 6 | 4 | 0 | 0 | 9 | 69 | 37 | 108 |
| MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | 106 | 1 | 14 | 70 | 8 | 14 | 7 | 1 | 0 | 18 | 74 | 14 | 117 |
| TOTAL MANCHESTER | | | 106 | 2 | 14 | 70 | 8 | 14 | 7 | 1 | 0 | 18 | 74 | 14 | 118 |
| NEWCASTLE | KLM UK LTD | S | 147 | 0 | 11 | 65 | 10 | 10 | 15 | 0 | 0 | 19 | 82 | 5 | 120 |
| TOTAL NEWCASTLE | | | 147 | 0 | 11 | 65 | 10 | 10 | 15 | 0 | 0 | 19 | 82 | 5 | 120 |
| PRESTWICK | RYANAIR | S | 213 | 0 | 5 | 61 | 14 | 12 | 10 | 1 | 2 | 30 | 67 | 17 | 215 |
| TOTAL PRESTWICK | | | 214 | 0 | 9 | 61 | 14 | 12 | 10 | 1 | 2 | 31 | 67 | 17 | 215 |
| TOTAL UNITED KINGDOM | | | 1904 | 13 | 92 | 67 | 14 | 11 | 7 | 1 | 0 | 18 | 76 | 13 | 1623 |
| TOTAL STANSTED | | | 8232 | 62 | 303 | 59 | 18 | 13 | 8 | 1 | 0 | 22 | 69 | 18 | 5696 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|--------------------------------|-------------------|---------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 23 | 0 | 0 | 52 | 22 | 17 | 9 | 0 | 0 | 21 | 78 | 16 | 27 | |
| | HEATHROW | SAS | S | D | 23 | 0 | 0 | 30 | 39 | 17 | 13 | 0 | 0 | 30 | 70 | 17 | 27 | |
| TOTAL AARHUS (TIRSTRUP) | | | | | 46 | 1 | 0 | 41 | 30 | 17 | 11 | 0 | 0 | 26 | 74 | 17 | 17 | |
| ABERDEEN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI REGIONAL | S | A | 7 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 79 | 7 | 48 | |
| | EDINBURGH | BMI REGIONAL | S | D | 6 | 2 | 2 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 59 | 21 | 27 | |
| | MANCHESTER | BMI REGIONAL | S | A | 64 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 8 | 61 | 18 | 87 | |
| | MANCHESTER | BMI REGIONAL | S | D | 63 | 1 | 0 | 87 | 5 | 8 | 0 | 0 | 0 | 2 | 86 | 3 | 87 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 126 | 0 | 0 | 76 | 11 | 9 | 4 | 0 | 0 | 11 | 74 | 9 | 104 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 126 | 0 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 8 | 74 | 13 | 105 | |
| | BIRMINGHAM | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 74 | 0 | 1 | 82 | 9 | 7 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 74 | 0 | 1 | 82 | 7 | 8 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 141 | 1 | 2 | 70 | 18 | 7 | 5 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 143 | 0 | 0 | 86 | 8 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 97 | 1 | 0 | 66 | 16 | 10 | 7 | 0 | 0 | 18 | 33 | 32 | 70 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 97 | 1 | 0 | 77 | 11 | 9 | 2 | 0 | 0 | 8 | 70 | 15 | 70 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 172 | 0 | 0 | 72 | 20 | 6 | 2 | 1 | 0 | 14 | 70 | 12 | 165 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 172 | 0 | 0 | 87 | 8 | 3 | 1 | 0 | 0 | 3 | 84 | 3 | 166 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 34 | 0 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 2 | 95 | -5 | 41 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 35 | 1 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 7 | 88 | 6 | 42 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 57 | 30 | 7 | 7 | 0 | 0 | 16 | 79 | 35 | 28 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 0 | 77 | 10 | 10 | 3 | 0 | 0 | 15 | 81 | 19 | 27 | |
| | NEWCASTLE | GILL AIRWAYS | S | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | -1 | 80 | 15 | 20 | |
| | NEWCASTLE | GILL AIRWAYS | S | D | 6 | 3 | 1 | 83 | 0 | 17 | 0 | 0 | 0 | 9 | 89 | 0 | 18 | |
| | STANSTED | KLM UK LTD | S | A | 86 | 0 | 4 | 91 | 5 | 3 | 1 | 0 | 0 | -3 | 63 | 20 | 78 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| ABERDEEN | STANSTED | KLM UK LTD | S | D | 87 | 0 | 3 | 60 | 24 | 8 | 8 | 0 | 0 | 20 | 66 | 23 | 79 |
| TOTAL ABERDEEN | | | | | 1677 | 11 | 15 | 79 | 12 | 6 | 3 | 0 | 0 | 9 | 75 | 12 | 12 |
| ABIDJAN | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ABIDJAN | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| ABU DHABI INTERNATIONAL | HEATHROW | GULF AIR | S | A | 21 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 12 | 53 | 30 | 36 |
| | HEATHROW | GULF AIR | S | D | 25 | 0 | 1 | 52 | 20 | 24 | 4 | 0 | 0 | 24 | 65 | 19 | 40 |
| TOTAL ABU DHABI INTERNATIONAL | | | | | 46 | 0 | 1 | 54 | 24 | 20 | 2 | 0 | 0 | 18 | 72 | 11 | 11 |
| ACCRA | GATWICK | BRITISH AIRWAYS PLC | S | A | 16 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 22 | 69 | 10 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 8 | 46 | 31 | 15 | 0 | 0 | 47 | 31 | 44 | 13 |
| | HEATHROW | GHANA AIRWAYS | S | A | 18 | 1 | 0 | 11 | 17 | 22 | 28 | 6 | 17 | 144 | 11 | 77 | 18 |
| | HEATHROW | GHANA AIRWAYS | S | D | 19 | 0 | 0 | 0 | 26 | 5 | 37 | 26 | 5 | 133 | 0 | 85 | 18 |
| TOTAL ACCRA | | | | | 66 | 1 | 0 | 17 | 27 | 17 | 24 | 9 | 6 | 92 | 24 | 58 | 58 |
| ADDIS ABABA | HEATHROW | ETHIOPIAN AIRLINES | S | A | 13 | 0 | 0 | 15 | 23 | 15 | 38 | 8 | 0 | 67 | 32 | 74 | 22 |
| | HEATHROW | ETHIOPIAN AIRLINES | S | D | 13 | 0 | 0 | 54 | 8 | 31 | 8 | 0 | 0 | 21 | 23 | 84 | 22 |
| TOTAL ADDIS ABABA | | | | | 26 | 0 | 0 | 35 | 15 | 23 | 23 | 4 | 0 | 44 | 27 | 79 | 79 |
| ADELAIDE | GATWICK | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ADELAIDE | | | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| AGADIR | GATWICK | AB AIRLINES | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | STANSTED | BRAATHENS ASA | C | A | 2 | 1 | 2 | 0 | 50 | 0 | 50 | 0 | 0 | 94 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|------------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL AGADIR | | | | | 18 | 3 | 3 | 50 | 28 | 17 | 6 | 0 | 0 | 23 | 50 | 110 | 110 |
| AGEN | | | | | | | | | | | | | | | | | |
| AGRA (KHERIA) | | | | | | | | | | | | | | | | | |
| ALEXANDRIA (NOUZHA) | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 7 | 0 | 1 | 71 | 29 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 8 | 0 | 1 | 88 | 0 | 13 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL ALEXANDRIA (NOUZHA) | | | | | 15 | 0 | 2 | 80 | 13 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | |
| ALGIERS | HEATHROW | AIR ALGERIE | S | A | 11 | 1 | 1 | 18 | 9 | 55 | 9 | 9 | 0 | 56 | 31 | 53 | 13 |
| | HEATHROW | AIR ALGERIE | S | D | 10 | 2 | 1 | 0 | 10 | 40 | 40 | 10 | 0 | 79 | 15 | 76 | 13 |
| TOTAL ALGIERS | | | | | 21 | 3 | 2 | 10 | 10 | 48 | 24 | 10 | 0 | 67 | 23 | 65 | 65 |
| ALICANTE | GATWICK | AIR 2000 | C | A | 12 | 0 | 0 | 50 | 25 | 17 | 8 | 0 | 0 | 24 | 22 | 30 | 9 |
| | GATWICK | AIR 2000 | C | D | 12 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 14 | 80 | 16 | 10 |
| | MANCHESTER | AIR 2000 | C | A | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 5 | 29 | 58 | 14 |
| | MANCHESTER | AIR 2000 | C | D | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 13 | 73 | 40 | 15 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 50 | 29 | 14 | 7 | 0 | 0 | 21 | 64 | 12 | 11 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 12 | 83 | 11 | 12 |
| | EDINBURGH | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 25 | 33 | 18 | 3 |
| | EDINBURGH | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 60 | 0 | 20 | 0 | 0 | 35 | 0 | 28 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 13 | 38 | 33 | 8 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 75 | 17 | 8 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 24 | 58 | 25 | 12 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 13 | 83 | 7 | 12 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 11 | 80 | 9 | 5 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| ALICANTE | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 17 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 29 | 0 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 13 | 55 | 24 | 29 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 29 | 0 | 0 | 79 | 14 | 3 | 3 | 0 | 0 | 12 | 76 | 11 | 29 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 6 | 29 | 12 | 7 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 8 | 100 | 3 | 7 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 36 | 33 | 24 | 3 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 67 | 22 | 3 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 9 | 0 | 1 | 56 | 11 | 22 | 11 | 0 | 0 | 17 | 50 | 37 | 6 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 50 | 64 | 6 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 8 | 33 | 42 | 3 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 32 | 0 | 39 | 4 |
| | GATWICK | CITY FLYER EXPRESS | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 197 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 67 | 23 | 10 | 0 | 0 | 0 | 12 | 27 | 36 | 30 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 5 | 90 | 10 | 30 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 14 | 3 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 2 |
| | GATWICK | MONARCH AIRLINES | C | A | 12 | 0 | 0 | 25 | 33 | 33 | 8 | 0 | 0 | 30 | 21 | 52 | 14 |
| | GATWICK | MONARCH AIRLINES | C | D | 12 | 0 | 0 | 75 | 8 | 17 | 0 | 0 | 0 | 13 | 64 | 36 | 14 |
| | LUTON | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 50 | 39 | 11 | 0 | 0 | 0 | 13 | 60 | 21 | 15 |
| | LUTON | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 79 | 8 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 16 | 0 | 0 | 44 | 31 | 19 | 6 | 0 | 0 | 21 | 25 | 50 | 16 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 16 | 0 | 0 | 69 | 25 | 0 | 6 | 0 | 0 | 15 | 50 | 36 | 16 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 33 | 27 | 3 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 30 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 11 | 0 | 0 | 55 | 18 | 9 | 9 | 9 | 0 | 48 | 67 | 12 | 6 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 11 | 0 | 0 | 55 | 18 | 9 | 0 | 18 | 0 | 59 | 50 | 22 | 8 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 66 | 25 | 45 | 4 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|-----------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| ALICANTE | | | | | | | | | | | | | | | | | | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 100 | 8 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 15 | 0 | 0 | 53 | 27 | 7 | 0 | 13 | 0 | 46 | 33 | 43 | 15 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 15 | 0 | 0 | 80 | 13 | 0 | 0 | 7 | 0 | 27 | 60 | 27 | 15 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | -11 | 1 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 100 | 0 | 1 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 75 | 15 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 5 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 37 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 50 | 42 | 4 | |
| TOTAL ALICANTE | | | | | 546 | 0 | 2 | 69 | 18 | 8 | 4 | 1 | 0 | 17 | 55 | 27 | 27 | |
| ALMA ATA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 2 | 56 | 67 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 5 | 100 | 2 | 9 | |
| TOTAL ALMA ATA | | | | | 15 | 0 | 0 | 87 | 0 | 7 | 7 | 0 | 0 | 4 | 78 | 35 | 35 | |
| ALMERIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 100 | -20 | 5 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 80 | 5 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 50 | 19 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 66 | 1 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 30 | 1 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 0 | 14 | 57 | 29 | 0 | 0 | 51 | 100 | 13 | 1 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 100 | 5 | 1 | |
| TOTAL ALMERIA | | | | | 32 | 0 | 0 | 63 | 16 | 16 | 6 | 0 | 0 | 15 | 78 | 4 | 4 | |
| AMMAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 17 | 0 | 1 | 82 | 0 | 6 | 6 | 6 | 0 | 19 | 58 | 26 | 26 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 17 | 0 | 1 | 53 | 18 | 18 | 12 | 0 | 0 | 21 | 69 | 31 | 26 | |
| | HEATHROW | ROYAL JORDANIAN | S | A | 31 | 0 | 0 | 68 | 10 | 6 | 6 | 3 | 6 | 43 | 58 | 20 | 31 | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| AMMAN | HEATHROW | ROYAL JORDANIAN | S | D | 31 | 0 | 0 | 55 | 19 | 13 | 13 | 0 | 0 | 22 | 61 | 24 | 31 | |
| TOTAL AMMAN | | | | | 96 | 0 | 2 | 64 | 13 | 10 | 9 | 2 | 2 | 28 | 61 | 25 | 25 | |
| AMSTERDAM | HEATHROW | BMI BRITISH MIDLAND | S | A | 227 | 0 | 0 | 63 | 9 | 14 | 13 | 1 | 0 | 22 | 58 | 18 | 225 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 227 | 0 | 1 | 63 | 12 | 11 | 14 | 0 | 0 | 20 | 64 | 16 | 224 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 177 | 0 | 1 | 62 | 16 | 12 | 10 | 1 | 0 | 20 | 65 | 15 | 184 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 176 | 0 | 1 | 74 | 9 | 8 | 9 | 1 | 0 | 14 | 75 | 10 | 183 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 81 | 2 | 3 | 58 | 9 | 12 | 20 | 1 | 0 | 33 | 81 | 8 | 85 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 82 | 0 | 2 | 65 | 7 | 9 | 20 | 0 | 0 | 23 | 78 | 9 | 85 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 118 | 0 | 3 | 33 | 26 | 29 | 12 | 0 | 0 | 32 | 47 | 24 | 116 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 119 | 0 | 1 | 45 | 22 | 24 | 10 | 0 | 0 | 26 | 58 | 19 | 118 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 95 | 0 | 2 | 71 | 13 | 7 | 9 | 0 | 0 | 13 | 88 | 2 | 94 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 95 | 0 | 2 | 76 | 7 | 12 | 5 | 0 | 0 | 12 | 78 | 9 | 94 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 79 | 2 | 2 | 71 | 13 | 10 | 5 | 1 | 0 | 12 | 78 | 9 | 81 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 81 | 0 | 0 | 68 | 14 | 10 | 9 | 0 | 0 | 17 | 64 | 17 | 81 | |
| | HEATHROW | KLM | S | A | 268 | 0 | 2 | 70 | 14 | 9 | 6 | 0 | 0 | 13 | 71 | 11 | 242 | |
| | HEATHROW | KLM | S | D | 268 | 0 | 1 | 66 | 11 | 12 | 11 | 0 | 0 | 18 | 67 | 14 | 242 | |
| | BIRMINGHAM | KLM UK LTD | S | A | 145 | 0 | 7 | 68 | 13 | 10 | 8 | 1 | 0 | 15 | 84 | 3 | 164 | |
| | BIRMINGHAM | KLM UK LTD | S | D | 144 | 0 | 7 | 56 | 15 | 17 | 12 | 1 | 0 | 25 | 73 | 11 | 164 | |
| | EDINBURGH | KLM UK LTD | S | A | 138 | 0 | 3 | 62 | 14 | 13 | 9 | 1 | 0 | 23 | 81 | 6 | 145 | |
| | EDINBURGH | KLM UK LTD | S | D | 138 | 0 | 3 | 49 | 22 | 10 | 16 | 3 | 0 | 33 | 63 | 17 | 145 | |
| | GLASGOW | KLM UK LTD | S | A | 91 | 0 | 1 | 38 | 20 | 19 | 23 | 0 | 0 | 34 | 73 | 10 | 120 | |
| | GLASGOW | KLM UK LTD | S | D | 91 | 0 | 1 | 38 | 25 | 12 | 23 | 1 | 0 | 34 | 62 | 16 | 120 | |
| | LONDON CITY | KLM UK LTD | S | A | 98 | 1 | 7 | 59 | 15 | 9 | 14 | 2 | 0 | 30 | 69 | 12 | 104 | |
| | LONDON CITY | KLM UK LTD | S | D | 99 | 1 | 6 | 27 | 28 | 17 | 23 | 4 | 0 | 52 | 40 | 29 | 104 | |
| | MANCHESTER | KLM UK LTD | S | A | 188 | 0 | 4 | 66 | 9 | 11 | 14 | 1 | 0 | 20 | 71 | 12 | 189 | |
| | MANCHESTER | KLM UK LTD | S | D | 190 | 0 | 2 | 62 | 7 | 12 | 18 | 1 | 0 | 24 | 71 | 14 | 187 | |
| | NEWCASTLE | KLM UK LTD | S | A | 138 | 0 | 4 | 51 | 20 | 17 | 12 | 1 | 0 | 26 | 57 | 21 | 108 | |
| | NEWCASTLE | KLM UK LTD | S | D | 136 | 1 | 6 | 64 | 7 | 16 | 10 | 3 | 0 | 26 | 61 | 25 | 108 | |
| | STANSTED | KLM UK LTD | S | A | 210 | 2 | 6 | 58 | 11 | 12 | 19 | 0 | 0 | 28 | 68 | 16 | 205 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| AMSTERDAM | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | D | 212 | 2 | 5 | 49 | 17 | 17 | 15 | 2 | 0 | 34 | 60 | 21 | 209 |
| | GATWICK | TRANSAVIA | S | A | 119 | 0 | 0 | 29 | 37 | 21 | 13 | 0 | 0 | 30 | 58 | 16 | 113 |
| | GATWICK | TRANSAVIA | S | D | 118 | 0 | 0 | 49 | 14 | 18 | 19 | 0 | 0 | 29 | 66 | 13 | 116 |
| | GATWICK | TRANSBRASIL | S | A | 9 | 0 | 0 | 11 | 33 | 44 | 0 | 11 | 0 | 54 | 75 | 14 | 8 |
| | GATWICK | TRANSBRASIL | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 0 | 11 | 0 | 26 | 100 | -4 | 8 |
| | HEATHROW | UNITED AIRLINES | S | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 28 | 0 | 27 | 4 |
| | HEATHROW | UNITED AIRLINES | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 17 | 100 | 0 | 4 |
| TOTAL AMSTERDAM | | | | | 4376 | 11 | 83 | 58 | 15 | 13 | 13 | 1 | 0 | 24 | 67 | 14 | 14 |
| ANKARA (ESENBOGA) | | | | | | | | | | | | | | | | | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -24 | 67 | 8 | 6 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | D | 2 | 0 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 33 | 19 | 6 |
| TOTAL ANKARA (ESENBOGA) | | | | | 4 | 0 | 2 | 50 | 25 | 25 | 0 | 0 | 0 | 6 | 50 | 14 | 14 |
| ANTALYA | | | | | | | | | | | | | | | | | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | A | 9 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 43 | 67 | 49 | 12 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | D | 9 | 0 | 0 | 11 | 22 | 11 | 56 | 0 | 0 | 63 | 54 | 58 | 13 |
| TOTAL ANTALYA | | | | | 23 | 0 | 0 | 35 | 9 | 22 | 35 | 0 | 0 | 44 | 60 | 54 | 54 |
| ANTIGUA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 107 | 40 | 88 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 27 | 40 | 85 | 5 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 24 | 89 | -12 | 9 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL ANTIGUA | | | | | 50 | 0 | 0 | 54 | 16 | 8 | 22 | 0 | 0 | 29 | 47 | 150 | 150 |
| ANTWERP | | | | | | | | | | | | | | | | | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 109 | 0 | 1 | 77 | 14 | 5 | 5 | 0 | 0 | 12 | 90 | 4 | 108 |
| | LONDON CITY | VLM (BELGIUM) | S | D | 109 | 0 | 1 | 50 | 33 | 13 | 5 | 0 | 0 | 23 | 64 | 15 | 108 |
| TOTAL ANTWERP | | | | | 218 | 0 | 2 | 63 | 23 | 9 | 5 | 0 | 0 | 17 | 75 | 10 | 10 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ARRECIFE | BIRMINGHAM | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 33 | 27 | 3 |
| | BIRMINGHAM | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 2 | 67 | 14 | 3 |
| | GATWICK | AIR 2000 | C | A | 19 | 0 | 0 | 37 | 37 | 21 | 5 | 0 | 0 | 21 | 38 | 24 | 13 |
| | GATWICK | AIR 2000 | C | D | 19 | 0 | 0 | 63 | 21 | 16 | 0 | 0 | 0 | 13 | 100 | 4 | 13 |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 7 | 33 | 17 | 3 |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 3 |
| | MANCHESTER | AIR 2000 | C | A | 14 | 0 | 1 | 57 | 29 | 14 | 0 | 0 | 0 | 16 | 83 | 52 | 12 |
| | MANCHESTER | AIR 2000 | C | D | 15 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 7 | 92 | 49 | 12 |
| | NEWCASTLE | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -17 | 67 | 11 | 3 |
| | NEWCASTLE | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -1 | 100 | 0 | 3 |
| | STANSTED | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 37 | 0 | 0 | 0 |
| | STANSTED | AIR 2000 | C | D | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 47 | 0 | 0 | 0 |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 0 | 39 | 1 |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 2 | 0 | 55 | 1 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 12 | 75 | 5 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 14 | 100 | 3 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 56 | 21 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 70 | 10 | 10 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -2 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 100 | 6 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 27 | 100 | 2 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 20 | 100 | 3 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 12 | 0 | 1 | 75 | 17 | 8 | 0 | 0 | 0 | 9 | 85 | 18 | 13 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 9 | 85 | 20 | 13 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 80 | 0 | 5 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 60 | 8 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 27 | 60 | 32 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 80 | 24 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ARRECIFE | GATWICK | CALEDONIAN AIRWAYS | C | A | 7 | 0 | 0 | 57 | 14 | 29 | 0 | 0 | 0 | 15 | 40 | 12 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 1 | 50 | 13 | 13 | 25 | 0 | 0 | 25 | 50 | 15 | 6 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 6 | 0 | 0 | 33 | 50 | 0 | 17 | 0 | 0 | 18 | 50 | 9 | 2 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 35 | 100 | 8 | 2 |
| | BIRMINGHAM | FUTURA AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BIRMINGHAM | FUTURA AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | NEWCASTLE | FUTURA AIRLINES | C | A | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 29 | 67 | 13 | 3 |
| | NEWCASTLE | FUTURA AIRLINES | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 0 | 20 | 178 | 100 | 12 | 3 |
| | STANSTED | IBERWORLD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | STANSTED | IBERWORLD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 27 | 67 | 16 | 3 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 100 | 8 | 3 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 23 | 75 | 10 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 21 | 100 | 6 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 36 | 7 | 29 | 29 | 0 | 0 | 31 | 60 | 19 | 15 |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 21 | 36 | 36 | 7 | 0 | 0 | 33 | 63 | 16 | 16 |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 100 | -17 | 3 |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 32 | 100 | 4 | 3 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 10 | 0 | 60 | 20 | 10 | 0 | 64 | 22 | 38 | 9 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 11 | 0 | 0 | 18 | 45 | 18 | 18 | 0 | 0 | 37 | 67 | 16 | 9 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 13 | 63 | 0 | 13 | 0 | 13 | 91 | 43 | 25 | 7 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 25 | 25 | 25 | 13 | 0 | 13 | 93 | 71 | 12 | 7 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 38 | 67 | 11 | 3 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 100 | 4 | 3 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 45 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 0 | 20 | 60 | 0 | 0 | 59 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | -2 | 25 | 36 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 38 | 27 | 8 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|------------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| ARRECIFE | | | | | | | | | | | | | | | | | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 33 | 100 | 9 | 1 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 30 | 0 | 36 | 2 | |
| | GLASGOW | SPANAIR | C | A | 5 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | GLASGOW | SPANAIR | C | D | 5 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 53 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 75 | -19 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | -2 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -25 | 100 | -13 | 3 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | -4 | 3 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 16 | 75 | -9 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | -8 | 4 | |
| | GATWICK | TRANSAER | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 92 | 0 | 53 | 2 | |
| | GATWICK | TRANSAER | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 58 | 0 | 94 | 2 | |
| | MANCHESTER | TRANSAER | C | A | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | TRANSAER | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 44 | 0 | 0 | 0 | |
| | GLASGOW | VIVA | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GLASGOW | VIVA | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| TOTAL ARRECIFE | | | | | 497 | 0 | 4 | 54 | 20 | 19 | 7 | 0 | 1 | 23 | 68 | 18 | 18 | |
| ARUBA | | | | | | | | | | | | | | | | | | |
| TOTAL ARUBA | | | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 68 | 0 | 157 | 157 | |
| ASHKHABAD | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 40 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 9 | 0 | 0 | 44 | 0 | 11 | 22 | 22 | 0 | 80 | 0 | 0 | 0 | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | A | 5 | 2 | 2 | 40 | 0 | 0 | 0 | 20 | 40 | 299 | 25 | 436 | 4 | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | D | 4 | 4 | 0 | 50 | 0 | 0 | 25 | 0 | 25 | 229 | 0 | 498 | 4 | |
| | HEATHROW | TURKMENISTAN AIRLINES | S | A | 4 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 404 | 25 | 453 | 4 | |
| | HEATHROW | TURKMENISTAN AIRLINES | S | D | 4 | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 50 | 430 | 0 | 419 | 4 | |
| TOTAL ASHKHABAD | | | | | 34 | 6 | 2 | 47 | 3 | 3 | 9 | 12 | 26 | 199 | 13 | 451 | 451 | |
| ASTURIAS | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | |
| ASTURIAS | | | | | | | | | | | | | | | | | | |
| | GATWICK | IBERIA | S | A | 13 | 0 | 0 | 54 | 38 | 8 | 0 | 0 | 0 | 13 | 69 | 20 | 13 | |
| | GATWICK | IBERIA | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 5 | 77 | 20 | 13 | |
| TOTAL ASTURIAS | | | | | 28 | 0 | 0 | 68 | 21 | 11 | 0 | 0 | 0 | 7 | 71 | 20 | 20 | |
| ASWAN | | | | | | | | | | | | | | | | | | |
| ATHENS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEGEAN AIRLINES | S | A | 22 | 0 | 0 | 50 | 27 | 14 | 9 | 0 | 0 | 18 | 82 | -4 | 22 | |
| | HEATHROW | AEGEAN AIRLINES | S | D | 22 | 0 | 0 | 55 | 27 | 9 | 9 | 0 | 0 | 15 | 86 | -1 | 22 | |
| | GATWICK | AIR 2000 | C | A | 12 | 0 | 0 | 67 | 8 | 25 | 0 | 0 | 0 | 16 | 52 | 27 | 25 | |
| | GATWICK | AIR 2000 | C | D | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 9 | 68 | 21 | 25 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | 4 | 77 | 7 | 30 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 80 | 10 | 7 | 3 | 0 | 0 | 13 | 50 | 16 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 89 | 7 | 2 | 3 | 0 | 0 | -1 | 79 | 5 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 87 | 10 | 2 | 2 | 0 | 0 | 2 | 87 | 4 | 61 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 59 | 0 | 0 | 97 | 0 | 2 | 2 | 0 | 0 | -10 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 62 | 22 | 10 | 5 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 16 | 0 | 1 | 81 | 0 | 6 | 13 | 0 | 0 | 13 | 63 | 33 | 16 | |
| | GATWICK | MONARCH AIRLINES | C | D | 20 | 0 | 2 | 70 | 15 | 0 | 15 | 0 | 0 | 21 | 78 | 18 | 18 | |
| | LUTON | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 100 | 4 | 2 | |
| | HEATHROW | OLYMPIC AIRWAYS | S | A | 72 | 2 | 1 | 32 | 35 | 25 | 7 | 1 | 0 | 31 | 57 | 16 | 70 | |
| | HEATHROW | OLYMPIC AIRWAYS | S | D | 73 | 1 | 0 | 59 | 29 | 8 | 4 | 0 | 0 | 15 | 66 | 10 | 70 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 1 | 90 | 3 | 7 | 0 | 0 | 0 | -8 | 83 | -1 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 1 | 70 | 20 | 7 | 3 | 0 | 0 | 14 | 70 | 9 | 30 | |
| TOTAL ATHENS | | | | | 620 | 3 | 6 | 70 | 16 | 9 | 5 | 0 | 0 | 11 | 70 | 11 | 11 | |
| ATLANTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 10 | 7 | 0 | 0 | 3 | 36 | 67 | 55 | 30 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 53 | 23 | 20 | 3 | 0 | 0 | 19 | 60 | 33 | 30 | |
| | GATWICK | DELTA AIRLINES | S | A | 60 | 1 | 1 | 70 | 12 | 12 | 7 | 0 | 0 | 9 | 62 | 8 | 61 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|-------------------------------------|-------------------|------------|---------------------|----------|-------------------|------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|-----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| ATLANTA | | GATWICK | DELTA AIRLINES | S | D | 60 | 0 | 0 | 80 | 13 | 5 | 2 | 0 | 0 | 11 | 77 | 14 | 60 |
| | | MANCHESTER | DELTA AIRLINES | S | A | 30 | 2 | 1 | 87 | 7 | 3 | 0 | 3 | 0 | -1 | 55 | 22 | 31 |
| | | MANCHESTER | DELTA AIRLINES | S | D | 31 | 1 | 0 | 84 | 3 | 6 | 3 | 3 | 0 | 13 | 90 | 3 | 31 |
| TOTAL ATLANTA | | | | | | 241 | 4 | 2 | 76 | 12 | 9 | 3 | 1 | 0 | 13 | 69 | 19 | 19 |
| AUCKLAND INTERNATIONAL | | HEATHROW | AIR NEW ZEALAND LTD | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | -19 | 81 | 7 | 21 |
| | | HEATHROW | AIR NEW ZEALAND LTD | S | D | 31 | 0 | 0 | 65 | 19 | 16 | 0 | 0 | 0 | 14 | 52 | 21 | 21 |
| | | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 60 | 14 | 5 |
| | | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 0 | 46 | 4 |
| TOTAL AUCKLAND INTERNATIONAL | | | | | | 66 | 0 | 0 | 74 | 14 | 12 | 0 | 0 | 0 | -1 | 58 | 17 | 17 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------------------|-------------------|------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 41 | 0 | 1 | 88 | 5 | 2 | 5 | 0 | 0 | -4 | 35 | 27 | 17 | |
| | HEATHROW | GULF AIR | S | D | 34 | 0 | 3 | 76 | 21 | 3 | 0 | 0 | 0 | 7 | 100 | 2 | 18 | |
| TOTAL BAHRAIN | | | | | 75 | 0 | 4 | 83 | 12 | 3 | 3 | 0 | 0 | 1 | 69 | 14 | 14 | |
| BAKU | | | | | | | | | | | | | | | | | | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | A | 9 | 0 | 0 | 11 | 22 | 33 | 33 | 0 | 0 | 46 | 56 | 187 | 9 | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | D | 9 | 0 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 39 | 56 | 190 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 14 | 1 | 0 | 29 | 36 | 14 | 14 | 0 | 7 | 69 | 64 | 3 | 11 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 57 | 21 | 14 | 7 | 0 | 0 | 18 | 50 | 16 | 12 | |
| TOTAL BAKU | | | | | 46 | 1 | 0 | 28 | 33 | 22 | 15 | 0 | 2 | 43 | 56 | 88 | 88 | |
| BALI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | GARUDA INDONESIA | S | A | 13 | 0 | 0 | 0 | 15 | 8 | 54 | 23 | 0 | 124 | 0 | 0 | 0 | |
| | GATWICK | GARUDA INDONESIA | S | D | 13 | 0 | 0 | 46 | 8 | 38 | 8 | 0 | 0 | 31 | 0 | 0 | 0 | |
| TOTAL BALI INTERNATIONAL | | | | | 26 | 0 | 0 | 23 | 12 | 23 | 31 | 12 | 0 | 78 | 0 | 0 | 0 | |
| BALTIMORE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 60 | 17 | 7 | 10 | 7 | 0 | 28 | 76 | 6 | 29 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 63 | 13 | 7 | 17 | 0 | 0 | 27 | 80 | 12 | 30 | |
| TOTAL BALTIMORE | | | | | 60 | 1 | 0 | 62 | 15 | 7 | 13 | 3 | 0 | 28 | 75 | 10 | 10 | |
| BANDAR SERI BEGAWAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 31 | 0 | 0 | 74 | 6 | 0 | 13 | 6 | 0 | 32 | 55 | 26 | 31 | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 31 | 0 | 0 | 74 | 13 | 10 | 3 | 0 | 0 | 13 | 77 | 16 | 31 | |
| TOTAL BANDAR SERI BEGAWAN | | | | | 62 | 0 | 0 | 74 | 10 | 5 | 8 | 3 | 0 | 22 | 66 | 21 | 21 | |
| BANGKOK | | | | | | | | | | | | | | | | | | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | A | 45 | 0 | 0 | 80 | 13 | 4 | 2 | 0 | 0 | 9 | 55 | 20 | 31 | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | D | 45 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 11 | 65 | 15 | 31 | |
| TOTAL BANGKOK | | | | | 90 | 0 | 0 | 74 | 20 | 4 | 1 | 0 | 0 | 10 | 60 | 18 | 18 | |
| BANJUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 58 | 0 | 54 | 4 | |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 44 | 0 | 23 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| BANJUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 0 | 40 | 0 | 54 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 22 | 40 | 33 | 5 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 11 | 25 | 35 | 4 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 10 | 100 | 10 | 4 | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 53 | 0 | 0 | 0 | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 1 | 1 | 33 | 0 | 67 | 0 | 0 | 37 | 0 | 0 | 0 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 10 | 20 | 50 | 20 | 0 | 44 | 22 | 47 | 9 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 14 | 44 | 23 | 9 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 63 | 25 | 22 | 4 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 66 | 50 | 22 | 4 | | |
| TOTAL BANJUL | | | | | 65 | 1 | 1 | 37 | 18 | 32 | 9 | 3 | 0 | 38 | 31 | 33 | 33 | |
| BARCELONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 27 | 0 | 0 | 0 | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 39 | 0 | 0 | 0 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 19 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 58 | 0 | 1 | 76 | 14 | 9 | 2 | 0 | 4 | 62 | 14 | 50 | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 58 | 0 | 0 | 86 | 7 | 5 | 2 | 0 | 8 | 78 | 12 | 51 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | -6 | 89 | 3 | 18 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 72 | 28 | 0 | 0 | 0 | 10 | 89 | 12 | 18 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 0 | 87 | 6 | 4 | 2 | 1 | 6 | 81 | 7 | 85 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 89 | 0 | 0 | 88 | 2 | 6 | 4 | 0 | 7 | 85 | 7 | 85 | | |
| | GATWICK | DEBONAIR AIRWAYS LTD | S | A | 30 | 0 | 0 | 53 | 10 | 23 | 10 | 3 | 31 | 0 | 0 | 0 | | |
| | GATWICK | DEBONAIR AIRWAYS LTD | S | D | 30 | 0 | 0 | 47 | 27 | 13 | 7 | 7 | 35 | 0 | 0 | 0 | | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 30 | 0 | 7 | 53 | 17 | 17 | 7 | 7 | 39 | 62 | 20 | 77 | | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 31 | 0 | 6 | 42 | 23 | 26 | 10 | 0 | 26 | 59 | 31 | 78 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 58 | 0 | 0 | 91 | 3 | 3 | 2 | 0 | -5 | 83 | 15 | 35 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 10 | 81 | 26 | 37 | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-----------------------------|-------------------|----------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | | |
| | HEATHROW | IBERIA | S | A | 91 | 0 | 0 | 80 | 8 | 7 | 5 | 0 | 0 | 8 | 68 | 14 | 90 | |
| | HEATHROW | IBERIA | S | D | 91 | 0 | 0 | 89 | 1 | 4 | 5 | 0 | 0 | 2 | 87 | 8 | 90 | |
| | MANCHESTER | IBERIA | S | A | 30 | 0 | 0 | 43 | 20 | 37 | 0 | 0 | 0 | 22 | 46 | 21 | 28 | |
| | MANCHESTER | IBERIA | S | D | 30 | 0 | 0 | 33 | 23 | 40 | 3 | 0 | 0 | 25 | 43 | 33 | 28 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 63 | 50 | 19 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 50 | 20 | 2 | |
| TOTAL BARCELONA | | | | | 823 | 0 | 14 | 76 | 10 | 10 | 4 | 1 | 0 | 11 | 71 | 16 | 16 | |
| BARRA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 13 | 8 | 3 | 77 | 0 | 8 | 15 | 0 | 0 | 18 | 36 | 47 | 25 | |
| | GLASGOW | LOGANAIR | S | D | 16 | 8 | 2 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 29 | 46 | 24 | |
| TOTAL BARRA | | | | | 29 | 16 | 5 | 76 | 7 | 10 | 7 | 0 | 0 | 12 | 33 | 46 | 46 | |
| BASLE MULHOUSE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 53 | 0 | 0 | 36 | 43 | 17 | 4 | 0 | 0 | 22 | 63 | 17 | 51 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 57 | 34 | 8 | 2 | 0 | 0 | 11 | 75 | 11 | 51 | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 22 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 11 | 68 | 10 | 25 | |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 21 | 0 | 0 | 67 | 19 | 5 | 10 | 0 | 0 | 19 | 46 | 16 | 24 | |
| | HEATHROW | SWISS AIRLINES | S | A | 92 | 0 | 0 | 77 | 16 | 5 | 1 | 0 | 0 | 7 | 57 | 15 | 89 | |
| | HEATHROW | SWISS AIRLINES | S | D | 91 | 0 | 0 | 70 | 14 | 14 | 1 | 0 | 0 | 8 | 79 | 4 | 90 | |
| | LONDON CITY | SWISS AIRLINES | S | A | 78 | 0 | 2 | 83 | 13 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LONDON CITY | SWISS AIRLINES | S | D | 53 | 0 | 1 | 47 | 34 | 17 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | MANCHESTER | SWISS AIRLINES | S | A | 24 | 0 | 0 | 54 | 33 | 13 | 0 | 0 | 0 | 12 | 54 | 16 | 24 | |
| | MANCHESTER | SWISS AIRLINES | S | D | 26 | 0 | 0 | 58 | 38 | 0 | 4 | 0 | 0 | 18 | 60 | 13 | 25 | |
| TOTAL BASLE MULHOUSE | | | | | 513 | 0 | 3 | 65 | 24 | 9 | 2 | 0 | 0 | 11 | 64 | 16 | 16 | |
| BEAUVAIS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 100 | -11 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 9 | |
| TOTAL BEAUVAIS | | | | | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | -5 | -5 | |
| BEIJING | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | S | A | 13 | 1 | 1 | 92 | 0 | 0 | 0 | 8 | 0 | 0 | 82 | 0 | 17 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | HEATHROW | AIR CHINA | S | D | 14 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 17 | 83 | 18 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 1 | 85 | 8 | 8 | 0 | 0 | 0 | 0 | 92 | -7 | 12 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 1 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 85 | 10 | 13 |
| TOTAL BEIJING | | | | | 52 | 1 | 3 | 87 | 2 | 8 | 0 | 4 | 0 | 7 | 85 | 6 | 6 |
| BEIRUT | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 31 | 0 | 0 | 71 | 10 | 6 | 13 | 0 | 0 | 8 | 58 | 30 | 31 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 30 | 1 | 0 | 53 | 17 | 17 | 13 | 0 | 0 | 27 | 68 | 15 | 31 |
| | HEATHROW | MEA | S | A | 23 | 0 | 0 | 61 | 30 | 0 | 9 | 0 | 0 | 19 | 55 | 23 | 22 |
| | HEATHROW | MEA | S | D | 23 | 0 | 0 | 30 | 57 | 0 | 13 | 0 | 0 | 29 | 77 | 17 | 22 |
| TOTAL BEIRUT | | | | | 107 | 1 | 0 | 55 | 26 | 7 | 12 | 0 | 0 | 20 | 64 | 21 | 21 |
| BELFAST CITY | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 76 | 0 | 1 | 91 | 7 | 1 | 1 | 0 | 0 | 3 | 76 | 10 | 75 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 76 | 0 | 1 | 87 | 8 | 4 | 1 | 0 | 0 | 8 | 78 | 15 | 77 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 83 | 2 | 2 | 80 | 8 | 7 | 5 | 0 | 0 | 10 | 59 | 19 | 80 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 82 | 1 | 3 | 78 | 10 | 10 | 2 | 0 | 0 | 12 | 60 | 25 | 81 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 111 | 3 | 5 | 80 | 11 | 5 | 4 | 1 | 0 | 11 | 76 | 13 | 121 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 112 | 1 | 4 | 88 | 4 | 4 | 3 | 1 | 0 | 7 | 82 | 7 | 122 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 122 | 1 | 1 | 78 | 15 | 3 | 4 | 0 | 0 | 7 | 93 | -2 | 125 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 124 | 1 | 1 | 75 | 18 | 4 | 3 | 0 | 0 | 14 | 80 | 10 | 124 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 139 | 0 | 0 | 83 | 9 | 6 | 1 | 0 | 1 | 15 | 83 | 5 | 168 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 139 | 0 | 0 | 71 | 20 | 6 | 3 | 0 | 1 | 21 | 80 | 11 | 168 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 105 | 2 | 4 | 74 | 13 | 9 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 107 | 1 | 3 | 52 | 22 | 17 | 7 | 0 | 2 | 34 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | A | 124 | 1 | 4 | 63 | 16 | 12 | 7 | 1 | 1 | 20 | 85 | 3 | 124 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 125 | 1 | 3 | 68 | 18 | 6 | 7 | 1 | 0 | 17 | 85 | 6 | 124 |
| TOTAL BELFAST CITY | | | | | 1525 | 14 | 32 | 75 | 13 | 7 | 4 | 0 | 0 | 14 | 79 | 9 | 9 |
| BELFAST INTERNATIONAL | HEATHROW | BMI BRITISH MIDLAND | S | A | 232 | 0 | 3 | 88 | 6 | 3 | 3 | 0 | 0 | 5 | 78 | 8 | 278 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | | HEATHROW | BMI BRITISH MIDLAND | S | D | 237 | 0 | 0 | 83 | 13 | 3 | 1 | 0 | 0 | 6 | 81 | 6 | 286 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 177 | 0 | 4 | 84 | 8 | 5 | 3 | 1 | 0 | 8 | 81 | 10 | 178 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 193 | 0 | 3 | 87 | 6 | 4 | 3 | 1 | 1 | 10 | 78 | 8 | 198 |
| | | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 25 | 1 | 1 | 92 | 0 | 4 | 4 | 0 | 0 | 6 | 0 | 0 | 0 |
| | | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 25 | 1 | 1 | 76 | 16 | 4 | 4 | 0 | 0 | 12 | 0 | 0 | 0 |
| | | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 79 | 1 | 0 | 91 | 5 | 3 | 1 | 0 | 0 | 2 | 80 | 10 | 93 |
| | | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 79 | 0 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 7 | 79 | 12 | 90 |
| | | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 101 | 1 | 4 | 85 | 6 | 5 | 4 | 0 | 0 | 4 | 72 | 13 | 104 |
| | | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 103 | 1 | 2 | 84 | 9 | 3 | 4 | 0 | 0 | 8 | 82 | 9 | 103 |
| | | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 129 | 1 | 6 | 94 | 1 | 2 | 4 | 0 | 0 | -3 | 95 | -3 | 99 |
| | | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 127 | 1 | 7 | 87 | 6 | 4 | 4 | 0 | 0 | 7 | 88 | 6 | 101 |
| | | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 81 | 0 | 0 | 96 | 2 | 1 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 81 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | 0 |
| | | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | | | | 1673 | 7 | 31 | 87 | 7 | 3 | 3 | 0 | 0 | 5 | 82 | 7 | 7 |
| BELGRADE | | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 17 | 0 | 0 | 71 | 12 | 12 | 0 | 6 | 0 | 20 | 83 | 6 | 29 |
| | | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 17 | 0 | 0 | 35 | 35 | 29 | 0 | 0 | 0 | 23 | 48 | 20 | 29 |
| TOTAL BELGRADE | | | | | | 34 | 0 | 0 | 53 | 24 | 21 | 0 | 3 | 0 | 21 | 54 | 21 | 21 |
| BENBECULA | | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 26 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 10 | 76 | 10 | 25 |
| | | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 26 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 8 | 68 | 21 | 25 |
| TOTAL BENBECULA | | | | | | 52 | 0 | 0 | 90 | 4 | 0 | 6 | 0 | 0 | 9 | 72 | 16 | 16 |
| BERGAMO | | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 15 | 50 | 14 | 2 |
| | | GATWICK | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 38 | 50 | 27 | 2 |
| | | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 44 | 75 | 13 | 4 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | | |
|----------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| BERGAMO | | | | | | | | | | | | | | | | | | |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 113 | 0 | 0 | 0 | |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 73 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 0 | 52 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 27 | 100 | 5 | 2 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 39 | 0 | 32 | 1 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 16 | 0 | 58 | 2 | | |
| TOTAL BERGAMO | | | | | 26 | 0 | 2 | 27 | 31 | 23 | 19 | 0 | 0 | 39 | 54 | 21 | 21 | |
| BERGEN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 26 | 2 | 17 | 54 | 38 | 8 | 0 | 0 | 14 | 54 | 22 | 28 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 28 | 0 | 17 | 54 | 11 | 25 | 11 | 0 | 24 | 75 | 16 | 28 | | |
| | STANSTED | BRAATHENS ASA | S | A | 28 | 0 | 0 | 75 | 14 | 7 | 4 | 0 | 10 | 0 | 0 | 0 | | |
| | STANSTED | BRAATHENS ASA | S | D | 28 | 0 | 0 | 43 | 39 | 14 | 4 | 0 | 21 | 0 | 0 | 0 | | |
| TOTAL BERGEN | | | | | 110 | 2 | 34 | 56 | 25 | 14 | 5 | 0 | 17 | 74 | 15 | 15 | | |
| BERLIN (SCHONEFELD) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | A | 52 | 0 | 4 | 62 | 31 | 8 | 0 | 0 | 12 | 67 | 15 | 24 | | |
| | GATWICK | AB AIRLINES | S | D | 52 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 11 | 58 | 48 | 24 | | |
| TOTAL BERLIN (SCHONEFELD) | | | | | 104 | 2 | 4 | 69 | 23 | 8 | 0 | 0 | 12 | 62 | 30 | 30 | | |
| BERLIN (TEGEL) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 129 | 0 | 0 | 73 | 11 | 12 | 5 | 0 | 12 | 77 | 12 | 132 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 128 | 0 | 0 | 91 | 6 | 1 | 2 | 0 | 0 | 85 | 8 | 133 | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 42 | 0 | 0 | 67 | 10 | 14 | 10 | 0 | 19 | 85 | 14 | 39 | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 42 | 0 | 0 | 83 | 7 | 7 | 2 | 0 | 7 | 76 | 11 | 41 | | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 24 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | -1 | 92 | 2 | 25 | | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 24 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 2 | 92 | 2 | 25 | | |
| TOTAL BERLIN (TEGEL) | | | | | 391 | 0 | 0 | 82 | 8 | 7 | 3 | 0 | 7 | 81 | 10 | 10 | | |
| BERMUDA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | -1 | 82 | 8 | 11 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 50 | 26 | 12 | | |
| TOTAL BERMUDA | | | | | 27 | 1 | 0 | 96 | 4 | 0 | 0 | 0 | 1 | 65 | 17 | 17 | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-------------------------|-------------------|----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BERNE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AIR ENGIADINA | S | A | 63 | 1 | 3 | 68 | 14 | 11 | 6 | 0 | 0 | 17 | 69 | 11 | 51 | |
| | LONDON CITY | AIR ENGIADINA | S | D | 62 | 1 | 4 | 21 | 45 | 24 | 10 | 0 | 0 | 33 | 39 | 25 | 51 | |
| TOTAL BERNE | | | | | 125 | 2 | 7 | 45 | 30 | 18 | 8 | 0 | 0 | 25 | 54 | 18 | 18 | |
| BILBAO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 2 | 79 | 10 | 57 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 86 | 5 | 5 | 3 | 0 | 0 | 4 | 75 | 8 | 57 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 87 | 3 | 7 | 3 | 0 | 0 | 5 | 77 | 13 | 30 | |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 80 | 13 | 7 | 0 | 0 | 0 | 5 | 53 | 26 | 30 | |
| TOTAL BILBAO | | | | | 186 | 0 | 1 | 85 | 7 | 5 | 3 | 0 | 1 | 8 | 71 | 13 | 13 | |
| BILLUND | | | | | | | | | | | | | | | | | | |
| | GATWICK | MAERSK AIR | S | A | 84 | 0 | 0 | 50 | 29 | 15 | 6 | 0 | 0 | 19 | 64 | 15 | 83 | |
| | GATWICK | MAERSK AIR | S | D | 84 | 0 | 0 | 68 | 17 | 11 | 5 | 0 | 0 | 15 | 72 | 12 | 83 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 15 | 5 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 13 | 50 | 30 | 6 | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | A | 37 | 0 | 0 | 70 | 22 | 3 | 5 | 0 | 0 | 9 | 77 | 6 | 31 | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | D | 37 | 0 | 0 | 84 | 5 | 5 | 3 | 3 | 0 | 10 | 87 | 1 | 31 | |
| TOTAL BILLUND | | | | | 253 | 0 | 0 | 66 | 19 | 10 | 5 | 0 | 0 | 15 | 72 | 12 | 12 | |
| BIRMINGHAM | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 113 | 0 | 6 | 89 | 5 | 4 | 1 | 0 | 0 | 7 | 85 | 4 | 55 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 115 | 0 | 6 | 82 | 11 | 7 | 0 | 0 | 0 | 8 | 85 | 7 | 61 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 127 | 1 | 0 | 86 | 12 | 1 | 2 | 0 | 0 | 5 | 81 | 9 | 165 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 91 | 1 | 0 | 96 | 1 | 1 | 2 | 0 | 0 | 5 | 89 | 4 | 174 | |
| | NEWCASTLE | DUO AIRWAYS LTD | S | A | 65 | 0 | 1 | 92 | 5 | 0 | 3 | 0 | 0 | 4 | 90 | 4 | 67 | |
| | NEWCASTLE | DUO AIRWAYS LTD | S | D | 65 | 0 | 1 | 95 | 0 | 2 | 3 | 0 | 0 | 1 | 94 | 1 | 66 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -26 | 0 | 0 | 0 | |
| TOTAL BIRMINGHAM | | | | | 585 | 2 | 14 | 89 | 6 | 3 | 2 | 0 | 0 | 6 | 86 | 6 | 6 | |
| BISHKEK (FRUNZE) | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | |
| BISHKEK (FRUNZE) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 5 | 0 | 0 | 40 | 0 | 20 | 20 | 20 | 0 | 87 | 0 | 54 | 2 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 18 | 60 | 12 | 5 | | |
| TOTAL BISHKEK (FRUNZE) | | | | | 10 | 6 | 6 | 50 | 10 | 20 | 10 | 10 | 0 | 52 | 43 | 24 | 24 | |
| BOGOTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AVIANCA COLOMBIA | S | A | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 18 | 67 | 33 | 9 | | |
| | HEATHROW | AVIANCA COLOMBIA | S | D | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 22 | 11 | 40 | 9 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 11 | 85 | -1 | 13 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 8 | 31 | 38 | 23 | 0 | 42 | 23 | 48 | 13 | | |
| TOTAL BOGOTA | | | | | 44 | 0 | 0 | 41 | 25 | 20 | 14 | 0 | 24 | 48 | 29 | 29 | | |
| BOLOGNA | | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 80 | 0 | 0 | 64 | 23 | 11 | 3 | 0 | 15 | 50 | 19 | 30 | | |
| | GATWICK | ALITALIA | S | D | 80 | 0 | 0 | 76 | 18 | 5 | 1 | 0 | 10 | 80 | 7 | 30 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 0 | 86 | 7 | 5 | 0 | 2 | 9 | 79 | 7 | 56 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 86 | 9 | 3 | 0 | 2 | 10 | 89 | 3 | 55 | | |
| | STANSTED | GO FLY LTD | S | A | 48 | 0 | 2 | 60 | 17 | 13 | 6 | 4 | 18 | 0 | 0 | 0 | | |
| | STANSTED | GO FLY LTD | S | D | 49 | 0 | 1 | 65 | 20 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | | |
| TOTAL BOLOGNA | | | | | 374 | 0 | 3 | 73 | 16 | 8 | 2 | 1 | 0 | 13 | 77 | 10 | 10 | |
| BORDEAUX | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR LIB | S | A | 86 | 0 | 3 | 57 | 17 | 15 | 10 | 0 | 22 | 79 | 9 | 89 | | |
| | GATWICK | AIR LIB | S | D | 86 | 0 | 3 | 60 | 12 | 14 | 13 | 1 | 25 | 82 | 10 | 89 | | |
| TOTAL BORDEAUX | | | | | 172 | 0 | 6 | 59 | 15 | 15 | 12 | 1 | 0 | 23 | 80 | 10 | 10 | |
| BOSTON | | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 28 | 2 | 1 | 96 | 4 | 0 | 0 | 0 | -15 | 0 | 0 | 0 | | |
| | GATWICK | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 60 | 0 | 0 | 68 | 18 | 10 | 3 | 0 | 5 | 79 | 5 | 61 | | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 61 | 0 | 0 | 80 | 10 | 8 | 0 | 2 | 10 | 90 | 3 | 61 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 1 | 87 | 3 | 2 | 4 | 3 | 6 | 90 | -5 | 81 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 6 | 78 | 11 | 81 | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| BOSTON | | | | | | | | | | | | | | | | | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 2 | 83 | 7 | 3 | 3 | 3 | 0 | 0 | 86 | -6 | 29 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 2 | 66 | 28 | 7 | 0 | 0 | 0 | 12 | 79 | 10 | 29 | |
| TOTAL BOSTON | | | | | 416 | 2 | 6 | 82 | 9 | 5 | 2 | 1 | 0 | 5 | 84 | 3 | 3 | |
| BOURNEMOUTH | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | GILL AIRWAYS | S | A | 30 | 0 | 0 | 83 | 7 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | EDINBURGH | GILL AIRWAYS | S | D | 29 | 0 | 1 | 79 | 7 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | GLASGOW | GILL AIRWAYS | S | A | 29 | 0 | 1 | 83 | 7 | 7 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GLASGOW | GILL AIRWAYS | S | D | 30 | 0 | 0 | 70 | 13 | 10 | 3 | 3 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL BOURNEMOUTH | | | | | 118 | 0 | 2 | 79 | 8 | 10 | 2 | 1 | 0 | 8 | 89 | 6 | 6 | |
| BREMEN | | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 83 | 0 | 0 | 41 | 31 | 19 | 8 | 0 | 0 | 23 | 77 | 8 | 79 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 82 | 0 | 0 | 76 | 13 | 9 | 2 | 0 | 0 | 13 | 59 | 21 | 80 | |
| TOTAL BREMEN | | | | | 165 | 0 | 0 | 58 | 22 | 14 | 5 | 0 | 0 | 18 | 73 | 10 | 10 | |
| BREST | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 54 | 0 | 1 | 46 | 43 | 11 | 0 | 0 | 0 | 16 | 54 | 20 | 82 | |
| | GATWICK | BRIT AIR | S | D | 54 | 0 | 1 | 78 | 13 | 7 | 2 | 0 | 0 | 12 | 66 | 18 | 82 | |
| TOTAL BREST | | | | | 108 | 0 | 2 | 62 | 28 | 9 | 1 | 0 | 0 | 14 | 60 | 19 | 19 | |
| BRIDGETOWN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 87 | 0 | 82 | 7 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 25 | 67 | 11 | 6 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 0 | 19 | 33 | 63 | 6 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 33 | 44 | 6 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 1 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | -1 | 80 | -7 | 15 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 22 | 39 | 28 | 11 | 0 | 0 | 29 | 31 | 30 | 16 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -3 | 85 | 8 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 46 | 19 | 13 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 12 | 0 | 1 | 42 | 25 | 17 | 17 | 0 | 0 | 29 | 17 | 34 | 12 | |
| | MANCHESTER | MARTINAIR HOLLAND | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 184 | 0 | 122 | 5 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|-------------------------|-------------------|---------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BRIDGETOWN | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 37 | 17 | 82 | 6 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 0 | 25 | 255 | 40 | 41 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 14 | 25 | 62 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 20 | 0 | 60 | 0 | 94 | 80 | 6 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 55 | 75 | 9 | 4 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 13 | 0 | 0 | 38 | 0 | 8 | 46 | 8 | 56 | 0 | 0 | 0 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 13 | 0 | 0 | 54 | 38 | 0 | 8 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL BRIDGETOWN | | | | | 142 | 4 | 5 | 49 | 22 | 12 | 15 | 1 | 1 | 36 | 43 | 34 | 34 |
| BRISBANE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 41 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 3 | 6 | 3 | 3 | 18 | 52 | 28 | 23 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 81 | 3 | 10 | 6 | 0 | 11 | 95 | 6 | 21 | |
| TOTAL BRISBANE | | | | | 67 | 0 | 0 | 78 | 4 | 10 | 6 | 1 | 0 | 15 | 73 | 18 | 18 |
| BRISTOL | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 130 | 2 | 2 | 84 | 9 | 2 | 5 | 0 | 6 | 78 | 13 | 118 | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 119 | 3 | 4 | 81 | 11 | 5 | 3 | 0 | 10 | 74 | 20 | 101 | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 20 | 0 | 1 | 85 | 10 | 5 | 0 | 0 | 8 | 76 | 22 | 17 | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 19 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 5 | 76 | 23 | 17 | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 132 | 2 | 1 | 88 | 5 | 7 | 1 | 0 | 3 | 82 | 9 | 130 | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 143 | 2 | 0 | 90 | 5 | 5 | 1 | 0 | 4 | 83 | 9 | 114 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 18 | 0 | 3 | 83 | 6 | 6 | 6 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 18 | 0 | 0 | 72 | 11 | 6 | 6 | 6 | 19 | 0 | 0 | 0 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 76 | 1 | 0 | 82 | 11 | 7 | 1 | 0 | 6 | 82 | 13 | 73 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|----------------------|-------------------|---------------------------------|----------------|----------|-------------------|-----------|------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | 55 | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m 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 | Actual (7) | | | | | | | | | | |
| BRISTOL | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 55 | 1 | 0 | 80 | 11 | 7 | 2 | 0 | 0 | 9 | 55 | 26 | 74 |
| TOTAL BRISTOL | | | | | 730 | 11 | 11 | 84 | 8 | 5 | 2 | 0 | 0 | 6 | 77 | 15 | 15 |
| BRUSSELS | BIRMINGHAM | BMI BRITISH MIDLAND | S | A | 56 | 0 | 1 | 70 | 18 | 11 | 2 | 0 | 0 | 12 | 61 | 13 | 56 |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | D | 56 | 0 | 1 | 77 | 16 | 4 | 4 | 0 | 0 | 9 | 77 | 10 | 56 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 152 | 0 | 0 | 65 | 20 | 12 | 3 | 0 | 0 | 14 | 56 | 20 | 150 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 150 | 1 | 1 | 76 | 13 | 10 | 1 | 0 | 0 | 8 | 74 | 10 | 148 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 87 | 0 | 0 | 84 | 6 | 7 | 2 | 1 | 0 | 9 | 75 | 11 | 80 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 86 | 0 | 0 | 84 | 9 | 6 | 1 | 0 | 0 | 9 | 76 | 11 | 79 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 0 | 70 | 19 | 5 | 5 | 0 | 0 | 12 | 53 | 20 | 38 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 57 | 0 | 2 | 75 | 12 | 7 | 5 | 0 | 0 | 12 | 79 | 9 | 39 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 133 | 0 | 0 | 74 | 13 | 7 | 6 | 0 | 0 | 11 | 66 | 15 | 126 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 132 | 0 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 6 | 77 | 8 | 127 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 67 | 0 | 0 | 58 | 18 | 19 | 3 | 1 | 0 | 23 | 74 | 10 | 50 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 66 | 0 | 0 | 71 | 8 | 17 | 5 | 0 | 0 | 15 | 79 | 12 | 48 |
| | STANSTED | KLM UK LTD | S | A | 73 | 0 | 9 | 70 | 15 | 8 | 5 | 1 | 0 | 11 | 80 | 12 | 75 |
| | STANSTED | KLM UK LTD | S | D | 74 | 0 | 8 | 47 | 31 | 14 | 7 | 1 | 0 | 24 | 67 | 23 | 76 |
| | BIRMINGHAM | SABENA | S | A | 102 | 0 | 0 | 63 | 24 | 11 | 3 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BIRMINGHAM | SABENA | S | D | 101 | 0 | 1 | 73 | 16 | 8 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| | EDINBURGH | SABENA | S | A | 83 | 0 | 1 | 78 | 11 | 6 | 5 | 0 | 0 | 9 | 89 | 2 | 79 |
| | EDINBURGH | SABENA | S | D | 83 | 0 | 2 | 54 | 28 | 12 | 6 | 0 | 0 | 21 | 56 | 19 | 80 |
| | GATWICK | SABENA | S | A | 116 | 0 | 0 | 75 | 13 | 9 | 3 | 0 | 0 | 10 | 83 | 5 | 88 |
| | GATWICK | SABENA | S | D | 116 | 0 | 0 | 86 | 7 | 4 | 3 | 0 | 0 | 9 | 86 | 5 | 88 |
| | GLASGOW | SABENA | S | A | 83 | 0 | 2 | 84 | 8 | 4 | 4 | 0 | 0 | 4 | 92 | 3 | 79 |
| | GLASGOW | SABENA | S | D | 84 | 0 | 2 | 75 | 12 | 11 | 1 | 0 | 1 | 16 | 80 | 9 | 80 |
| | HEATHROW | SABENA | S | A | 260 | 1 | 3 | 58 | 22 | 13 | 6 | 1 | 0 | 19 | 66 | 12 | 256 |
| | HEATHROW | SABENA | S | D | 259 | 0 | 4 | 69 | 10 | 13 | 7 | 0 | 0 | 16 | 75 | 10 | 254 |
| | LONDON CITY | SABENA | S | A | 122 | 0 | 2 | 75 | 17 | 7 | 1 | 0 | 0 | 7 | 73 | 11 | 118 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | SABENA | S | D | 123 | 0 | 2 | 57 | 30 | 11 | 2 | 0 | 0 | 15 | 55 | 20 | 119 | |
| | MANCHESTER | SABENA | S | A | 102 | 0 | 1 | 64 | 20 | 10 | 7 | 0 | 0 | 16 | 79 | 6 | 103 | |
| | MANCHESTER | SABENA | S | D | 102 | 0 | 2 | 72 | 13 | 8 | 8 | 0 | 0 | 15 | 83 | 7 | 104 | |
| | NEWCASTLE | SABENA | S | A | 94 | 0 | 3 | 74 | 18 | 5 | 2 | 0 | 0 | 10 | 82 | 7 | 91 | |
| | NEWCASTLE | SABENA | S | D | 94 | 0 | 4 | 82 | 11 | 5 | 2 | 0 | 0 | 8 | 83 | 7 | 92 | |
| | STANSTED | SABENA | S | A | 77 | 0 | 4 | 78 | 10 | 9 | 1 | 1 | 0 | 10 | 0 | 0 | 0 | |
| | STANSTED | SABENA | S | D | 77 | 0 | 4 | 66 | 23 | 6 | 3 | 1 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL BRUSSELS | | | | | 3324 | 2 | 59 | 71 | 16 | 9 | 4 | 0 | 0 | 13 | 73 | 11 | 11 | |
| BUCHAREST (OTOPENI) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 33 | 0 | 1 | 58 | 18 | 18 | 6 | 0 | 0 | 18 | 59 | 17 | 41 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 33 | 0 | 1 | 33 | 42 | 21 | 3 | 0 | 0 | 24 | 66 | 15 | 41 | |
| | HEATHROW | TAROM | S | A | 31 | 0 | 2 | 42 | 23 | 26 | 10 | 0 | 0 | 24 | 29 | 38 | 28 | |
| | HEATHROW | TAROM | S | D | 31 | 0 | 2 | 52 | 23 | 16 | 10 | 0 | 0 | 25 | 61 | 30 | 28 | |
| TOTAL BUCHAREST (OTOPENI) | | | | | 128 | 1 | 6 | 46 | 27 | 20 | 7 | 0 | 0 | 23 | 55 | 23 | 23 | |
| BUDAPEST | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 58 | 0 | 0 | 60 | 21 | 14 | 3 | 2 | 0 | 22 | 72 | 12 | 57 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 78 | 12 | 9 | 2 | 0 | 0 | 8 | 86 | 4 | 56 | |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | S | A | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | S | D | 16 | 0 | 0 | 75 | 6 | 6 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | A | 59 | 2 | 1 | 44 | 32 | 15 | 3 | 3 | 2 | 41 | 73 | 14 | 59 | |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | D | 60 | 2 | 1 | 70 | 17 | 8 | 3 | 2 | 0 | 17 | 67 | 15 | 60 | |
| TOTAL BUDAPEST | | | | | 274 | 5 | 3 | 65 | 19 | 11 | 4 | 1 | 1 | 22 | 73 | 15 | 15 | |
| BUENOS AIRES | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-------------------------------|-------------------|-------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| CAGLIARI (ELMAS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL CAGLIARI (ELMAS) | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 49 | 36 | 36 | |
| CAIRO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -5 | 61 | 16 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 8 | 71 | 13 | 31 | |
| | HEATHROW | EGYPT AIR | S | A | 31 | 0 | 0 | 29 | 42 | 19 | 10 | 0 | 0 | 28 | 29 | 29 | 31 | |
| | HEATHROW | EGYPT AIR | S | D | 32 | 0 | 0 | 16 | 19 | 50 | 16 | 0 | 0 | 42 | 9 | 51 | 32 | |
| | MANCHESTER | EGYPT AIR | S | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | MANCHESTER | EGYPT AIR | S | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | |
| TOTAL CAIRO | | | | | 130 | 0 | 0 | 58 | 18 | 18 | 7 | 0 | 0 | 19 | 41 | 28 | 28 | |
| CALCUTTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 44 | 406 | 88 | 114 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 23 | 100 | 3 | 9 | |
| TOTAL CALCUTTA | | | | | 17 | 0 | 0 | 53 | 18 | 0 | 6 | 0 | 24 | 226 | 94 | 55 | 55 | |
| CALGARY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 42 | 13 | 29 | 16 | 0 | 0 | 29 | 59 | 16 | 17 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 18 | 78 | 9 | 18 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 100 | 7 | 2 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 33 | 40 | 26 | 5 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 30 | 0 | 1 | 67 | 20 | 10 | 3 | 0 | 0 | 8 | 48 | 18 | 31 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 30 | 0 | 1 | 77 | 20 | 3 | 0 | 0 | 0 | 9 | 68 | 14 | 31 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | -1 | 50 | 22 | 2 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 40 | 46 | 5 | |
| TOTAL CALGARY | | | | | 135 | 0 | 4 | 63 | 17 | 13 | 7 | 0 | 0 | 16 | 60 | 16 | 16 | |
| CAMAGUEY | | | | | | | | | | | | | | | | | | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 33 | 1 | 8 | 76 | 9 | 12 | 0 | 3 | 0 | 13 | 78 | 10 | 41 | |
| | GLASGOW | LOGANAIR | S | D | 29 | 6 | 5 | 83 | 14 | 0 | 3 | 0 | 0 | 7 | 86 | -4 | 42 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|--------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | |
| TOTAL CAMPBELTOWN | | | | | 62 | 7 | 13 | 79 | 11 | 6 | 2 | 2 | 0 | 10 | 82 | 3 | 3 |
| CANCUN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 9 | 50 | 74 | 4 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 39 | 50 | 30 | 4 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 19 | 100 | -14 | 3 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 44 | 75 | 18 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 40 | 0 | 20 | 176 | 80 | -18 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 0 | 0 | 25 | 161 | 80 | 25 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 513 | 80 | -9 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 360 | 80 | 21 | 5 |
| TOTAL CANCUN | | | | | 44 | 0 | 0 | 41 | 14 | 14 | 23 | 0 | 9 | 93 | 76 | 13 | 13 |
| CAPE TOWN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 25 | 133 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 50 | 122 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 4 | 86 | -1 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 74 | 15 | 11 | 0 | 0 | 0 | 8 | 59 | 16 | 22 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 23 | 0 | 0 | 83 | 9 | 0 | 4 | 0 | 4 | 39 | 83 | 6 | 12 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 23 | 0 | 0 | 70 | 17 | 13 | 0 | 0 | 0 | 13 | 82 | 9 | 17 |
| TOTAL CAPE TOWN | | | | | 107 | 0 | 0 | 79 | 13 | 6 | 1 | 0 | 1 | 15 | 69 | 20 | 20 |
| CARCASSONNE | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 1 | 41 | 31 | 24 | 3 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL CARCASSONNE | | | | | 59 | 0 | 1 | 54 | 24 | 20 | 2 | 0 | 0 | 17 | 0 | 0 | 0 |
| CARDIFF WALES | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 55 | 0 | 2 | 89 | 4 | 2 | 4 | 2 | 0 | 9 | 79 | 10 | 52 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 56 | 0 | 1 | 88 | 5 | 4 | 4 | 0 | 0 | 9 | 72 | 16 | 54 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 55 | 0 | 5 | 91 | 5 | 2 | 2 | 0 | 0 | 5 | 91 | 9 | 57 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| CARDIFF WALES | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 56 | 0 | 4 | 89 | 2 | 5 | 2 | 2 | 0 | 9 | 88 | 9 | 57 |
| TOTAL CARDIFF WALES | | | | | 222 | 0 | 12 | 89 | 4 | 3 | 3 | 1 | 0 | 8 | 80 | 12 | 12 |
| CASABLANCA MOHAMED V | GATWICK | GB AIRWAYS LTD | S | A | 30 | 0 | 0 | 63 | 23 | 3 | 10 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 29 | 1 | 0 | 79 | 17 | 0 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | HEATHROW | ROYAL AIR MAROC | S | A | 31 | 0 | 0 | 58 | 19 | 10 | 10 | 3 | 0 | 24 | 58 | 18 | 31 |
| | HEATHROW | ROYAL AIR MAROC | S | D | 31 | 0 | 0 | 68 | 13 | 10 | 6 | 3 | 0 | 18 | 90 | 2 | 31 |
| TOTAL CASABLANCA MOHAMED V | | | | | 121 | 1 | 0 | 67 | 18 | 6 | 7 | 2 | 0 | 18 | 70 | 16 | 16 |
| CATANIA (FONTANAROSSA) | | | | | | | | | | | | | | | | | |
| CHAMBERY | MANCHESTER | AER LINGUS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 34 | 2 |
| | MANCHESTER | AER LINGUS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 0 | 47 | 3 |
| | GATWICK | CITY FLYER EXPRESS | C | A | 7 | 0 | 1 | 43 | 14 | 14 | 29 | 0 | 0 | 30 | 20 | 38 | 5 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 43 | 29 | 7 |
| | GLASGOW | DEBONAIR AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | | | 27 | 4 | 6 | 48 | 11 | 11 | 30 | 0 | 0 | 32 | 27 | 37 | 37 |
| CHARLEROI | | | | | | | | | | | | | | | | | |
| CHARLOTTE | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 40 | 37 | 10 | 13 | 0 | 0 | 29 | 83 | 6 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 63 | 10 | 13 | 10 | 3 | 0 | 26 | 63 | 18 | 30 |
| TOTAL CHARLOTTE | | | | | 60 | 0 | 0 | 52 | 23 | 12 | 12 | 2 | 0 | 27 | 73 | 12 | 12 |
| CHICAGO (O'HARE) | HEATHROW | AIR INDIA | S | A | 13 | 0 | 0 | 62 | 15 | 8 | 0 | 15 | 0 | 47 | 64 | 8 | 14 |
| | HEATHROW | AIR INDIA | S | D | 13 | 0 | 0 | 54 | 31 | 0 | 0 | 0 | 15 | 86 | 54 | 17 | 13 |
| | BIRMINGHAM | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 77 | 17 | 3 | 3 | 0 | 0 | -5 | 79 | 0 | 28 |
| | BIRMINGHAM | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 93 | 0 | 3 | 3 | 0 | 0 | 3 | 86 | 6 | 29 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 93 | 0 | 0 | 84 | 6 | 3 | 6 | 0 | 0 | -2 | 60 | 22 | 68 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 93 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 8 | 73 | 15 | 67 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 90 | 0 | 3 | 6 | 0 | 0 | -17 | 77 | 2 | 30 |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 74 | 3 | 19 | 3 | 0 | 0 | 13 | 90 | 10 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 90 | 5 | 2 | 3 | 0 | 0 | -5 | 87 | -6 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 70 | 23 | 3 | 3 | 0 | 0 | 13 | 70 | 13 | 60 |
| | HEATHROW | UNITED AIRLINES | S | A | 62 | 0 | 0 | 92 | 0 | 6 | 2 | 0 | 0 | -8 | 37 | 29 | 62 |
| | HEATHROW | UNITED AIRLINES | S | D | 61 | 0 | 0 | 89 | 3 | 8 | 0 | 0 | 0 | 4 | 81 | 14 | 62 |
| TOTAL CHICAGO (O'HARE) | | | | | 579 | 0 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 4 | 71 | 12 | 12 |
| CINCINNATI | | | | | | | | | | | | | | | | | |
| | GATWICK | DELTA AIRLINES | S | A | 29 | 1 | 1 | 83 | 14 | 3 | 0 | 0 | 0 | -11 | 47 | 29 | 30 |
| | GATWICK | DELTA AIRLINES | S | D | 30 | 0 | 0 | 77 | 20 | 3 | 0 | 0 | 0 | 12 | 60 | 30 | 30 |
| TOTAL CINCINNATI | | | | | 59 | 1 | 1 | 80 | 17 | 3 | 0 | 0 | 0 | 1 | 53 | 29 | 29 |
| COLOGNE (BONN) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 38 | 0 | 0 | 79 | 18 | 3 | 0 | 0 | 0 | 6 | 84 | 5 | 38 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 37 | 0 | 0 | 78 | 8 | 14 | 0 | 0 | 0 | 7 | 81 | 7 | 37 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 54 | 0 | 0 | 69 | 19 | 9 | 4 | 0 | 0 | 10 | 65 | 17 | 51 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 54 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 1 | 82 | 9 | 51 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 96 | 0 | 3 | 70 | 18 | 7 | 5 | 0 | 0 | 13 | 69 | 16 | 91 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 95 | 1 | 1 | 80 | 15 | 2 | 3 | 0 | 0 | 9 | 77 | 11 | 90 |
| TOTAL COLOGNE (BONN) | | | | | 376 | 1 | 4 | 78 | 14 | 6 | 3 | 0 | 0 | 9 | 75 | 12 | 12 |
| COLOMBO | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 50 | 10 | 0 | 40 | 0 | 0 | 50 | 0 | 48 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 40 | 10 | 10 | 40 | 0 | 0 | 55 | 60 | 25 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 82 | 0 | 0 | 0 |
| | HEATHROW | SRILANKAN AIRLINES | S | A | 26 | 0 | 0 | 88 | 8 | 0 | 0 | 0 | 4 | 8 | 60 | 30 | 20 |
| | HEATHROW | SRILANKAN AIRLINES | S | D | 26 | 0 | 0 | 42 | 23 | 27 | 0 | 4 | 4 | 57 | 56 | 26 | 18 |
| TOTAL COLOMBO | | | | | 82 | 0 | 0 | 56 | 13 | 11 | 16 | 1 | 2 | 40 | 51 | 33 | 33 |
| CONNAUGHT | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 6 | 100 | -24 | 3 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| CONNAUGHT | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 75 | 8 | 4 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 19 | 0 | 1 | 42 | 0 | 0 | 58 | 0 | 0 | 52 | 85 | 13 | 20 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 20 | 0 | 0 | 80 | 5 | 5 | 10 | 0 | 0 | 16 | 81 | 8 | 21 | |
| | STANSTED | RYANAIR | S | A | 47 | 1 | 0 | 53 | 21 | 19 | 0 | 4 | 2 | 32 | 60 | 36 | 42 | |
| | STANSTED | RYANAIR | S | D | 50 | 1 | 0 | 48 | 32 | 18 | 0 | 0 | 2 | 28 | 58 | 30 | 55 | |
| | STANSTED | RYANAIR | C | D | 5 | 0 | 0 | 40 | 0 | 20 | 20 | 20 | 0 | 79 | 0 | 0 | 0 | |
| TOTAL CONNAUGHT | | | | | 148 | 2 | 1 | 55 | 18 | 14 | 9 | 2 | 1 | 32 | 67 | 24 | 24 | |
| COPENHAGEN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 29 | 0 | 0 | 69 | 10 | 17 | 3 | 0 | 0 | 14 | 90 | 1 | 21 | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 29 | 0 | 0 | 72 | 17 | 7 | 3 | 0 | 0 | 13 | 86 | 8 | 22 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 29 | 0 | 0 | 76 | 14 | 10 | 0 | 0 | 0 | 4 | 86 | 1 | 43 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 29 | 0 | 0 | 86 | 3 | 10 | 0 | 0 | 0 | 5 | 95 | 2 | 43 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 27 | 0 | 0 | 52 | 26 | 11 | 11 | 0 | 0 | 24 | 71 | 16 | 24 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 26 | 0 | 0 | 46 | 19 | 15 | 19 | 0 | 0 | 28 | 57 | 20 | 23 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 56 | 0 | 0 | 73 | 16 | 9 | 2 | 0 | 0 | 10 | 85 | 1 | 59 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 55 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 11 | 73 | 16 | 59 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 107 | 0 | 1 | 68 | 19 | 8 | 5 | 0 | 0 | 11 | 79 | 8 | 112 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 107 | 0 | 1 | 79 | 11 | 8 | 1 | 0 | 0 | 6 | 81 | 7 | 113 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 76 | 0 | 3 | 78 | 11 | 4 | 8 | 0 | 0 | 11 | 89 | 3 | 38 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 76 | 0 | 1 | 80 | 8 | 5 | 7 | 0 | 0 | 12 | 97 | 3 | 39 | |
| | STANSTED | GO FLY LTD | S | A | 80 | 0 | 0 | 84 | 10 | 3 | 4 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 79 | 0 | 0 | 63 | 18 | 11 | 8 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GATWICK | MAERSK AIR | S | A | 37 | 0 | 0 | 68 | 27 | 5 | 0 | 0 | 0 | 13 | 83 | 7 | 35 | |
| | GATWICK | MAERSK AIR | S | D | 38 | 0 | 0 | 66 | 24 | 8 | 3 | 0 | 0 | 16 | 78 | 11 | 36 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 8 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 69 | 38 | 70 | 8 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 48 | 0 | 100 | 8 | |
| | HEATHROW | SAS | S | A | 142 | 0 | 0 | 46 | 24 | 19 | 10 | 1 | 0 | 27 | 61 | 15 | 142 | |
| | HEATHROW | SAS | S | D | 147 | 1 | 1 | 65 | 16 | 11 | 7 | 1 | 0 | 18 | 68 | 12 | 147 | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|-------------------------|-------------------|-------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| COPENHAGEN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SAS | S | A | 80 | 0 | 2 | 56 | 15 | 21 | 8 | 0 | 0 | 18 | 75 | 5 | 76 | |
| | MANCHESTER | SAS | S | D | 80 | 0 | 3 | 66 | 18 | 13 | 4 | 0 | 0 | 12 | 86 | 3 | 77 | |
| | STANSTED | SAS | S | A | 70 | 0 | 6 | 64 | 16 | 14 | 6 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | STANSTED | SAS | S | D | 70 | 0 | 6 | 47 | 21 | 19 | 11 | 1 | 0 | 29 | 0 | 0 | 0 | |
| | HEATHROW | VARIG | S | A | 13 | 0 | 0 | 46 | 8 | 38 | 8 | 0 | 0 | 27 | 58 | 27 | 12 | |
| | HEATHROW | VARIG | S | D | 13 | 0 | 0 | 15 | 8 | 54 | 23 | 0 | 0 | 48 | 23 | 117 | 13 | |
| TOTAL COPENHAGEN | | | | | 1511 | 1 | 24 | 66 | 16 | 12 | 6 | 0 | 0 | 16 | 75 | 12 | 12 | |
| CORFU | | | | | | | | | | | | | | | | | | |
| TOTAL CORFU | | | | | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 40 | 32 | 32 | |
| CORK | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 30 | 0 | 0 | 77 | 3 | 7 | 13 | 0 | 0 | 5 | 94 | -6 | 51 | |
| | BIRMINGHAM | AER LINGUS | S | D | 52 | 0 | 0 | 87 | 4 | 6 | 4 | 0 | 0 | 9 | 88 | 11 | 51 | |
| | HEATHROW | AER LINGUS | S | A | 90 | 0 | 0 | 83 | 8 | 3 | 6 | 0 | 0 | 9 | 67 | 21 | 87 | |
| | HEATHROW | AER LINGUS | S | D | 93 | 0 | 0 | 77 | 9 | 9 | 4 | 1 | 0 | 15 | 55 | 30 | 91 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 51 | 2 | 2 | 78 | 6 | 10 | 6 | 0 | 0 | 6 | 79 | 13 | 61 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 52 | 2 | 1 | 85 | 8 | 6 | 2 | 0 | 0 | 6 | 81 | 12 | 63 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 72 | 1 | 2 | 50 | 24 | 17 | 10 | 0 | 0 | 21 | 66 | 16 | 68 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 73 | 0 | 1 | 56 | 21 | 16 | 7 | 0 | 0 | 21 | 65 | 19 | 71 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 80 | 0 | 0 | 51 | 23 | 21 | 4 | 0 | 1 | 23 | 53 | 25 | 81 | |
| | STANSTED | RYANAIR | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 81 | 1 | 0 | 37 | 32 | 22 | 7 | 0 | 1 | 29 | 46 | 30 | 92 | |
| TOTAL CORK | | | | | 699 | 6 | 6 | 67 | 15 | 12 | 6 | 0 | 0 | 16 | 66 | 19 | 19 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|--------------------------------|-------------------|---------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DACCA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | A | 22 | 0 | 0 | 27 | 23 | 9 | 9 | 27 | 5 | 117 | 27 | 184 | 22 |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 22 | 1 | 0 | 41 | 23 | 5 | 9 | 18 | 5 | 73 | 23 | 169 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 10 | 10 | 83 | 8 | 0 | 0 | 0 | 8 | 76 | 82 | 82 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 23 | 0 | 0 | 52 | 26 | 9 | 9 | 4 | 0 | 32 | 77 | 7 | 22 |
| TOTAL DACCA | | | | | 79 | 11 | 10 | 47 | 22 | 6 | 8 | 14 | 4 | 74 | 52 | 110 | 110 |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 58 | 2 | 2 | 95 | 2 | 2 | 2 | 0 | 0 | -14 | 73 | 3 | 60 |
| | GATWICK | AMERICAN AIRLINES | S | D | 60 | 0 | 0 | 78 | 12 | 10 | 0 | 0 | 0 | 10 | 77 | 14 | 60 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 63 | 7 | 7 | 20 | 0 | 3 | 35 | 73 | 9 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 50 | 10 | 20 | 17 | 0 | 3 | 43 | 40 | 29 | 30 |
| TOTAL DALLAS/FORT WORTH | | | | | 178 | 2 | 2 | 76 | 7 | 8 | 7 | 0 | 1 | 12 | 69 | 12 | 12 |
| DAMASCUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | SYRIANAIR | S | A | 12 | 1 | 1 | 42 | 17 | 0 | 17 | 25 | 0 | 79 | 46 | 43 | 13 |
| | HEATHROW | SYRIANAIR | S | D | 14 | 0 | 0 | 21 | 36 | 7 | 14 | 21 | 0 | 83 | 31 | 61 | 13 |
| TOTAL DAMASCUS | | | | | 26 | 1 | 1 | 31 | 27 | 4 | 15 | 23 | 0 | 81 | 43 | 112 | 112 |
| DAR-ES-SALAAM | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALLIANCE | S | A | 7 | 0 | 1 | 14 | 29 | 43 | 14 | 0 | 0 | 41 | 14 | 68 | 7 |
| | HEATHROW | ALLIANCE | S | D | 7 | 0 | 1 | 14 | 29 | 57 | 0 | 0 | 0 | 31 | 14 | 35 | 7 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 7 | 50 | 56 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 64 | 29 | 7 | 0 | 0 | 0 | 7 | 89 | 4 | 9 |
| TOTAL DAR-ES-SALAAM | | | | | 42 | 0 | 2 | 52 | 26 | 19 | 2 | 0 | 0 | 17 | 45 | 39 | 39 |
| DEAUVILLE | | | | | | | | | | | | | | | | | |
| DELHI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 14 | 2 | 3 | 29 | 7 | 21 | 7 | 0 | 36 | 290 | 24 | 156 | 17 |
| | HEATHROW | AIR CANADA | S | D | 17 | 0 | 1 | 6 | 18 | 18 | 18 | 0 | 41 | 351 | 12 | 41 | 17 |
| TOTAL DELHI | | | | | 31 | 2 | 4 | 16 | 13 | 19 | 13 | 0 | 39 | 324 | 18 | 98 | 98 |
| DENVER INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 87 | 6 | 0 | 6 | 0 | 0 | -1 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-----------------------------------|-------------------|------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | D | 31 | 0 | 0 | 48 | 35 | 13 | 3 | 0 | 0 | 22 | 0 | 0 | 0 | |
| TOTAL DENVER INTERNATIONAL | | | | | 62 | 0 | 0 | 68 | 21 | 6 | 5 | 0 | 0 | 11 | 22 | 71 | 71 | |
| DETROIT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 90 | 3 | 0 | 3 | 3 | 0 | 4 | 73 | 5 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 11 | 80 | 14 | 30 | |
| | GATWICK | NORTHWEST AIRLINES | S | A | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | -5 | 55 | 22 | 31 | |
| | GATWICK | NORTHWEST AIRLINES | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 12 | 74 | 16 | 31 | |
| TOTAL DETROIT | | | | | 124 | 0 | 0 | 80 | 12 | 5 | 2 | 1 | 0 | 6 | 70 | 14 | 14 | |
| DHAHRAN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | -8 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 64 | 20 | 8 | 8 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 22 | 34 | 9 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 26 | 0 | 42 | 7 | |
| TOTAL DHAHRAN | | | | | 66 | 1 | 0 | 74 | 9 | 8 | 9 | 0 | 0 | 10 | 65 | 12 | 12 | |
| DOHA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 2 | 2 | 89 | 0 | 4 | 4 | 0 | 4 | 23 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 69 | 24 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | HEATHROW | GULF AIR | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 56 | 8 | 9 | |
| | HEATHROW | GULF AIR | S | D | 5 | 1 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 100 | -1 | 8 | |
| | HEATHROW | QATAR AIRWAYS | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -6 | 43 | 28 | 30 | |
| | HEATHROW | QATAR AIRWAYS | S | D | 31 | 0 | 0 | 58 | 32 | 6 | 3 | 0 | 0 | 15 | 77 | 8 | 30 | |
| TOTAL DOHA | | | | | 128 | 3 | 2 | 78 | 15 | 5 | 2 | 0 | 1 | 10 | 64 | 15 | 15 | |
| DONEGAL | | | | | | | | | | | | | | | | | | |
| DORTMUND | | | | | | | | | | | | | | | | | | |
| | STANSTED | EUROWINGS LUFTVERKEHRS | S | A | 42 | 0 | 1 | 83 | 12 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | EUROWINGS LUFTVERKEHRS | S | D | 42 | 0 | 1 | 79 | 12 | 7 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL DORTMUND | | | | | 84 | 0 | 2 | 81 | 12 | 6 | 1 | 0 | 0 | 7 | 75 | 9 | 9 | |
| DOUALA | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------|-------------------|---------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 5 | 0 | 1 | 0 | 0 | 40 | 20 | 20 | 20 | 171 | 25 | 52 | 4 | |
| | GATWICK | CAMEROON AIRLINES | S | D | 5 | 0 | 0 | 20 | 0 | 20 | 60 | 0 | 0 | 59 | 0 | 44 | 4 | |
| TOTAL DOUALA | | | | | 10 | 0 | 1 | 10 | 0 | 30 | 40 | 10 | 10 | 115 | 13 | 48 | 48 | |
| DRESDEN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 21 | 0 | 0 | 67 | 24 | 10 | 0 | 0 | 10 | 81 | 5 | 21 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 5 | 67 | 15 | 21 | | |
| | HEATHROW | LUFTHANSA | S | D | 13 | 0 | 1 | 69 | 15 | 0 | 15 | 0 | 29 | 64 | 12 | 22 | | |
| TOTAL DRESDEN | | | | | 56 | 0 | 1 | 73 | 18 | 5 | 4 | 0 | 12 | 70 | 11 | 11 | | |
| DUBAI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 33 | 0 | 0 | 94 | 3 | 0 | 0 | 0 | 3 | 10 | 43 | 15 | 7 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 32 | 0 | 0 | 78 | 16 | 6 | 0 | 0 | 7 | 75 | 19 | 8 | | |
| | GATWICK | EMIRATES | S | A | 31 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 4 | 52 | 21 | 31 | | |
| | GATWICK | EMIRATES | S | D | 31 | 0 | 0 | 48 | 42 | 6 | 3 | 0 | 18 | 44 | 27 | 32 | | |
| | HEATHROW | EMIRATES | S | A | 63 | 0 | 0 | 63 | 17 | 14 | 3 | 2 | 15 | 23 | 41 | 62 | | |
| | HEATHROW | EMIRATES | S | D | 63 | 0 | 0 | 60 | 19 | 14 | 5 | 2 | 21 | 53 | 27 | 62 | | |
| | MANCHESTER | EMIRATES | S | A | 31 | 0 | 0 | 52 | 39 | 0 | 6 | 3 | 23 | 55 | 18 | 31 | | |
| | MANCHESTER | EMIRATES | S | D | 31 | 0 | 0 | 42 | 39 | 10 | 3 | 6 | 30 | 52 | 26 | 31 | | |
| TOTAL DUBAI | | | | | 315 | 0 | 0 | 64 | 22 | 9 | 3 | 2 | 16 | 45 | 28 | 28 | | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 137 | 0 | 0 | 91 | 7 | 1 | 1 | 0 | 0 | 94 | -1 | 117 | | |
| | BIRMINGHAM | AER LINGUS | S | D | 116 | 0 | 0 | 92 | 6 | 1 | 1 | 0 | 6 | 85 | 10 | 115 | | |
| | EDINBURGH | AER LINGUS | S | A | 99 | 0 | 0 | 91 | 6 | 1 | 2 | 0 | 3 | 95 | 0 | 96 | | |
| | EDINBURGH | AER LINGUS | S | D | 96 | 3 | 0 | 88 | 8 | 2 | 2 | 0 | 7 | 84 | 9 | 96 | | |
| | GLASGOW | AER LINGUS | S | A | 90 | 1 | 5 | 96 | 2 | 1 | 1 | 0 | -2 | 91 | 0 | 89 | | |
| | GLASGOW | AER LINGUS | S | D | 88 | 2 | 5 | 95 | 1 | 1 | 1 | 1 | 3 | 88 | 5 | 90 | | |
| | HEATHROW | AER LINGUS | S | A | 353 | 0 | 1 | 82 | 13 | 3 | 2 | 0 | 6 | 77 | 11 | 334 | | |
| | HEATHROW | AER LINGUS | S | D | 357 | 0 | 1 | 83 | 10 | 4 | 3 | 0 | 7 | 78 | 9 | 335 | | |
| | MANCHESTER | AER LINGUS | S | A | 150 | 0 | 3 | 91 | 5 | 4 | 0 | 0 | -1 | 94 | -1 | 125 | | |
| | MANCHESTER | AER LINGUS | S | D | 152 | 0 | 1 | 93 | 4 | 3 | 0 | 0 | -2 | 88 | 13 | 124 | | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | AER LINGUS | S | A | 59 | 0 | 1 | 86 | 7 | 3 | 3 | 0 | 0 | 3 | 94 | -1 | 72 | |
| | NEWCASTLE | AER LINGUS | S | D | 59 | 0 | 1 | 85 | 5 | 7 | 3 | 0 | 0 | 10 | 90 | 3 | 72 | |
| | STANSTED | AER LINGUS | S | A | 167 | 0 | 0 | 90 | 5 | 2 | 2 | 1 | 0 | 3 | 94 | 0 | 140 | |
| | STANSTED | AER LINGUS | S | D | 168 | 2 | 0 | 77 | 16 | 4 | 2 | 0 | 0 | 11 | 84 | 8 | 139 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 232 | 0 | 1 | 87 | 9 | 3 | 2 | 0 | 0 | 4 | 63 | 15 | 273 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 234 | 0 | 1 | 85 | 11 | 3 | 1 | 0 | 0 | 5 | 73 | 9 | 282 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 146 | 0 | 2 | 66 | 10 | 19 | 4 | 1 | 0 | 17 | 70 | 11 | 122 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 146 | 0 | 3 | 60 | 20 | 18 | 1 | 0 | 0 | 17 | 60 | 20 | 122 | |
| | LONDON CITY | CITY JET | S | A | 151 | 0 | 3 | 91 | 3 | 4 | 2 | 1 | 0 | 2 | 87 | 4 | 159 | |
| | LONDON CITY | CITY JET | S | D | 152 | 0 | 2 | 63 | 24 | 9 | 4 | 1 | 0 | 19 | 59 | 21 | 161 | |
| | MANCHESTER | LUXAIR | S | A | 22 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | MANCHESTER | LUXAIR | S | D | 22 | 0 | 0 | 59 | 18 | 23 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | A | 125 | 6 | 5 | 95 | 5 | 0 | 0 | 0 | 0 | -1 | 91 | 1 | 129 | |
| | BIRMINGHAM | RYANAIR | S | D | 125 | 6 | 5 | 88 | 11 | 1 | 0 | 0 | 0 | 7 | 77 | 11 | 130 | |
| | GATWICK | RYANAIR | S | A | 118 | 0 | 0 | 80 | 16 | 3 | 1 | 0 | 0 | 8 | 82 | 6 | 118 | |
| | GATWICK | RYANAIR | S | D | 120 | 0 | 0 | 87 | 9 | 3 | 1 | 0 | 0 | 7 | 80 | 9 | 118 | |
| | LUTON | RYANAIR | S | A | 118 | 1 | 14 | 88 | 8 | 1 | 3 | 0 | 0 | 5 | 90 | 1 | 115 | |
| | LUTON | RYANAIR | S | D | 123 | 1 | 5 | 82 | 12 | 3 | 1 | 2 | 0 | 10 | 87 | 12 | 128 | |
| | MANCHESTER | RYANAIR | S | A | 127 | 1 | 1 | 87 | 9 | 3 | 1 | 1 | 0 | 3 | 88 | 4 | 139 | |
| | MANCHESTER | RYANAIR | S | D | 125 | 3 | 1 | 86 | 9 | 3 | 1 | 2 | 0 | 6 | 88 | 4 | 137 | |
| | STANSTED | RYANAIR | S | A | 266 | 4 | 0 | 64 | 15 | 14 | 7 | 0 | 0 | 17 | 77 | 12 | 262 | |
| | STANSTED | RYANAIR | C | A | 5 | 0 | 6 | 80 | 0 | 0 | 20 | 0 | 0 | 39 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 269 | 4 | 0 | 49 | 24 | 20 | 6 | 0 | 0 | 25 | 59 | 22 | 287 | |
| | STANSTED | RYANAIR | C | D | 8 | 0 | 1 | 75 | 13 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL DUBLIN | | | | | 4725 | 34 | 76 | 81 | 11 | 6 | 2 | 0 | 0 | 8 | 79 | 9 | 9 | |
| DUNDEE | | | | | | | | | | | | | | | | | | |
| DURBAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 1 | 78 | 13 | 18 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 6 | 100 | 2 | 17 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-------------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 13 | 0 | 0 | 23 | 31 | 23 | 23 | 0 | 0 | 41 | 31 | 33 | 13 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 8 | 57 | 14 | 14 |
| TOTAL DURBAN | | | | | 61 | 0 | 0 | 66 | 20 | 10 | 5 | 0 | 0 | 13 | 69 | 14 | 14 |
| DUSSELDORF | MANCHESTER | BMI BRITISH MIDLAND | S | A | 64 | 0 | 1 | 89 | 6 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 63 | 0 | 2 | 76 | 14 | 6 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 82 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 1 | 93 | -1 | 87 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 81 | 1 | 2 | 81 | 10 | 4 | 5 | 0 | 0 | 10 | 90 | 5 | 86 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 88 | 7 | 51 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 32 | 0 | 0 | 72 | 25 | 3 | 0 | 0 | 0 | 12 | 82 | 9 | 50 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 132 | 0 | 0 | 85 | 6 | 7 | 2 | 0 | 0 | 6 | 80 | 7 | 126 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 131 | 0 | 0 | 84 | 8 | 5 | 2 | 0 | 0 | 5 | 76 | 8 | 127 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 73 | 0 | 0 | 82 | 5 | 7 | 5 | 0 | 0 | 8 | 82 | 8 | 71 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 73 | 0 | 0 | 82 | 8 | 3 | 7 | 0 | 0 | 10 | 88 | 9 | 73 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 109 | 0 | 2 | 64 | 18 | 14 | 3 | 1 | 0 | 15 | 84 | 6 | 62 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 108 | 0 | 4 | 57 | 22 | 15 | 6 | 0 | 0 | 19 | 79 | 12 | 61 |
| | NEWCASTLE | GILL AIRWAYS | S | A | 21 | 1 | 2 | 76 | 0 | 19 | 5 | 0 | 0 | 18 | 77 | 13 | 26 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 21 | 1 | 2 | 76 | 5 | 14 | 5 | 0 | 0 | 17 | 73 | 14 | 26 |
| | STANSTED | KLM UK LTD | S | A | 76 | 0 | 2 | 74 | 8 | 9 | 9 | 0 | 0 | 9 | 83 | 0 | 75 |
| | STANSTED | KLM UK LTD | S | D | 78 | 1 | 0 | 56 | 18 | 12 | 12 | 3 | 0 | 29 | 65 | 17 | 75 |
| | HEATHROW | LUFTHANSA | S | A | 80 | 0 | 1 | 80 | 9 | 6 | 5 | 0 | 0 | 10 | 78 | 7 | 85 |
| | HEATHROW | LUFTHANSA | S | D | 80 | 0 | 1 | 86 | 6 | 5 | 3 | 0 | 0 | 5 | 86 | 3 | 87 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 45 | 0 | 1 | 80 | 9 | 2 | 9 | 0 | 0 | 10 | 90 | 0 | 62 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 45 | 0 | 1 | 76 | 13 | 2 | 9 | 0 | 0 | 17 | 84 | 9 | 62 |
| TOTAL DUSSELDORF | | | | | 1420 | 4 | 21 | 77 | 11 | 7 | 5 | 0 | 0 | 10 | 82 | 6 | 6 |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | 81 | 0 | 4 | 88 | 9 | 1 | 2 | 0 | 0 | 6 | 90 | 6 | 81 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 81 | 0 | 4 | 72 | 22 | 4 | 2 | 0 | 0 | 13 | 79 | 12 | 81 |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 81 | 0 | 0 | 83 | 9 | 2 | 4 | 2 | 0 | 16 | 93 | 6 | 80 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 80 | 0 | 0 | 86 | 8 | 5 | 1 | 0 | 0 | 8 | 92 | 7 | 78 |
| TOTAL EAST MIDLANDS | | | | | 325 | 0 | 8 | 82 | 12 | 3 | 3 | 1 | 0 | 11 | 88 | 8 | 8 |
| EDINBURGH | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 234 | 0 | 2 | 82 | 12 | 3 | 3 | 0 | 0 | 7 | 58 | 16 | 230 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 234 | 0 | 2 | 85 | 10 | 4 | 1 | 0 | 0 | 5 | 71 | 9 | 230 |
| | MANCHESTER | BMI REGIONAL | S | A | 55 | 1 | 0 | 67 | 24 | 9 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MANCHESTER | BMI REGIONAL | S | D | 55 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 147 | 0 | 1 | 84 | 6 | 8 | 1 | 0 | 0 | 7 | 74 | 9 | 148 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 147 | 0 | 1 | 83 | 11 | 3 | 3 | 0 | 0 | 9 | 77 | 11 | 148 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 68 | 0 | 0 | 88 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 67 | 1 | 2 | 97 | 1 | 1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 195 | 0 | 0 | 91 | 5 | 4 | 0 | 0 | 0 | 1 | 87 | 2 | 181 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 194 | 0 | 1 | 87 | 5 | 8 | 1 | 0 | 0 | 7 | 88 | 5 | 178 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 276 | 0 | 3 | 87 | 8 | 2 | 3 | 0 | 0 | 4 | 64 | 18 | 271 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 275 | 0 | 2 | 88 | 7 | 5 | 1 | 0 | 0 | 2 | 84 | 4 | 275 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 55 | 0 | 0 | 85 | 13 | 0 | 2 | 0 | 0 | 4 | 83 | 9 | 92 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 55 | 0 | 0 | 95 | 4 | 2 | 0 | 0 | 0 | -3 | 89 | 0 | 93 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 132 | 0 | 1 | 83 | 12 | 3 | 2 | 0 | 0 | 1 | 79 | 10 | 126 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 131 | 0 | 1 | 77 | 15 | 5 | 2 | 0 | 0 | 11 | 78 | 15 | 130 |
| | STANSTED | GO FLY LTD | S | A | 133 | 1 | 3 | 74 | 17 | 5 | 5 | 0 | 0 | 9 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 134 | 0 | 2 | 60 | 22 | 11 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |
| | LONDON CITY | KLM UK LTD | S | A | 83 | 1 | 5 | 89 | 6 | 2 | 2 | 0 | 0 | -1 | 79 | 5 | 85 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|------------------------|-------------------|---------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | LONDON CITY | KLM UK LTD | S | D | 84 | 0 | 4 | 57 | 37 | 4 | 2 | 0 | 0 | 16 | 38 | 29 | 86 |
| | STANSTED | KLM UK LTD | S | A | 150 | 2 | 4 | 81 | 6 | 9 | 4 | 1 | 0 | 8 | 84 | 4 | 144 |
| | STANSTED | KLM UK LTD | S | D | 152 | 1 | 1 | 62 | 17 | 16 | 5 | 0 | 0 | 18 | 78 | 15 | 148 |
| TOTAL EDINBURGH | | | | | 3066 | 7 | 35 | 82 | 11 | 5 | 2 | 0 | 0 | 6 | 75 | 10 | 10 |
| EDMONTON | | | | | | | | | | | | | | | | | |
| EINDHOVEN | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | A | 33 | 0 | 1 | 55 | 18 | 15 | 12 | 0 | 0 | 19 | 61 | 8 | 31 |
| | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | D | 32 | 0 | 2 | 63 | 19 | 9 | 9 | 0 | 0 | 19 | 77 | 9 | 31 |
| | GATWICK | B A S E BUSINESS AIRLINES | S | A | 20 | 0 | 7 | 70 | 25 | 5 | 0 | 0 | 0 | 13 | 35 | 25 | 20 |
| | GATWICK | B A S E BUSINESS AIRLINES | S | D | 20 | 0 | 7 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 65 | 9 | 20 |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | A | 30 | 1 | 4 | 80 | 3 | 3 | 13 | 0 | 0 | 16 | 75 | 7 | 32 |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | D | 28 | 1 | 5 | 75 | 4 | 11 | 11 | 0 | 0 | 15 | 84 | 4 | 32 |
| | HEATHROW | KLM | S | A | 40 | 0 | 0 | 68 | 30 | 3 | 0 | 0 | 0 | 9 | 73 | 8 | 40 |
| | HEATHROW | KLM | S | D | 40 | 0 | 0 | 73 | 20 | 5 | 3 | 0 | 0 | 10 | 75 | 10 | 40 |
| | STANSTED | KLM EXEL | S | A | 50 | 0 | 1 | 66 | 18 | 10 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | KLM EXEL | S | D | 50 | 0 | 1 | 60 | 18 | 14 | 8 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL EINDHOVEN | | | | | 343 | 4 | 28 | 69 | 17 | 8 | 6 | 0 | 0 | 15 | 70 | 9 | 9 |
| ENONTEKIO | | | | | | | | | | | | | | | | | |
| TOTAL ENONTEKIO | | | | | 8 | 0 | 2 | 88 | 0 | 13 | 0 | 0 | 0 | 2 | 75 | 1 | 1 |
| ENTEBBE | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALLIANCE | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL ENTEBBE | | | | | 4 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| ESBJERG | | | | | | | | | | | | | | | | | |
| TOTAL ESBJERG | | | | | 2 | 2 | 12 | 0 | 50 | 0 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| EXETER | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 60 | 0 | 0 | 80 | 13 | 3 | 3 | 0 | 0 | 11 | 89 | 0 | 56 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 60 | 0 | 1 | 70 | 23 | 3 | 2 | 2 | 0 | 17 | 80 | 11 | 55 |
| TOTAL EXETER | | | | | 120 | 0 | 1 | 75 | 18 | 3 | 3 | 1 | 0 | 14 | 85 | 5 | 5 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FARO | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 31 | 75 | 9 | 4 | |
| | GATWICK | AIR 2000 | C | D | 6 | 0 | 0 | 17 | 50 | 17 | 17 | 0 | 0 | 37 | 100 | 6 | 4 | |
| | MANCHESTER | AIR 2000 | C | A | 6 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 0 | 30 | 75 | 17 | 4 | |
| | MANCHESTER | AIR 2000 | C | D | 6 | 0 | 0 | 50 | 33 | 0 | 0 | 17 | 0 | 42 | 75 | 28 | 4 | |
| | STANSTED | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | STANSTED | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | HEATHROW | AIR PORTUGAL | S | A | 29 | 0 | 1 | 76 | 10 | 7 | 7 | 0 | 0 | 9 | 60 | 23 | 15 | |
| | HEATHROW | AIR PORTUGAL | S | D | 29 | 0 | 1 | 90 | 7 | 0 | 0 | 3 | 0 | 10 | 73 | 12 | 15 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 60 | 0 | 0 | 20 | 0 | 73 | 67 | 21 | 3 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 35 | 67 | 14 | 3 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 50 | 61 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 60 | 4 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 23 | 67 | 49 | 3 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 67 | 17 | 0 | 0 | 17 | 0 | 45 | 67 | 61 | 3 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 29 | 0 | 1 | 72 | 17 | 10 | 0 | 0 | 0 | 10 | 82 | 31 | 38 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 40 | 40 | 13 | 7 | 0 | 0 | 23 | 71 | 14 | 38 | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 21 | 0 | 0 | 57 | 19 | 19 | 5 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | HEATHROW | GB AIRWAYS LTD | S | D | 21 | 0 | 0 | 62 | 19 | 14 | 5 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 50 | 10 | 4 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 50 | 20 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 14 | 36 | 29 | 14 | 7 | 0 | 58 | 36 | 30 | 11 | |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 36 | 21 | 29 | 7 | 7 | 0 | 48 | 67 | 57 | 12 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 31 | 31 | 15 | 23 | 0 | 0 | 43 | 50 | 12 | 12 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 6 | 73 | 9 | 11 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 73 | 2 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 74 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 17 | 17 | 67 | 0 | 0 | 0 | 30 | 50 | 37 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 31 | 50 | 9 | 2 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 76 | 0 | 51 | 2 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 75 | 6 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FARO | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 7 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 50 | 10 | 2 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 100 | -1 | 2 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 50 | 10 | 2 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 3 | 2 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -17 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 100 | -12 | 4 |
| TOTAL FARO | | | | | 332 | 1 | 5 | 59 | 20 | 12 | 6 | 3 | 0 | 24 | 67 | 26 | 26 |
| FLORENCE | | | | | | | | | | | | | | | | | |
| | GATWICK | MERIDIANA AIR | S | A | 55 | 0 | 7 | 44 | 16 | 24 | 15 | 2 | 0 | 35 | 60 | 29 | 30 |
| | GATWICK | MERIDIANA AIR | S | D | 60 | 1 | 7 | 53 | 5 | 23 | 15 | 3 | 0 | 39 | 37 | 32 | 27 |
| TOTAL FLORENCE | | | | | 115 | 1 | 14 | 49 | 10 | 23 | 15 | 3 | 0 | 37 | 49 | 31 | 31 |
| FORT LAUDERDALE | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | A | 13 | 0 | 9 | 23 | 46 | 31 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | D | 13 | 0 | 9 | 23 | 46 | 31 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 114 | 0 | 0 | 64 | 20 | 9 | 5 | 2 | 0 | 19 | 73 | 12 | 111 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 114 | 0 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 10 | 78 | 10 | 112 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 78 | 0 | 1 | 58 | 17 | 21 | 4 | 1 | 0 | 20 | 76 | 8 | 88 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 78 | 0 | 1 | 71 | 17 | 8 | 5 | 0 | 0 | 12 | 72 | 12 | 88 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 65 | 0 | 0 | 72 | 9 | 8 | 9 | 2 | 0 | 14 | 87 | 2 | 67 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 65 | 0 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 11 | 92 | 4 | 66 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 128 | 0 | 3 | 66 | 16 | 9 | 8 | 0 | 0 | 15 | 73 | 12 | 128 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 129 | 0 | 2 | 82 | 8 | 8 | 2 | 0 | 0 | 6 | 77 | 8 | 129 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 71 | 0 | 1 | 75 | 13 | 4 | 6 | 3 | 0 | 18 | 87 | 0 | 76 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 70 | 0 | 1 | 69 | 19 | 7 | 4 | 1 | 0 | 14 | 79 | 9 | 77 |
| | STANSTED | KLM UK LTD | S | A | 74 | 0 | 4 | 62 | 11 | 14 | 12 | 1 | 0 | 22 | 82 | 7 | 77 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|-----------------------------|-------------------|-----------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | D | 76 | 0 | 2 | 55 | 14 | 20 | 11 | 0 | 0 | 26 | 69 | 18 | 77 | |
| | BIRMINGHAM | LUFTHANSA | S | A | 47 | 0 | 2 | 60 | 11 | 23 | 6 | 0 | 0 | 20 | 85 | 4 | 47 | |
| | BIRMINGHAM | LUFTHANSA | S | D | 47 | 0 | 2 | 72 | 11 | 11 | 6 | 0 | 0 | 13 | 94 | 4 | 47 | |
| | HEATHROW | LUFTHANSA | S | A | 215 | 0 | 3 | 53 | 23 | 11 | 13 | 0 | 0 | 26 | 71 | 13 | 199 | |
| | HEATHROW | LUFTHANSA | S | D | 216 | 0 | 3 | 73 | 13 | 8 | 6 | 0 | 0 | 13 | 83 | 5 | 200 | |
| | MANCHESTER | LUFTHANSA | S | A | 82 | 0 | 2 | 71 | 12 | 9 | 9 | 0 | 0 | 15 | 90 | 5 | 79 | |
| | MANCHESTER | LUFTHANSA | S | D | 84 | 0 | 2 | 83 | 5 | 8 | 4 | 0 | 0 | 8 | 90 | 4 | 80 | |
| | LONDON CITY | LUFTHANSA CITY LINE | S | A | 28 | 0 | 2 | 64 | 14 | 11 | 7 | 4 | 0 | 25 | 81 | 14 | 47 | |
| | LONDON CITY | LUFTHANSA CITY LINE | S | D | 28 | 0 | 2 | 11 | 46 | 29 | 11 | 4 | 0 | 43 | 34 | 26 | 47 | |
| TOTAL FRANKFURT MAIN | | | | | 1851 | 0 | 51 | 67 | 15 | 10 | 7 | 1 | 0 | 17 | 78 | 9 | 9 | |
| FREETOWN | | | | | | | | | | | | | | | | | | |
| TOTAL FREETOWN | | | | | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 203 | 0 | 0 | 0 | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 15 | 0 | 62 | 5 | |
| | GATWICK | AIR 2000 | C | D | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 40 | 34 | 5 | |
| | MANCHESTER | AIR 2000 | C | A | 10 | 0 | 0 | 80 | 0 | 0 | 10 | 10 | 0 | 31 | 60 | 12 | 5 | |
| | MANCHESTER | AIR 2000 | C | D | 10 | 0 | 0 | 50 | 20 | 10 | 10 | 10 | 0 | 36 | 100 | 0 | 5 | |
| | BIRMINGHAM | AIR EUROPA | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | BIRMINGHAM | AIR EUROPA | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 60 | 7 | 5 | |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 80 | 7 | 5 | |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 | |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 40 | 26 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 7 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 22 | 44 | 38 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 33 | 22 | 11 | 33 | 0 | 0 | 37 | 56 | 20 | 9 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 46 | 0 | 0 | 0 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 36 | 0 | 0 | 0 | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| FUERTEVENTURA | MANCHESTER | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 57 | 21 | 21 | 0 | 0 | 0 | 16 | 33 | 35 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 78 | 28 | 9 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 43 | 20 | 34 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 33 | 80 | 7 | 5 |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 80 | 1 | 5 |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 18 | 100 | 4 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 80 | -2 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 14 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 14 | 0 | 0 | 36 | 36 | 14 | 7 | 7 | 0 | 39 | 33 | 57 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 0 | 50 | 29 | 14 | 7 | 0 | 0 | 12 | 56 | 36 | 9 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 36 | 13 | 48 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 20 | 56 | 23 | 9 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 40 | 49 | 5 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 60 | 33 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 17 | 100 | -11 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 80 | 11 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | | | 255 | 0 | 0 | 64 | 17 | 11 | 7 | 1 | 0 | 19 | 59 | 21 | 21 |
| FUNCHAL | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 60 | 20 | 5 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 80 | 10 | 5 |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 19 | 5 |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 100 | 2 | 5 |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 7 | 20 | 49 | 5 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 80 | 14 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR HOLLAND | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 20 | 34 | 5 | |
| | BIRMINGHAM | AIR HOLLAND | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 40 | 23 | 5 | |
| | HEATHROW | AIR PORTUGAL | S | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 43 | 41 | 7 | |
| | HEATHROW | AIR PORTUGAL | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 29 | 44 | 7 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 10 | 0 | 0 | 20 | 30 | 30 | 20 | 0 | 0 | 33 | 0 | 68 | 11 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 10 | 0 | 0 | 20 | 40 | 30 | 10 | 0 | 0 | 32 | 36 | 39 | 11 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 5 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 0 | 67 | 5 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 13 | 0 | 0 | 31 | 31 | 8 | 31 | 0 | 0 | 33 | 46 | 18 | 13 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 13 | 0 | 0 | 38 | 31 | 31 | 0 | 0 | 0 | 24 | 31 | 64 | 13 | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 11 | 56 | 22 | 11 | 0 | 0 | 31 | 20 | 28 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 8 | 80 | 5 | 5 | |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 24 | 60 | 17 | 5 | |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 100 | -3 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 14 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | -14 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 47 | 20 | 36 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 32 | 60 | 15 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 0 | 40 | 0 | 0 | 49 | 40 | 48 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 27 | 80 | 33 | 5 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 2 | 3 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -28 | 0 | 0 | 0 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | GLASGOW | SATA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | GLASGOW | SATA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | |
| | NEWCASTLE | SATA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 0 | 0 | 0 | |
| | NEWCASTLE | SATA | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 195 | 0 | 0 | 0 | |
| TOTAL FUNCHAL | | | | | 186 | 5 | 2 | 51 | 26 | 15 | 8 | 0 | 1 | 23 | 46 | 33 | 33 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-----------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 89 | 0 | 0 | 0 | 0 | 11 | 40 | 78 | 4 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 50 | 25 | 13 | 0 | 0 | 13 | 125 | 89 | 4 | 9 | |
| TOTAL GABORONE | | | | | 17 | 0 | 0 | 71 | 12 | 6 | 0 | 0 | 12 | 80 | 83 | 4 | 4 | |
| GALWAY | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | EASTERN AIRWAYS | S | A | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | |
| | MANCHESTER | EASTERN AIRWAYS | S | D | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | |
| TOTAL GALWAY | | | | | 36 | 36 | 0 | 78 | 11 | 6 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | |
| GATWICK | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 69 | 0 | 35 | 2 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | -7 | 50 | 20 | 2 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 43 | 0 | 31 | 8 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 0 | 0 | 17 | 83 | 0 | 88 | 25 | 33 | 8 | | |
| | EDINBURGH | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 147 | 0 | 1 | 81 | 12 | 5 | 1 | 0 | 6 | 74 | 9 | 148 | | |
| | EDINBURGH | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 147 | 0 | 1 | 73 | 16 | 10 | 1 | 0 | 13 | 73 | 15 | 148 | | |
| | GLASGOW | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 157 | 0 | 1 | 82 | 11 | 4 | 3 | 0 | 7 | 58 | 19 | 126 | | |
| | GLASGOW | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 157 | 0 | 1 | 85 | 10 | 1 | 3 | 0 | 7 | 71 | 14 | 125 | | |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 179 | 0 | 0 | 85 | 11 | 3 | 1 | 0 | 4 | 71 | 12 | 149 | | |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 178 | 0 | 1 | 85 | 11 | 4 | 0 | 0 | 6 | 78 | 9 | 148 | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 13 | 62 | 11 | 13 | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 62 | 8 | 8 | 23 | 0 | 29 | 64 | 110 | 14 | | |
| | NEWCASTLE | CITY FLYER EXPRESS | S | A | 155 | 3 | 3 | 72 | 17 | 8 | 3 | 0 | 9 | 70 | 9 | 152 | | |
| | NEWCASTLE | CITY FLYER EXPRESS | S | D | 156 | 1 | 2 | 83 | 12 | 4 | 2 | 0 | 6 | 72 | 10 | 151 | | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 33 | 33 | 75 | 3 | | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 42 | 75 | 12 | 4 | | |
| TOTAL GATWICK | | | | | 1324 | 7 | 12 | 80 | 12 | 5 | 2 | 0 | 8 | 69 | 14 | 14 | | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-----------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GEILO (DAGALI) | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 232 | 100 | 2 | 2 |
| | STANSTED | KLM UK LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 50 | 17 | 2 |
| TOTAL GEILO (DAGALI) | | | | | 8 | 0 | 2 | 63 | 13 | 13 | 0 | 0 | 13 | 69 | 71 | 10 | 10 |
| GENEVA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 6 | 0 | 0 | 17 | 50 | 17 | 17 | 0 | 0 | 35 | 0 | 46 | 2 |
| | GATWICK | AIR 2000 | C | D | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 18 | 67 | 17 | 3 |
| | MANCHESTER | AIR ENGIADINA | S | A | 14 | 0 | 1 | 71 | 7 | 14 | 7 | 0 | 0 | 13 | 61 | 15 | 23 |
| | MANCHESTER | AIR ENGIADINA | S | D | 14 | 0 | 1 | 79 | 14 | 7 | 0 | 0 | 0 | 6 | 91 | 0 | 23 |
| | HEATHROW | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 34 | 100 | 12 | 2 |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 6 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 0 | 10 | 10 | 60 | 20 | 0 | 115 | 0 | 34 | 6 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 11 | 2 | 0 | 18 | 36 | 36 | 9 | 0 | 0 | 29 | 0 | 34 | 7 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 9 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 61 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 22 | 50 | 53 | 2 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 95 | 0 | 1 | 69 | 18 | 8 | 4 | 0 | 0 | 11 | 82 | 7 | 83 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 94 | 0 | 1 | 77 | 18 | 3 | 2 | 0 | 0 | 10 | 73 | 13 | 83 |
| | GLASGOW | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 146 | 0 | 0 | 62 | 24 | 9 | 5 | 1 | 0 | 17 | 67 | 16 | 150 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 145 | 0 | 1 | 86 | 8 | 4 | 3 | 0 | 0 | 7 | 75 | 10 | 149 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 6 | 0 | 7 | 17 | 50 | 0 | 33 | 0 | 0 | 39 | 50 | 32 | 2 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 51 | 0 | 0 | 78 | 8 | 10 | 4 | 0 | 0 | 5 | 64 | 9 | 22 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 52 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 7 | 82 | 9 | 22 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 8 | 0 | 4 | 63 | 13 | 13 | 13 | 0 | 0 | 28 | 50 | 14 | 2 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 61 | 0 | 75 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GENEVA | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 28 | 17 | 56 | 6 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 29 | 0 | 2 | 97 | 3 | 0 | 0 | 0 | -6 | 86 | 2 | 29 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 6 | 79 | 16 | 29 | |
| | LUTON | EASYJET SWITZERLAND | S | A | 51 | 4 | 0 | 55 | 20 | 20 | 4 | 2 | 21 | 0 | 0 | 0 | |
| | LUTON | EASYJET SWITZERLAND | S | D | 55 | 0 | 0 | 44 | 27 | 25 | 4 | 0 | 21 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | C | A | 2 | 0 | 2 | 50 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 70 | 0 | 0 | 0 | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 46 | 0 | 29 | 1 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 20 | 50 | 19 | 2 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 7 | 0 | 26 | 2 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 7 | 50 | 18 | 2 | |
| | STANSTED | RYANAIR | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | LONDON CITY | SWISS AIRLINES | S | A | 79 | 0 | 0 | 84 | 10 | 4 | 3 | 0 | 6 | 79 | 10 | 77 | |
| | LONDON CITY | SWISS AIRLINES | S | D | 101 | 0 | 4 | 29 | 43 | 23 | 6 | 0 | 27 | 45 | 23 | 77 | |
| | HEATHROW | SWISSAIR | S | A | 116 | 0 | 0 | 78 | 14 | 3 | 5 | 0 | 9 | 73 | 8 | 115 | |
| | HEATHROW | SWISSAIR | S | D | 117 | 0 | 0 | 70 | 15 | 11 | 4 | 0 | 12 | 69 | 12 | 117 | |
| TOTAL GENEVA | | | | | 1300 | 8 | 30 | 66 | 18 | 10 | 5 | 0 | 14 | 69 | 14 | 14 | |
| GENOA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 55 | 1 | 0 | 69 | 16 | 9 | 5 | 0 | 15 | 68 | 10 | 56 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 55 | 0 | 0 | 67 | 16 | 13 | 4 | 0 | 18 | 61 | 20 | 56 | |
| TOTAL GENOA | | | | | 110 | 1 | 0 | 68 | 16 | 11 | 5 | 0 | 17 | 64 | 15 | 15 | |
| GERONA | | | | | | | | | | | | | | | | | |
| TOTAL GERONA | | | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 32 | 88 | 6 | 6 | |
| GIBRALTAR | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 32 | 0 | 0 | 69 | 16 | 13 | 3 | 0 | 15 | 75 | 11 | 24 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 32 | 0 | 0 | 56 | 31 | 9 | 3 | 0 | 19 | 71 | 18 | 24 | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | GB AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 56 | 75 | -1 | 4 |
| | MANCHESTER | GB AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 44 | 75 | 12 | 4 |
| | LUTON | MONARCH AIRLINES | S | A | 12 | 0 | 0 | 58 | 42 | 0 | 0 | 0 | 0 | 9 | 93 | -3 | 14 |
| | LUTON | MONARCH AIRLINES | S | D | 12 | 0 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 12 | 93 | 5 | 15 |
| TOTAL GIBRALTAR | | | | | 96 | 0 | 0 | 64 | 24 | 8 | 3 | 1 | 0 | 18 | 81 | 8 | 8 |
| GLASGOW | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 29 | 0 | 1 | 79 | 10 | 10 | 0 | 0 | 0 | 12 | 95 | 5 | 22 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 28 | 0 | 2 | 75 | 11 | 14 | 0 | 0 | 0 | 8 | 90 | -3 | 21 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 223 | 0 | 4 | 66 | 24 | 6 | 3 | 0 | 0 | 13 | 64 | 14 | 217 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 224 | 0 | 0 | 79 | 12 | 4 | 4 | 0 | 0 | 9 | 72 | 9 | 216 |
| | MANCHESTER | BMI REGIONAL | S | A | 77 | 0 | 0 | 75 | 14 | 5 | 5 | 0 | 0 | 14 | 62 | 20 | 58 |
| | MANCHESTER | BMI REGIONAL | S | D | 78 | 0 | 0 | 90 | 0 | 4 | 6 | 0 | 0 | 5 | 82 | 6 | 56 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 157 | 0 | 1 | 83 | 10 | 4 | 3 | 0 | 0 | 8 | 53 | 18 | 125 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 157 | 0 | 1 | 85 | 8 | 4 | 3 | 0 | 0 | 9 | 75 | 11 | 126 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 62 | 2 | 2 | 81 | 13 | 3 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 84 | 1 | 1 | 76 | 13 | 5 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 150 | 0 | 0 | 93 | 4 | 1 | 2 | 0 | 0 | 2 | 85 | 5 | 186 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 150 | 0 | 0 | 91 | 6 | 2 | 1 | 0 | 0 | 4 | 87 | 5 | 186 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 276 | 0 | 11 | 84 | 8 | 4 | 3 | 0 | 0 | 6 | 64 | 18 | 275 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 276 | 0 | 3 | 89 | 5 | 3 | 3 | 0 | 0 | 4 | 80 | 8 | 275 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 1 | 90 | 5 | 3 | 0 | 2 | 0 | 8 | 76 | 10 | 118 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 37 | 0 | 1 | 86 | 8 | 0 | 5 | 0 | 0 | 4 | 89 | 4 | 115 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 111 | 0 | 0 | 78 | 10 | 7 | 4 | 1 | 0 | 8 | 83 | 9 | 105 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 110 | 0 | 0 | 72 | 12 | 13 | 4 | 0 | 0 | 13 | 73 | 18 | 106 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 72 | 1 | 6 | 85 | 10 | 6 | 0 | 0 | 0 | 2 | 87 | 8 | 82 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 76 | 0 | 3 | 61 | 24 | 13 | 3 | 0 | 0 | 19 | 62 | 22 | 82 |
| | LONDON CITY | KLM UK LTD | S | A | 56 | 0 | 3 | 93 | 2 | 4 | 2 | 0 | 0 | -1 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| GLASGOW | LONDON CITY | KLM UK LTD | S | D | 56 | 0 | 3 | 48 | 36 | 11 | 5 | 0 | 0 | 22 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 91 | 4 | 8 | 67 | 9 | 14 | 7 | 3 | 0 | 20 | 81 | 7 | 120 |
| | STANSTED | KLM UK LTD | S | D | 94 | 0 | 5 | 46 | 16 | 24 | 11 | 3 | 0 | 36 | 72 | 17 | 120 |
| TOTAL GLASGOW | | | | | 2737 | 8 | 56 | 79 | 11 | 6 | 3 | 0 | 0 | 9 | 75 | 11 | 11 |
| GOA | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 3 | 1 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 38 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 32 | 50 | 13 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 75 | 14 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 7 | 1 | 0 | 29 | 14 | 29 | 29 | 0 | 0 | 41 | 0 | 96 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 50 | 54 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 7 | 1 | 1 | 43 | 0 | 14 | 14 | 14 | 14 | 228 | 13 | 100 | 8 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 50 | 42 | 8 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 2 | 2 | 50 | 0 | 0 | 50 | 0 | 0 | 52 | 50 | 64 | 4 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 25 | 86 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 12 | 0 | 0 | 50 | 8 | 17 | 17 | 8 | 0 | 48 | 63 | 38 | 8 |
| | GATWICK | MONARCH AIRLINES | C | D | 13 | 0 | 0 | 31 | 31 | 8 | 15 | 15 | 0 | 83 | 50 | 52 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 3 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 75 | 40 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 37 | 75 | 7 | 4 |
| TOTAL GOA | | | | | 87 | 6 | 4 | 55 | 13 | 13 | 14 | 5 | 1 | 52 | 51 | 47 | 47 |
| GOTEBORG | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 1 | 0 | 73 | 13 | 7 | 7 | 0 | 0 | 9 | 86 | 3 | 29 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 29 | 0 | 0 | 52 | 28 | 3 | 17 | 0 | 0 | 27 | 69 | 18 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 1 | 68 | 25 | 4 | 4 | 0 | 0 | 11 | 79 | 4 | 58 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 88 | 9 | 2 | 2 | 0 | 0 | 3 | 81 | 4 | 58 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 12 | 57 | 19 | 7 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 7 | 0 | 0 | 43 | 14 | 29 | 14 | 0 | 0 | 33 | 14 | 32 | 7 |
| | HEATHROW | SAS | S | A | 62 | 0 | 0 | 63 | 18 | 13 | 6 | 0 | 0 | 18 | 72 | 13 | 61 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | D | 62 | 0 | 0 | 56 | 23 | 11 | 10 | 0 | 0 | 20 | 72 | 10 | 61 |
| TOTAL GOTEBORG | | | | | 312 | 1 | 1 | 67 | 18 | 7 | 7 | 0 | 0 | 14 | 75 | 9 | 9 |
| GRAND CAYMAN | GATWICK | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 64 | 7 | 7 | 14 | 7 | 0 | 23 | 78 | 107 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 19 | 100 | 9 | 5 |
| TOTAL GRAND CAYMAN | | | | | 22 | 0 | 0 | 55 | 27 | 5 | 9 | 5 | 0 | 22 | 86 | 72 | 72 |
| GRENADA | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 78 | 7 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 27 | 44 | 25 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 80 | 14 | 5 |
| TOTAL GRENADA | | | | | 24 | 2 | 1 | 75 | 4 | 17 | 4 | 0 | 0 | 15 | 63 | 23 | 23 |
| GRENOBLE | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 25 | 71 | 8 | 7 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 75 | 34 | 8 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 27 | 4 |
| TOTAL GRENOBLE | | | | | 11 | 0 | 0 | 64 | 27 | 9 | 0 | 0 | 0 | 12 | 52 | 31 | 31 |
| GRONINGEN | | | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| GUERNSEY | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 33 | 0 | 1 | 70 | 12 | 15 | 3 | 0 | 0 | 10 | 80 | 8 | 30 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 34 | 0 | 0 | 82 | 6 | 3 | 9 | 0 | 0 | 14 | 83 | 10 | 29 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 97 | 1 | 0 | 74 | 19 | 6 | 1 | 0 | 0 | 8 | 83 | 6 | 59 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 100 | 0 | 0 | 57 | 23 | 19 | 1 | 0 | 0 | 16 | 71 | 16 | 59 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 2 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 5 | 5 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 26 | 0 | 0 | 73 | 8 | 12 | 4 | 4 | 0 | 16 | 68 | 24 | 25 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 34 | 0 | 1 | 71 | 15 | 9 | 6 | 0 | 0 | 16 | 78 | 21 | 27 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 110 | 0 | 0 | 85 | 9 | 5 | 1 | 1 | 0 | 6 | 88 | 9 | 107 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 90 | 1 | 0 | 92 | 4 | 2 | 1 | 0 | 0 | 6 | 87 | 9 | 85 |
| | LUTON | FLYBE.BRITISH EUROPEAN | S | A | 24 | 0 | 7 | 75 | 13 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| GUERNSEY | LUTON | FLYBE.BRITISH EUROPEAN | S | D | 26 | 0 | 5 | 81 | 12 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 75 | 0 | 3 | 93 | 3 | 1 | 3 | 0 | 0 | -3 | 100 | -5 | 4 |
| | STANSTED | KLM UK LTD | S | D | 75 | 0 | 3 | 53 | 28 | 8 | 9 | 1 | 0 | 23 | 50 | 14 | 4 |
| TOTAL GUERNSEY | | | | | 726 | 2 | 30 | 76 | 13 | 8 | 3 | 0 | 0 | 10 | 82 | 10 | 10 |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|--------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| HAHN | | | | | | | | | | | | | | | | | |
| TOTAL HAHN | | | | | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 22 | 75 | 54 | 54 |
| HALIFAX INT | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 20 | 0 | 1 | 45 | 25 | 20 | 10 | 0 | 0 | 21 | 38 | 29 | 21 |
| | HEATHROW | AIR CANADA | S | D | 20 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 9 | 86 | 7 | 22 |
| TOTAL HALIFAX INT | | | | | 40 | 0 | 1 | 63 | 20 | 13 | 5 | 0 | 0 | 15 | 63 | 18 | 18 |
| HAMBURG | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 6 | 75 | 6 | 12 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 64 | 9 | 11 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 0 | 77 | 13 | 6 | 5 | 0 | 0 | 9 | 76 | 12 | 85 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 86 | 0 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 8 | 79 | 10 | 84 |
| | GATWICK | DEUTSCHE BA | S | A | 65 | 0 | 0 | 89 | 5 | 5 | 2 | 0 | 0 | 4 | 77 | 5 | 65 |
| | GATWICK | DEUTSCHE BA | S | D | 65 | 0 | 0 | 65 | 12 | 15 | 8 | 0 | 0 | 19 | 75 | 10 | 64 |
| | STANSTED | GILL AIRWAYS | S | A | 26 | 0 | 3 | 50 | 19 | 19 | 8 | 4 | 0 | 34 | 90 | -1 | 41 |
| | STANSTED | GILL AIRWAYS | S | D | 27 | 0 | 2 | 48 | 26 | 15 | 7 | 4 | 0 | 32 | 86 | 7 | 43 |
| | HEATHROW | LUFTHANSA | S | A | 104 | 0 | 1 | 75 | 13 | 6 | 6 | 0 | 0 | 12 | 79 | 7 | 111 |
| | HEATHROW | LUFTHANSA | S | D | 104 | 0 | 1 | 89 | 4 | 4 | 3 | 0 | 0 | 2 | 91 | 0 | 111 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 42 | 0 | 0 | 76 | 17 | 5 | 2 | 0 | 0 | 4 | 91 | -2 | 23 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 42 | 0 | 0 | 74 | 12 | 10 | 5 | 0 | 0 | 11 | 57 | 16 | 23 |
| TOTAL HAMBURG | | | | | 687 | 0 | 7 | 78 | 11 | 7 | 4 | 0 | 0 | 10 | 81 | 6 | 6 |
| HANOVER | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 19 | 0 | 0 | 89 | 0 | 5 | 5 | 0 | 0 | -1 | 92 | 7 | 12 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 58 | 0 | 0 | 74 | 17 | 5 | 3 | 0 | 0 | 13 | 91 | 7 | 57 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 1 | 0 | 79 | 7 | 11 | 4 | 0 | 0 | 6 | 81 | 6 | 57 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 28 | 0 | 1 | 96 | 0 | 4 | 0 | 0 | 0 | -2 | 75 | 15 | 28 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 28 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 4 | 68 | 24 | 28 |
| | HEATHROW | LUFTHANSA | S | A | 54 | 0 | 0 | 81 | 9 | 6 | 4 | 0 | 0 | 8 | 86 | 4 | 56 |
| | HEATHROW | LUFTHANSA | S | D | 54 | 0 | 0 | 89 | 6 | 2 | 4 | 0 | 0 | 3 | 91 | 4 | 56 |
| TOTAL HANOVER | | | | | 321 | 3 | 1 | 84 | 8 | 5 | 3 | 0 | 0 | 6 | 84 | 8 | 8 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-----------------------------|-------------------|---------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| HARARE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ZIMBABWE | S | A | 22 | 0 | 0 | 45 | 27 | 18 | 9 | 0 | 0 | 24 | 82 | 1 | 17 | |
| | GATWICK | AIR ZIMBABWE | S | D | 22 | 0 | 0 | 77 | 18 | 5 | 0 | 0 | 0 | 11 | 69 | 27 | 16 | |
| TOTAL HARARE | | | | | 44 | 0 | 0 | 61 | 23 | 11 | 5 | 0 | 0 | 18 | 63 | 36 | 36 | |
| HASSI MESSAOUD | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ALGERIE | C | A | 8 | 0 | 1 | 88 | 0 | 0 | 0 | 13 | 0 | 1 | 75 | 8 | 4 | |
| | GATWICK | AIR ALGERIE | C | D | 8 | 0 | 1 | 63 | 13 | 13 | 13 | 0 | 0 | 24 | 0 | 58 | 4 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 20 | 27 | 5 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 10 | 40 | 18 | 5 | |
| TOTAL HASSI MESSAOUD | | | | | 26 | 0 | 2 | 77 | 8 | 8 | 4 | 4 | 0 | 6 | 41 | 37 | 37 | |
| HAVANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CUBANA | S | A | 19 | 0 | 0 | 37 | 21 | 5 | 16 | 21 | 0 | 66 | 85 | -3 | 13 | |
| | GATWICK | CUBANA | S | D | 19 | 0 | 0 | 42 | 5 | 16 | 16 | 21 | 0 | 85 | 50 | 21 | 14 | |
| | MANCHESTER | CUBANA | S | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 12 | 0 | 86 | 2 | |
| | MANCHESTER | CUBANA | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 4 | 50 | 62 | 2 | |
| TOTAL HAVANA | | | | | 48 | 0 | 0 | 46 | 13 | 13 | 13 | 17 | 0 | 62 | 61 | 18 | 18 | |
| HEATHROW | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 234 | 0 | 2 | 79 | 14 | 6 | 2 | 0 | 0 | 8 | 69 | 12 | 232 | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 233 | 0 | 5 | 82 | 12 | 4 | 2 | 0 | 0 | 11 | 67 | 15 | 231 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 224 | 0 | 4 | 67 | 23 | 8 | 3 | 0 | 0 | 13 | 65 | 13 | 218 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 223 | 0 | 1 | 80 | 14 | 3 | 3 | 0 | 0 | 9 | 77 | 10 | 219 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 214 | 0 | 12 | 80 | 14 | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 213 | 0 | 9 | 90 | 3 | 5 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 275 | 0 | 42 | 85 | 8 | 6 | 1 | 0 | 0 | 6 | 81 | 8 | 275 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 276 | 0 | 42 | 85 | 8 | 4 | 3 | 0 | 0 | 10 | 68 | 20 | 272 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 275 | 1 | 0 | 81 | 11 | 4 | 3 | 0 | 0 | 10 | 71 | 13 | 275 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 276 | 0 | 0 | 91 | 3 | 2 | 4 | 0 | 0 | 6 | 77 | 13 | 274 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 275 | 1 | 0 | 86 | 6 | 6 | 2 | 0 | 0 | 5 | 76 | 11 | 270 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 274 | 1 | 0 | 88 | 5 | 4 | 3 | 0 | 0 | 6 | 81 | 14 | 269 | |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 147 | 0 | 1 | 78 | 12 | 7 | 3 | 0 | 0 | 8 | 82 | 9 | 144 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 147 | 0 | 1 | 93 | 3 | 1 | 4 | 0 | 0 | 5 | 86 | 6 | 143 |
| TOTAL HEATHROW | | | | | 3288 | 3 | 127 | 83 | 10 | 5 | 2 | 0 | 0 | 8 | 74 | 13 | 13 |
| HELSINKI | MANCHESTER | AIR EUROPA | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 107 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 53 | 0 | 0 | 25 | 34 | 28 | 13 | 0 | 0 | 34 | 64 | 15 | 28 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 53 | 0 | 0 | 66 | 19 | 13 | 2 | 0 | 0 | 14 | 46 | 33 | 28 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 54 | 0 | 0 | 37 | 28 | 22 | 13 | 0 | 0 | 28 | 68 | 6 | 57 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 81 | 11 | 2 | 6 | 0 | 0 | 8 | 71 | 9 | 58 |
| | HEATHROW | FINNAIR | S | A | 77 | 0 | 0 | 48 | 26 | 18 | 8 | 0 | 0 | 21 | 67 | 11 | 84 |
| | HEATHROW | FINNAIR | S | D | 77 | 0 | 0 | 60 | 23 | 10 | 6 | 0 | 0 | 17 | 74 | 16 | 86 |
| | MANCHESTER | FINNAIR | S | A | 28 | 0 | 0 | 43 | 21 | 21 | 14 | 0 | 0 | 27 | 63 | 14 | 27 |
| | MANCHESTER | FINNAIR | S | D | 28 | 0 | 0 | 39 | 21 | 21 | 18 | 0 | 0 | 30 | 67 | 16 | 27 |
| | STANSTED | FINNAIR | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | FINNAIR | S | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | | | 433 | 0 | 0 | 51 | 23 | 17 | 9 | 0 | 0 | 22 | 67 | 14 | 14 |
| HERAKLION | | | | | | | | | | | | | | | | | |
| TOTAL HERAKLION | | | | | 4 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 172 | 50 | 34 | 34 |
| HOLGUIN (FRANK PAIS) | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 62 | 0 | 0 | 0 |
| TOTAL HOLGUIN (FRANK PAIS) | | | | | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 62 | 0 | 0 | 0 |
| HONG KONG (CHEP LAP KOK) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 100 | -14 | 28 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 2 | 83 | 7 | 29 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | A | 61 | 0 | 1 | 75 | 10 | 11 | 2 | 0 | 2 | 20 | 93 | -9 | 42 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 61 | 0 | 1 | 72 | 20 | 7 | 2 | 0 | 0 | 8 | 79 | 10 | 42 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | A | 31 | 0 | 0 | 81 | 3 | 13 | 3 | 0 | 0 | 4 | 90 | 1 | 30 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | D | 31 | 0 | 0 | 71 | 13 | 6 | 10 | 0 | 0 | 18 | 70 | 15 | 30 |
| | HEATHROW | UNITED AIRLINES | S | A | 21 | 8 | 9 | 62 | 5 | 5 | 0 | 0 | 29 | 179 | 63 | 103 | 30 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | | | | | | | | | | | | | | | | | |
| | HEATHROW | UNITED AIRLINES | S | D | 22 | 7 | 8 | 27 | 27 | 5 | 5 | 0 | 36 | 248 | 52 | 25 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 61 | 16 | 23 | 0 | 0 | 13 | 74 | 10 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 12 | 71 | 8 | 31 | |
| TOTAL HONG KONG (CHEP LAP KOK) | | | | | 349 | 15 | 19 | 74 | 11 | 8 | 2 | 0 | 4 | 35 | 78 | 15 | 15 |
| HOUSTON | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 3 | 10 | 7 | 0 | 7 | 70 | 18 | 30 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 43 | 27 | 20 | 10 | 0 | 24 | 30 | 31 | 30 | |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 59 | 0 | 0 | 85 | 5 | 3 | 7 | 0 | -2 | 72 | 4 | 61 | |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 59 | 0 | 0 | 75 | 10 | 12 | 2 | 2 | 17 | 80 | 13 | 61 | |
| TOTAL HOUSTON | | | | | 178 | 0 | 0 | 74 | 10 | 10 | 6 | 1 | 0 | 10 | 68 | 14 | 14 |
| HURGHADA | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL HURGHADA | | | | | 16 | 0 | 0 | 56 | 25 | 19 | 0 | 0 | 0 | 17 | 50 | 16 | 16 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 75 | 0 | 0 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |
| | LUTON | CORSAIR | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| TOTAL IBIZA | | | | | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 43 | 0 | 0 | 0 |
| INNSBRUCK | GATWICK | AIR 2000 | C | A | 6 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 7 | 0 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 42 | 0 | 0 | 0 |
| | STANSTED | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 0 | 0 | 0 |
| | STANSTED | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 7 | 0 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 49 | 0 | 132 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 7 | 0 | 0 | 43 | 0 | 29 | 29 | 0 | 0 | 33 | 14 | 91 | 7 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 184 | 1 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 50 | 2 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 51 | 33 | 65 | 3 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 50 | 0 | 45 | 4 |
| | EDINBURGH | TYROLEAN AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 34 | 0 | 0 | 0 |
| | NEWCASTLE | TYROLEAN AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 7 | 2 |
| TOTAL INNSBRUCK | | | | | 50 | 3 | 3 | 52 | 12 | 14 | 22 | 0 | 0 | 30 | 30 | 56 | 56 |
| INVERNESS | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | A | 81 | 0 | 0 | 62 | 19 | 12 | 6 | 1 | 0 | 17 | 54 | 23 | 80 |
| | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | D | 81 | 0 | 0 | 79 | 7 | 9 | 4 | 1 | 0 | 13 | 65 | 28 | 79 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 57 | 27 | 10 | 7 | 0 | 0 | 17 | 59 | 21 | 32 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 0 | 47 | 33 | 10 | 10 | 0 | 0 | 22 | 77 | 16 | 31 |
| | GLASGOW | LOGANAIR | S | A | 30 | 0 | 5 | 90 | 7 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | D | 29 | 0 | 7 | 66 | 31 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | | | 281 | 0 | 12 | 68 | 18 | 9 | 5 | 1 | 0 | 14 | 64 | 20 | 20 |
| ISLAMABAD | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 54 | 8 | 15 | 23 | 0 | 0 | 33 | 64 | 113 | 14 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 16 | 69 | 12 | 13 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 69 | 23 | 0 | 8 | 0 | 0 | 13 | 64 | 99 | 14 |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|--------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| ISLAMABAD | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 50 | 29 | 14 | 7 | 0 | 0 | 24 | 38 | 26 | 13 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 0 | 0 | 78 | 22 | 0 | 0 | 56 | 33 | 132 | 9 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 9 | 1 | 0 | 11 | 67 | 11 | 11 | 0 | 0 | 33 | 11 | 176 | 9 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 33 | 11 | 11 | 22 | 22 | 0 | 87 | 13 | 265 | 8 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 44 | 11 | 22 | 11 | 11 | 0 | 54 | 0 | 204 | 8 | |
| TOTAL ISLAMABAD | | | | | 90 | 1 | 0 | 43 | 22 | 19 | 12 | 3 | 0 | 36 | 42 | 113 | 113 | |
| ISLAY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 45 | 0 | 6 | 69 | 20 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GLASGOW | LOGANAIR | S | D | 46 | 1 | 3 | 85 | 9 | 4 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL ISLAY | | | | | 91 | 1 | 9 | 77 | 14 | 8 | 1 | 0 | 0 | 11 | 83 | 10 | 10 | |
| ISLE OF MAN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | A | 48 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | 1 | 85 | 7 | 52 | |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | D | 48 | 0 | 0 | 83 | 15 | 2 | 0 | 0 | 0 | 8 | 79 | 13 | 52 | |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | A | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 6 | 82 | 5 | 33 | |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | D | 31 | 0 | 0 | 81 | 6 | 0 | 10 | 3 | 0 | 20 | 85 | 9 | 33 | |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | A | 80 | 0 | 1 | 78 | 19 | 4 | 0 | 0 | 0 | 8 | 74 | 12 | 78 | |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | D | 79 | 0 | 2 | 76 | 18 | 4 | 1 | 1 | 0 | 11 | 83 | 7 | 78 | |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | A | 15 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 14 | 95 | 1 | 20 | |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | D | 15 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 20 | 85 | 5 | 20 | |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | A | 85 | 0 | 1 | 87 | 9 | 2 | 1 | 0 | 0 | 6 | 89 | 7 | 85 | |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | D | 85 | 1 | 1 | 87 | 8 | 4 | 1 | 0 | 0 | 1 | 91 | 2 | 85 | |
| TOTAL ISLE OF MAN | | | | | 517 | 1 | 5 | 83 | 12 | 3 | 2 | 0 | 0 | 7 | 84 | 7 | 7 | |
| ISTANBUL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 85 | 13 | 0 | 2 | 0 | 0 | 0 | 72 | 8 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 87 | 7 | 5 | 2 | 0 | 0 | 3 | 87 | 4 | 60 | |
| | HEATHROW | ISTANBUL HAVA YOLLARI | S | A | 14 | 0 | 0 | 29 | 50 | 21 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | HEATHROW | ISTANBUL HAVA YOLLARI | S | D | 13 | 0 | 0 | 23 | 23 | 38 | 15 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | MANCHESTER | ISTANBUL HAVA YOLLARI | S | A | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | ISTANBUL HAVA YOLLARI | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| ISTANBUL | | | | | | | | | | | | | | | | | | |
| | STANSTED | ISTANBUL HAVA YOLLARI | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | STANSTED | ISTANBUL HAVA YOLLARI | S | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 92 | 0 | 0 | 67 | 17 | 9 | 7 | 0 | 0 | 11 | 37 | 34 | 70 | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 93 | 0 | 0 | 80 | 10 | 3 | 6 | 1 | 0 | 13 | 65 | 23 | 69 | |
| | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | A | 17 | 0 | 1 | 82 | 12 | 6 | 0 | 0 | 0 | 6 | 69 | 9 | 13 | |
| | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | D | 17 | 0 | 1 | 71 | 24 | 6 | 0 | 0 | 0 | 9 | 85 | 9 | 13 | |
| TOTAL ISTANBUL | | | | | 404 | 0 | 5 | 73 | 15 | 8 | 4 | 0 | 0 | 10 | 58 | 22 | 22 | |
| IVALO | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | HEATHROW | FINNAIR | S | A | 7 | 0 | 0 | 57 | 14 | 29 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | FINNAIR | S | D | 7 | 0 | 0 | 29 | 29 | 43 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| TOTAL IVALO | | | | | 30 | 0 | 0 | 40 | 23 | 37 | 0 | 0 | 0 | 22 | 47 | 29 | 29 | |
| IZMIR (ADNAM MENDERES) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 7 | 0 | 1 | 29 | 57 | 14 | 0 | 0 | 0 | 21 | 78 | 10 | 9 | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 7 | 0 | 1 | 29 | 43 | 14 | 14 | 0 | 0 | 30 | 56 | 24 | 9 | |
| TOTAL IZMIR (ADNAM MENDERES) | | | | | 16 | 0 | 2 | 31 | 44 | 19 | 6 | 0 | 0 | 26 | 67 | 17 | 17 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | | | | |
|---|-------------------|-------------------------------|-------------------|----------|----------------------------|----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | CHARTER/ SCHED | ARR/ DEP | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m 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) | | | | | | | | | | | | |
| JACKSONVILLE | | | | | | | | | | | | | | | | | | |
| JAKARTA (SOEKARNO-HATT) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 3 | 59 | 24 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 16 | 78 | 14 | 23 | |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | | | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 9 | 51 | 38 | 38 | | |
| JEDDAH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 72 | 11 | 0 | 11 | 6 | 0 | 18 | 67 | 19 | 18 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 72 | 6 | 11 | 6 | 6 | 0 | 28 | 61 | 23 | 18 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 7 | 43 | 25 | 23 | | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 26 | 0 | 0 | 50 | 31 | 19 | 0 | 0 | 15 | 45 | 34 | 22 | | |
| TOTAL JEDDAH | | | | | 88 | 0 | 0 | 65 | 19 | 10 | 3 | 2 | 0 | 16 | 53 | 26 | 26 | |
| JERBA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | TUNISAIR | S | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | HEATHROW | TUNISAIR | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 0 | 0 | 0 | |
| TOTAL JERBA | | | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| JEREZ | | | | | | | | | | | | | | | | | | |
| JERSEY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 9 | 0 | 0 | 44 | 22 | 11 | 0 | 22 | 0 | 59 | 78 | 11 | 9 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 9 | 0 | 0 | 67 | 11 | 0 | 11 | 11 | 0 | 34 | 100 | 0 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 111 | 0 | 1 | 91 | 6 | 0 | 2 | 1 | 0 | 2 | 79 | 6 | 100 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 111 | 0 | 2 | 86 | 6 | 5 | 2 | 1 | 0 | 5 | 88 | 3 | 101 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 35 | 0 | 0 | 71 | 11 | 3 | 14 | 0 | 0 | 23 | 81 | 10 | 37 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 35 | 0 | 0 | 91 | 6 | 3 | 0 | 0 | 0 | 4 | 75 | 10 | 36 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 108 | 0 | 1 | 60 | 24 | 8 | 6 | 1 | 0 | 19 | 60 | 18 | 109 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 109 | 0 | 0 | 66 | 20 | 7 | 6 | 0 | 0 | 16 | 67 | 17 | 108 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 34 | 0 | 0 | 65 | 18 | 9 | 6 | 3 | 0 | 24 | 69 | 14 | 35 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 25 | 0 | 0 | 64 | 32 | 0 | 0 | 4 | 0 | 20 | 72 | 16 | 32 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 92 | 0 | 3 | 75 | 18 | 3 | 2 | 1 | 0 | 12 | 88 | 6 | 93 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 112 | 0 | 3 | 77 | 13 | 6 | 2 | 2 | 0 | 14 | 90 | 5 | 115 | |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | A | 21 | 0 | 3 | 52 | 24 | 19 | 5 | 0 | 0 | 24 | 52 | 24 | 27 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|---------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| JERSEY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | D | 20 | 0 | 5 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 85 | 10 | 27 | |
| | STANSTED | KLM UK LTD | S | A | 73 | 0 | 8 | 90 | 5 | 4 | 0 | 0 | 0 | 0 | 81 | 32 | 52 | |
| | STANSTED | KLM UK LTD | S | D | 74 | 0 | 7 | 59 | 24 | 8 | 8 | 0 | 0 | 18 | 57 | 41 | 56 | |
| TOTAL JERSEY | | | | | 980 | 0 | 33 | 75 | 15 | 5 | 4 | 1 | 0 | 13 | 76 | 13 | 13 | |
| JOENSUU | | | | | | | | | | | | | | | | | | |
| JOHANNESBURG | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 49 | 40 | 14 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 20 | 42 | 5 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 1 | 87 | 7 | 0 | 7 | 0 | 0 | 4 | 81 | 5 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 73 | 13 | 7 | 3 | 3 | 0 | 18 | 71 | 15 | 31 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 39 | 0 | 0 | 38 | 23 | 26 | 13 | 0 | 0 | 29 | 32 | 57 | 34 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 39 | 0 | 0 | 74 | 15 | 10 | 0 | 0 | 0 | 9 | 74 | 8 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 1 | 60 | 33 | 7 | 0 | 0 | 0 | 11 | 52 | 18 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 1 | 63 | 23 | 3 | 10 | 0 | 0 | 15 | 83 | 7 | 29 | |
| TOTAL JOHANNESBURG | | | | | 204 | 0 | 3 | 64 | 20 | 10 | 6 | 0 | 0 | 15 | 63 | 19 | 19 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| KARACHI | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 8 | 0 | 0 | 38 | 25 | 13 | 13 | 13 | 0 | 46 | 13 | 120 | 8 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 25 | 22 | 86 | 9 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 33 | 0 | 0 | 0 | 22 | 44 | 218 | 0 | 0 | 0 |
| TOTAL KARACHI | | | | | 25 | 0 | 0 | 36 | 16 | 12 | 8 | 12 | 16 | 101 | 18 | 102 | 102 |
| KATHMANDU | GATWICK | ROYAL NEPAL AIRLINES | S | A | 8 | 0 | 0 | 25 | 0 | 13 | 50 | 13 | 0 | 89 | 0 | 133 | 8 |
| | GATWICK | ROYAL NEPAL AIRLINES | S | D | 8 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 91 | 0 | 118 | 8 |
| TOTAL KATHMANDU | | | | | 16 | 0 | 0 | 25 | 0 | 19 | 38 | 19 | 0 | 90 | 0 | 125 | 125 |
| KEFLAVIK | GLASGOW | ICELANDAIR | S | A | 27 | 0 | 0 | 63 | 22 | 7 | 7 | 0 | 0 | 16 | 25 | 82 | 32 |
| | GLASGOW | ICELANDAIR | S | D | 27 | 0 | 0 | 81 | 7 | 4 | 7 | 0 | 0 | 9 | 73 | 30 | 33 |
| | HEATHROW | ICELANDAIR | S | A | 41 | 0 | 0 | 63 | 10 | 22 | 5 | 0 | 0 | 15 | 73 | 14 | 37 |
| | HEATHROW | ICELANDAIR | S | D | 41 | 0 | 0 | 46 | 32 | 15 | 7 | 0 | 0 | 21 | 57 | 20 | 37 |
| TOTAL KEFLAVIK | | | | | 140 | 1 | 0 | 62 | 18 | 14 | 6 | 0 | 0 | 16 | 57 | 35 | 35 |
| KERRY COUNTY | STANSTED | RYANAIR | S | A | 30 | 1 | 0 | 63 | 23 | 10 | 0 | 0 | 3 | 25 | 62 | 26 | 29 |
| | STANSTED | RYANAIR | S | D | 29 | 1 | 0 | 59 | 34 | 7 | 0 | 0 | 0 | 14 | 62 | 29 | 34 |
| | STANSTED | RYANAIR | C | D | 3 | 0 | 2 | 0 | 0 | 33 | 33 | 33 | 0 | 117 | 0 | 0 | 0 |
| TOTAL KERRY COUNTY | | | | | 62 | 2 | 2 | 58 | 27 | 10 | 2 | 2 | 2 | 25 | 69 | 19 | 19 |
| KHARTOUM | HEATHROW | SUDAN AIRWAYS | S | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |
| | HEATHROW | SUDAN AIRWAYS | S | D | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 93 | 0 | 0 | 0 |
| TOTAL KHARTOUM | | | | | 8 | 0 | 0 | 0 | 13 | 38 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| KIEV (BORISPOL) | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 20 | 0 | 0 | 50 | 25 | 20 | 0 | 5 | 0 | 23 | 60 | 25 | 20 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 20 | 0 | 0 | 65 | 15 | 20 | 0 | 0 | 0 | 18 | 65 | 28 | 20 |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | A | 20 | 0 | 0 | 75 | 15 | 0 | 5 | 5 | 0 | 29 | 45 | 24 | 20 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| KIEV (BORISPOL) | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | D | 20 | 0 | 0 | 60 | 25 | 5 | 5 | 5 | 0 | 29 | 75 | 13 | 20 | |
| TOTAL KIEV (BORISPOL) | | | | | 80 | 0 | 0 | 63 | 20 | 11 | 3 | 4 | 0 | 25 | 58 | 24 | 24 | |
| KILIMANJARO | HEATHROW | ALLIANCE | S | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 67 | 4 | |
| TOTAL KILIMANJARO | | | | | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 19 | 75 | 75 | |
| KINGSTON | HEATHROW | AIR JAMAICA | S | A | 21 | 1 | 1 | 57 | 14 | 10 | 19 | 0 | 0 | 24 | 53 | 48 | 17 | |
| | HEATHROW | AIR JAMAICA | S | D | 22 | 0 | 0 | 41 | 18 | 18 | 23 | 0 | 0 | 33 | 24 | 70 | 17 | |
| TOTAL KINGSTON | | | | | 43 | 1 | 1 | 49 | 16 | 14 | 21 | 0 | 0 | 29 | 38 | 59 | 59 | |
| KINLOSS | | | | | | | | | | | | | | | | | | |
| KIRKWALL | EDINBURGH | LOGANAIR | S | A | 23 | 0 | 4 | 83 | 13 | 0 | 0 | 0 | 4 | 20 | 0 | 0 | 0 | |
| | EDINBURGH | LOGANAIR | S | D | 24 | 1 | 2 | 75 | 17 | 4 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL KIRKWALL | | | | | 47 | 4 | 6 | 79 | 15 | 2 | 2 | 0 | 2 | 17 | 76 | 9 | 9 | |
| KISHINEV | | | | | | | | | | | | | | | | | | |
| KITTLA | GATWICK | AB AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 33 | 0 | 79 | 3 | |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 101 | 2 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 6 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 12 | 100 | 7 | 1 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 20 | 50 | 14 | 2 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 135 | 0 | 0 | 0 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 79 | 0 | 0 | 0 | |
| | HEATHROW | FINNAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 1 | 0 | 25 | 75 | 0 | 0 | 0 | 40 | 0 | 37 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 13 | 3 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 27 | 67 | -9 | 3 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -1 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|------------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| KITTILA | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 102 | 67 | 2 | 3 |
| TOTAL KITTILA | | | | | 54 | 0 | 3 | 54 | 19 | 17 | 7 | 4 | 0 | 26 | 45 | 25 | 25 |
| KRAKOW | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 12 | 0 | 0 | 50 | 33 | 8 | 0 | 8 | 0 | 40 | 56 | 22 | 9 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 12 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 56 | 25 | 9 |
| | GATWICK | LOT-POLISH AIRLINES | S | A | 13 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 13 | 86 | 21 | 7 |
| | GATWICK | LOT-POLISH AIRLINES | S | D | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 16 | 44 | 59 | 9 |
| TOTAL KRAKOW | | | | | 52 | 0 | 0 | 63 | 15 | 17 | 2 | 2 | 0 | 20 | 59 | 32 | 32 |
| KRISTIANSAND (KJEVIK) | GATWICK | MAERSK AIR | S | A | 25 | 0 | 0 | 36 | 44 | 8 | 12 | 0 | 0 | 23 | 72 | 14 | 25 |
| | GATWICK | MAERSK AIR | S | D | 24 | 0 | 0 | 25 | 54 | 21 | 0 | 0 | 0 | 20 | 71 | 11 | 24 |
| TOTAL KRISTIANSAND (KJEVIK) | | | | | 50 | 0 | 0 | 30 | 48 | 16 | 6 | 0 | 0 | 22 | 71 | 12 | 12 |
| KRISTIANSTAD | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 63 | 7 | 7 | 13 | 3 | 7 | 51 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 21 | 48 | 17 | 7 | 3 | 3 | 51 | 0 | 0 | 0 |
| TOTAL KRISTIANSTAD | | | | | 59 | 0 | 0 | 42 | 27 | 12 | 10 | 3 | 5 | 51 | 0 | 0 | 0 |
| KUALA LUMPUR (SEPANG) | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | A | 62 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | -6 | 40 | 23 | 62 |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | D | 62 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 10 | 81 | 7 | 62 |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 124 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 2 | 60 | 15 | 15 |
| KUWAIT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 79 | 0 | 0 | 3 | 0 | 17 | 104 | 100 | -7 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 1 | 0 | 71 | 11 | 0 | 0 | 0 | 18 | 90 | 79 | 7 | 29 |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 31 | 0 | 0 | 77 | 3 | 16 | 3 | 0 | 0 | 2 | 55 | 26 | 31 |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 31 | 0 | 0 | 35 | 32 | 26 | 6 | 0 | 0 | 28 | 55 | 26 | 31 |
| TOTAL KUWAIT | | | | | 119 | 2 | 0 | 66 | 12 | 11 | 3 | 0 | 8 | 54 | 72 | 13 | 13 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|----------------------|-------------------|------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 77 | 7 | 3 | 10 | 0 | 3 | 52 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 13 | 30 | 33 | 20 | 0 | 3 | 52 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 0 | 8 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 14 | 7 | 29 | 50 | 0 | 0 | 53 | 0 | 0 | 0 |
| TOTAL LAGOS | | | | | 87 | 0 | 0 | 46 | 14 | 18 | 18 | 1 | 2 | 47 | 0 | 0 | 0 |
| LAHORE | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 11 | 0 | 0 | 33 | 33 | 22 | 218 | 0 | 202 | 9 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 22 | 0 | 11 | 56 | 0 | 11 | 190 | 11 | 161 | 9 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 11 | 22 | 0 | 0 | 33 | 33 | 234 | 0 | 121 | 4 |
| TOTAL LAHORE | | | | | 27 | 0 | 0 | 15 | 7 | 4 | 30 | 22 | 22 | 214 | 4 | 166 | 166 |
| LARNACA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | S | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | S | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 1 |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 100 | -23 | 1 |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 100 | -7 | 1 |
| | MANCHESTER | AIR 2000 | S | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 9 | 75 | 6 | 4 |
| | NEWCASTLE | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -14 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | D | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 33 | 100 | -16 | 1 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 86 | 3 | 10 | 0 | 0 | 0 | -2 | 81 | 8 | 27 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 76 | 14 | 3 | 7 | 0 | 0 | 14 | 64 | 15 | 28 |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | -1 | 3 |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 67 | 121 | 3 |
| | GATWICK | CYPRUS AIRWAYS | S | A | 4 | 0 | 1 | 50 | 25 | 0 | 0 | 25 | 0 | 76 | 40 | 14 | 5 |
| | GATWICK | CYPRUS AIRWAYS | S | D | 5 | 0 | 0 | 20 | 40 | 0 | 20 | 20 | 0 | 93 | 40 | 18 | 5 |
| | HEATHROW | CYPRUS AIRWAYS | S | A | 46 | 0 | 0 | 43 | 28 | 15 | 11 | 2 | 0 | 29 | 43 | 26 | 46 |
| | HEATHROW | CYPRUS AIRWAYS | S | D | 46 | 0 | 0 | 67 | 22 | 4 | 7 | 0 | 0 | 16 | 57 | 26 | 46 |
| | MANCHESTER | CYPRUS AIRWAYS | S | A | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 67 | 21 | 9 |
| | MANCHESTER | CYPRUS AIRWAYS | S | D | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 25 | 56 | 33 | 9 |
| | STANSTED | CYPRUS AIRWAYS | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -9 | 100 | -9 | 5 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | | |
| | STANSTED | CYPRUS AIRWAYS | S | D | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 53 | 40 | 14 | 5 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | -6 | 2 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 100 | 1 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 29 | 0 | 81 | 9 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 33 | 26 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 60 | 12 | 15 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 87 | 11 | 15 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 45 | 2 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 100 | -1 | 2 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 60 | 7 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 80 | 10 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 6 | 0 | 0 | 50 | 33 | 0 | 17 | 0 | 0 | 31 | 80 | -1 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 33 | 100 | -8 | 5 | |
| TOTAL LARNACA | | | | | 279 | 1 | 2 | 66 | 18 | 9 | 6 | 1 | 0 | 17 | 60 | 23 | 23 | |
| LAS PALMAS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 5 | 20 | 19 | 5 | |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 100 | 2 | 5 | |
| | GATWICK | AIR 2000 | C | A | 17 | 0 | 0 | 35 | 24 | 35 | 6 | 0 | 0 | 27 | 40 | 64 | 15 | |
| | GATWICK | AIR 2000 | C | D | 17 | 0 | 0 | 35 | 59 | 0 | 6 | 0 | 0 | 18 | 73 | 47 | 15 | |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 40 | 170 | 5 | |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 26 | 100 | 6 | 5 | |
| | MANCHESTER | AIR 2000 | C | A | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 9 | 50 | 37 | 10 | |
| | MANCHESTER | AIR 2000 | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 11 | 80 | 24 | 10 | |
| | STANSTED | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | STANSTED | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | AIR EUROPA | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 55 | 0 | 157 | 2 | |
| | GATWICK | AIR EUROPA | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 63 | 0 | 159 | 2 | |
| | MANCHESTER | AIR EUROPA | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 169 | 0 | 25 | 1 | |
| | MANCHESTER | AIR EUROPA | C | D | 3 | 0 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 172 | 0 | 31 | 1 | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 75 | 12 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | GATWICK | AIRWORLD AVIATION LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 75 | 10 | 4 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 5 | 100 | 9 | 5 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 15 | 23 | 46 | 8 | 8 | 0 | 51 | 13 | 39 | 8 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 77 | 0 | 8 | 8 | 8 | 0 | 31 | 63 | 12 | 8 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 42 | 60 | 27 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 57 | 100 | 4 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 20 | 33 | 15 | 3 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 5 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 46 | 23 | 23 | 8 | 0 | 0 | 20 | 0 | 30 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 77 | 15 | 0 | 8 | 0 | 0 | 15 | 88 | 9 | 8 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 40 | 17 | 5 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 5 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 29 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | NEWCASTLE | FUTURA AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | NEWCASTLE | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 40 | 23 | 5 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -6 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 36 | 0 | 63 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 45 | 40 | 33 | 5 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 20 | 36 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LAS PALMAS | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 4 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 31 | 0 | 36 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 5 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 71 | 0 | 38 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 14 | 80 | 26 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 12 | 0 | 0 | 25 | 33 | 17 | 8 | 17 | 0 | 75 | 33 | 52 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 12 | 0 | 0 | 42 | 8 | 25 | 8 | 17 | 0 | 63 | 67 | 41 | 9 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 29 | 0 | 64 | 5 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 17 | 100 | 4 | 5 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 3 | 1 | 1 | 33 | 33 | 33 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 16 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 14 | 43 | 43 | 14 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 16 | 0 | 0 | 75 | 13 | 6 | 0 | 0 | 35 | 73 | 19 | 15 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 15 | 40 | 40 | 5 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 11 | 100 | -1 | 5 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 63 | 25 | 22 | 4 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 49 | 25 | 25 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 1 | 44 | 33 | 22 | 0 | 0 | 18 | 78 | 13 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 12 | 89 | 5 | 9 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | -2 | 100 | -7 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 107 | 75 | 13 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 11 | 67 | 23 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 67 | 8 | 9 | |
| TOTAL LAS PALMAS | | | | | 415 | 2 | 5 | 57 | 18 | 15 | 7 | 3 | 1 | 27 | 57 | 29 | 29 |
| LAS VEGAS | GATWICK | MONARCH AIRLINES | C | A | 2 | 1 | 2 | 0 | 0 | 50 | 50 | 0 | 58 | 40 | 64 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 1 | 0 | 50 | 0 | 50 | 0 | 61 | 40 | 17 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 40 | 20 | 121 | 0 | 80 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 101 | 20 | 22 | 5 | |
| TOTAL LAS VEGAS | | | | | 14 | 1 | 3 | 0 | 21 | 21 | 50 | 7 | 0 | 96 | 25 | 46 | 46 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-----------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 52 | 0 | 1 | 94 | 4 | 0 | 2 | 0 | 0 | 6 | 84 | 12 | 50 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 52 | 0 | 1 | 96 | 0 | 2 | 2 | 0 | 0 | 6 | 92 | 5 | 49 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 117 | 0 | 4 | 85 | 9 | 3 | 3 | 0 | 0 | 5 | 61 | 19 | 115 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 119 | 0 | 4 | 85 | 8 | 6 | 1 | 0 | 0 | 4 | 67 | 13 | 116 | |
| | EDINBURGH | GILL AIRWAYS | S | A | 34 | 0 | 0 | 74 | 15 | 3 | 6 | 3 | 0 | 19 | 84 | 13 | 38 | |
| | EDINBURGH | GILL AIRWAYS | S | D | 33 | 0 | 1 | 70 | 12 | 6 | 6 | 6 | 0 | 29 | 76 | 12 | 38 | |
| TOTAL LEEDS BRADFORD | | | | | 407 | 0 | 11 | 86 | 8 | 3 | 2 | 1 | 0 | 8 | 69 | 14 | 14 | |
| LEIPZIG | | | | | | | | | | | | | | | | | | |
| LIBREVILLE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR GABON | S | A | 3 | 0 | 1 | 0 | 0 | 67 | 33 | 0 | 0 | 65 | 0 | 66 | 5 | |
| | GATWICK | AIR GABON | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 50 | 22 | 4 | |
| TOTAL LIBREVILLE | | | | | 7 | 0 | 1 | 43 | 14 | 29 | 14 | 0 | 0 | 31 | 22 | 47 | 47 | |
| LILLE | | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 83 | 0 | 0 | 0 | |
| TOTAL LILLE | | | | | 9 | 0 | 0 | 22 | 44 | 11 | 11 | 11 | 0 | 57 | 100 | 6 | 6 | |
| LILONGWE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR MALAWI | S | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 38 | 0 | 0 | 0 | |
| | GATWICK | AIR MALAWI | S | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 32 | 100 | -23 | 4 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 50 | 23 | 4 | |
| TOTAL LILONGWE | | | | | 18 | 0 | 0 | 33 | 22 | 39 | 6 | 0 | 0 | 27 | 75 | 0 | 0 | |
| LIMA | | | | | | | | | | | | | | | | | | |
| TOTAL LIMA | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| LINKOPING | | | | | | | | | | | | | | | | | | |
| LINZ | | | | | | | | | | | | | | | | | | |
| TOTAL LINZ | | | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 0 | 0 | 0 | |
| LISBON | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|--------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LISBON | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | A | 14 | 0 | 0 | 36 | 36 | 21 | 7 | 0 | 0 | 28 | 27 | 99 | 33 |
| | GATWICK | AB AIRLINES | S | D | 14 | 0 | 0 | 43 | 14 | 36 | 7 | 0 | 0 | 28 | 50 | 69 | 34 |
| | HEATHROW | AIR PORTUGAL | S | A | 74 | 0 | 1 | 43 | 22 | 18 | 16 | 1 | 0 | 31 | 54 | 35 | 74 |
| | HEATHROW | AIR PORTUGAL | S | D | 76 | 0 | 0 | 46 | 12 | 24 | 17 | 1 | 0 | 36 | 53 | 42 | 75 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 0 | 81 | 15 | 2 | 2 | 0 | 0 | 5 | 78 | 9 | 87 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 89 | 0 | 0 | 80 | 11 | 8 | 1 | 0 | 0 | 8 | 79 | 10 | 87 |
| | GATWICK | GB AIRWAYS LTD | S | A | 16 | 0 | 2 | 38 | 38 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 45 | 1 | 2 | 67 | 16 | 16 | 2 | 0 | 0 | 18 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | A | 50 | 0 | 1 | 50 | 28 | 16 | 6 | 0 | 0 | 21 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 51 | 0 | 0 | 55 | 20 | 18 | 8 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MANCHESTER | PORTUGALIA | S | A | 24 | 0 | 0 | 79 | 17 | 4 | 0 | 0 | 0 | 7 | 44 | 29 | 25 |
| | MANCHESTER | PORTUGALIA | S | D | 24 | 0 | 0 | 88 | 0 | 8 | 4 | 0 | 0 | 8 | 67 | 24 | 18 |
| TOTAL LISBON | | | | | 568 | 1 | 6 | 62 | 17 | 14 | 7 | 0 | 0 | 19 | 63 | 31 | 31 |
| LJUBLJANA | | | | | | | | | | | | | | | | | |
| | HEATHROW | ADRIA AIRWAYS | S | A | 25 | 0 | 0 | 44 | 32 | 16 | 4 | 4 | 0 | 28 | 57 | 31 | 21 |
| | HEATHROW | ADRIA AIRWAYS | S | D | 25 | 0 | 0 | 68 | 12 | 8 | 12 | 0 | 0 | 21 | 67 | 27 | 21 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 11 | 1 | 1 | 73 | 9 | 9 | 0 | 9 | 0 | 37 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 11 | 0 | 1 | 73 | 9 | 9 | 9 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL LJUBLJANA | | | | | 72 | 1 | 2 | 61 | 18 | 11 | 7 | 3 | 0 | 26 | 62 | 29 | 29 |
| LONDON CITY | | | | | | | | | | | | | | | | | |
| | EDINBURGH | KLM UK LTD | S | A | 84 | 0 | 9 | 92 | 4 | 4 | 1 | 0 | 0 | 3 | 62 | 15 | 85 |
| | EDINBURGH | KLM UK LTD | S | D | 83 | 0 | 7 | 81 | 10 | 8 | 1 | 0 | 0 | 10 | 61 | 19 | 85 |
| | GLASGOW | KLM UK LTD | S | A | 61 | 0 | 4 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | D | 61 | 0 | 4 | 89 | 7 | 3 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MANCHESTER | KLM UK LTD | S | A | 58 | 1 | 6 | 91 | 2 | 3 | 3 | 0 | 0 | 1 | 93 | -8 | 82 |
| | MANCHESTER | KLM UK LTD | S | D | 59 | 0 | 1 | 85 | 2 | 7 | 5 | 2 | 0 | 10 | 93 | -1 | 82 |
| TOTAL LONDON CITY | | | | | 406 | 1 | 31 | 87 | 6 | 5 | 2 | 0 | 0 | 6 | 77 | 6 | 6 |
| LONDONDERRY | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | |
| LONDONDERRY | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 31 | 1 | 0 | 74 | 10 | 6 | 10 | 0 | 0 | 9 | 89 | 6 | 36 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 32 | 0 | 0 | 75 | 3 | 13 | 9 | 0 | 0 | 13 | 86 | 10 | 37 | |
| | GLASGOW | LOGANAIR | S | A | 34 | 5 | 1 | 76 | 12 | 9 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GLASGOW | LOGANAIR | S | D | 34 | 5 | 1 | 76 | 12 | 9 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL LONDONDERRY | | | | | 131 | 11 | 2 | 76 | 9 | 9 | 6 | 0 | 0 | 12 | 88 | 9 | 9 | |
| LOS ANGELES INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -29 | 63 | 20 | 30 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 53 | 40 | 3 | 3 | 0 | 0 | 18 | 73 | 7 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 1 | 1 | 95 | 2 | 3 | 0 | 0 | 0 | -10 | 51 | 27 | 59 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 14 | 58 | 19 | 59 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 90 | 3 | 3 | 0 | 0 | 3 | 3 | 32 | 81 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 74 | 23 | 3 | 0 | 0 | 0 | 10 | 52 | 24 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 58 | 2 | 4 | 90 | 2 | 2 | 7 | 0 | 0 | -13 | 55 | 15 | 58 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 60 | 0 | 2 | 60 | 12 | 17 | 10 | 2 | 0 | 25 | 53 | 26 | 58 | |
| TOTAL LOS ANGELES INTERNATIONAL | | | | | 359 | 3 | 7 | 78 | 12 | 6 | 3 | 0 | 0 | 3 | 55 | 26 | 26 | |
| LUSAKA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 12 | 1 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 6 | 78 | 4 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 54 | 31 | 0 | 15 | 0 | 0 | 19 | 50 | 17 | 10 | |
| TOTAL LUSAKA | | | | | 25 | 1 | 0 | 64 | 24 | 4 | 8 | 0 | 0 | 13 | 63 | 11 | 11 | |
| LUTON | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 130 | 0 | 2 | 83 | 12 | 4 | 2 | 0 | 0 | 3 | 83 | 9 | 133 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 132 | 0 | 1 | 72 | 16 | 11 | 2 | 0 | 0 | 12 | 72 | 19 | 130 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 108 | 0 | 2 | 76 | 14 | 8 | 2 | 0 | 0 | 8 | 80 | 6 | 107 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 111 | 0 | 1 | 69 | 14 | 12 | 5 | 1 | 0 | 15 | 78 | 14 | 106 | |
| TOTAL LUTON | | | | | 481 | 0 | 6 | 75 | 14 | 9 | 2 | 0 | 0 | 9 | 78 | 12 | 12 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 59 | 18 | 14 | 9 | 0 | 0 | 19 | 55 | 21 | 20 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 77 | 0 | 9 | 14 | 0 | 0 | 12 | 80 | 6 | 20 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 87 | 0 | 3 | 46 | 26 | 21 | 7 | 0 | 0 | 23 | 69 | 16 | 68 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 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) | | | | | | | | | | | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 88 | 0 | 1 | 51 | 28 | 17 | 3 | 0 | 0 | 19 | 72 | 12 | 67 |
| | HEATHROW | LUXAIR | S | A | 61 | 1 | 0 | 74 | 20 | 3 | 3 | 0 | 0 | 14 | 53 | 19 | 60 |
| | HEATHROW | LUXAIR | S | D | 61 | 1 | 0 | 77 | 10 | 11 | 2 | 0 | 0 | 6 | 82 | 7 | 60 |
| | MANCHESTER | LUXAIR | S | A | 22 | 0 | 0 | 59 | 18 | 18 | 5 | 0 | 0 | 18 | 67 | 14 | 21 |
| | MANCHESTER | LUXAIR | S | D | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | -1 | 86 | -2 | 21 |
| | STANSTED | LUXAIR | S | A | 40 | 0 | 0 | 85 | 8 | 3 | 5 | 0 | 0 | -4 | 88 | 3 | 43 |
| | STANSTED | LUXAIR | S | D | 39 | 1 | 0 | 56 | 23 | 15 | 5 | 0 | 0 | 19 | 84 | 10 | 43 |
| | LONDON CITY | VLM (BELGIUM) | S | A | 66 | 1 | 3 | 53 | 15 | 21 | 11 | 0 | 0 | 23 | 0 | 0 | 0 |
| | LONDON CITY | VLM (BELGIUM) | S | D | 66 | 0 | 3 | 45 | 29 | 20 | 6 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL LUXEMBOURG | | | | | 596 | 6 | 10 | 60 | 20 | 14 | 6 | 0 | 0 | 16 | 73 | 11 | 11 |
| LUXOR | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 84 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 72 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 37 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 54 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | HEATHROW | EGYPT AIR | S | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 32 | 0 | 45 | 2 |
| | HEATHROW | EGYPT AIR | S | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 42 | 0 | 49 | 2 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL LUXOR | | | | | 51 | 0 | 0 | 49 | 25 | 14 | 4 | 8 | 0 | 36 | 0 | 47 | 47 |
| LYON | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 8 | 0 | 1 | 63 | 25 | 0 | 13 | 0 | 0 | 25 | 29 | 31 | 7 |
| | GATWICK | AIR 2000 | C | D | 11 | 0 | 0 | 64 | 9 | 18 | 9 | 0 | 0 | 32 | 70 | 13 | 10 |
| | MANCHESTER | AIR 2000 | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 25 | 2 |
| | MANCHESTER | AIR 2000 | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 67 | 9 | 3 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| LYON | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 33 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 19 | 20 | 17 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 14 | 71 | 0 | 14 | 0 | 0 | 33 | 50 | 33 | 8 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 19 | 2 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 17 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 0 | 89 | 6 | 1 | 3 | 1 | 0 | 5 | 71 | 11 | 79 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 86 | 0 | 0 | 81 | 9 | 5 | 5 | 0 | 0 | 8 | 79 | 6 | 78 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 3 | 50 | 25 | 0 | 0 | 25 | 0 | 59 | 25 | 47 | 4 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 21 | 60 | 28 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 20 | 64 | 5 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 27 | 0 | 4 | 74 | 11 | 15 | 0 | 0 | 0 | 6 | 79 | 13 | 29 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 30 | 0 | 0 | 80 | 3 | 10 | 7 | 0 | 0 | 14 | 83 | 17 | 30 |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 36 | 50 | 18 | 2 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | A | 72 | 0 | 7 | 69 | 17 | 11 | 3 | 0 | 0 | 12 | 75 | 9 | 79 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | D | 72 | 0 | 7 | 76 | 8 | 13 | 3 | 0 | 0 | 8 | 73 | 13 | 81 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 0 | 0 | 14 | 43 | 43 | 0 | 0 | 73 | 13 | 72 | 8 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 14 | 0 | 57 | 29 | 0 | 0 | 54 | 10 | 55 | 10 |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 90 | 0 | 49 | 2 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 97 | 50 | 32 | 2 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 50 | 62 | 2 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 50 | 67 | 18 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 51 | 50 | 59 | 2 |
| TOTAL LYON | | | | | 475 | 0 | 27 | 71 | 13 | 10 | 6 | 0 | 0 | 14 | 66 | 17 | 17 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | 66 | 0 | 3 | 65 | 17 | 18 | 0 | 0 | 0 | 16 | 78 | 9 | 68 |
| | STANSTED | KLM EXEL | S | D | 66 | 0 | 3 | 58 | 36 | 6 | 0 | 0 | 0 | 14 | 87 | 7 | 68 |
| TOTAL MAASTRICHT | | | | | 134 | 0 | 6 | 61 | 27 | 12 | 0 | 0 | 0 | 15 | 82 | 8 | 8 |
| MADRAS/CHENNAI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 100 | -10 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 13 | 75 | 13 | 0 | 0 | 0 | 19 | 33 | 19 | 9 |
| TOTAL MADRAS/CHENNAI | | | | | 17 | 0 | 0 | 59 | 35 | 6 | 0 | 0 | 0 | 0 | 67 | 5 | 5 |
| MADRID | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 52 | 0 | 80 | 2 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 31 | 2 |
| | GATWICK | AIR EUROPA | S | A | 22 | 0 | 0 | 36 | 32 | 18 | 14 | 0 | 0 | 27 | 4 | 62 | 25 |
| | GATWICK | AIR EUROPA | S | D | 22 | 0 | 0 | 68 | 18 | 5 | 9 | 0 | 0 | 13 | 0 | 143 | 2 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 87 | 0 | 1 | 70 | 16 | 8 | 6 | 0 | 0 | 12 | 61 | 19 | 88 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 89 | 0 | 0 | 73 | 16 | 9 | 2 | 0 | 0 | 13 | 64 | 18 | 89 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 118 | 0 | 0 | 75 | 14 | 7 | 5 | 0 | 0 | 11 | 55 | 29 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 118 | 0 | 0 | 74 | 16 | 7 | 3 | 0 | 0 | 12 | 63 | 17 | 115 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 36 | 0 | 0 | 53 | 36 | 0 | 6 | 3 | 3 | 32 | 49 | 33 | 37 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 36 | 0 | 2 | 78 | 11 | 3 | 3 | 6 | 0 | 20 | 68 | 17 | 37 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 40 | 0 | 0 | 65 | 15 | 10 | 8 | 3 | 0 | 19 | 55 | 29 | 33 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 39 | 0 | 1 | 64 | 15 | 21 | 0 | 0 | 0 | 16 | 69 | 20 | 32 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 77 | 17 | 0 | 3 | 3 | 0 | 9 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 0 | 67 | 27 | 3 | 3 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | IBERIA | S | A | 22 | 0 | 5 | 36 | 41 | 14 | 9 | 0 | 0 | 25 | 26 | 38 | 23 |
| | GATWICK | IBERIA | S | D | 22 | 0 | 5 | 50 | 32 | 14 | 5 | 0 | 0 | 21 | 48 | 37 | 23 |
| | HEATHROW | IBERIA | S | A | 146 | 1 | 0 | 68 | 19 | 7 | 5 | 0 | 0 | 14 | 47 | 30 | 143 |
| | HEATHROW | IBERIA | S | D | 147 | 1 | 0 | 78 | 14 | 3 | 5 | 0 | 0 | 9 | 61 | 23 | 145 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | SPANAIR | S | A | 9 | 0 | 0 | 33 | 33 | 11 | 11 | 0 | 11 | 80 | 13 | 50 | 8 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MADRID | | | | | | | | | | | | | | | | | | |
| | GATWICK | SPANAIR | | S D | 9 | 0 | 0 | 56 | 11 | 11 | 11 | 0 | 11 | 71 | 25 | 64 | 8 | |
| | GATWICK | VIVA | | C A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | GATWICK | VIVA | | C D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | |
| TOTAL MADRID | | | | | 1051 | 3 | 15 | 69 | 18 | 7 | 5 | 0 | 0 | 15 | 53 | 27 | 27 | |
| MAHON | | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | | C A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | CITY FLYER EXPRESS | | C D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | | S A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 78 | 3 | 9 | |
| | LUTON | MONARCH AIRLINES | | S D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 78 | 11 | 9 | |
| TOTAL MAHON | | | | | 16 | 0 | 0 | 56 | 31 | 13 | 0 | 0 | 0 | 15 | 80 | 7 | 7 | |
| MALAGA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | | C A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -28 | 0 | 0 | 0 | |
| | GATWICK | AB AIRLINES | | C D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | BIRMINGHAM | AIR 2000 | | C A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 38 | 75 | 21 | 4 | |
| | BIRMINGHAM | AIR 2000 | | C D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 36 | 100 | 3 | 4 | |
| | GATWICK | AIR 2000 | | C A | 12 | 0 | 0 | 25 | 33 | 17 | 25 | 0 | 0 | 32 | 0 | 84 | 12 | |
| | GATWICK | AIR 2000 | | C D | 12 | 0 | 0 | 42 | 17 | 33 | 8 | 0 | 0 | 26 | 42 | 67 | 12 | |
| | GLASGOW | AIR 2000 | | C A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 25 | 46 | 4 | |
| | GLASGOW | AIR 2000 | | C D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 50 | 35 | 4 | |
| | MANCHESTER | AIR 2000 | | C A | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 30 | 56 | 19 | 9 | |
| | MANCHESTER | AIR 2000 | | C D | 8 | 0 | 0 | 25 | 50 | 13 | 13 | 0 | 0 | 33 | 78 | 5 | 9 | |
| | 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 | 62 | 8 | 15 | 15 | 0 | 0 | 29 | 100 | 2 | 7 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | | C D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 9 | 100 | 2 | 7 | |
| | GATWICK | BRITANNIA AIRWAYS | | C A | 14 | 0 | 0 | 7 | 50 | 36 | 7 | 0 | 0 | 30 | 0 | 37 | 7 | |
| | GATWICK | BRITANNIA AIRWAYS | | C D | 14 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 20 | 86 | 12 | 7 | |
| | GLASGOW | BRITANNIA AIRWAYS | | C A | 8 | 0 | 1 | 50 | 38 | 0 | 13 | 0 | 0 | 22 | 43 | 39 | 7 | |
| | GLASGOW | BRITANNIA AIRWAYS | | C D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 23 | 86 | 25 | 7 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MALAGA | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 31 | 25 | 22 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 18 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 23 | 36 | 41 | 14 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 79 | 30 | 14 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 42 | 50 | 59 | 4 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 30 | 3 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 67 | 14 | 3 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 15 | 0 | 0 | 87 | 0 | 7 | 7 | 0 | 0 | 2 | 50 | 32 | 20 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 15 | 0 | 0 | 67 | 13 | 20 | 0 | 0 | 0 | 15 | 50 | 29 | 22 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 2 | 63 | 0 | 25 | 0 | 13 | 0 | 48 | 33 | 105 | 6 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 1 | 56 | 33 | 11 | 0 | 0 | 0 | 14 | 33 | 27 | 6 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | LUTON | FUTURA AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | LUTON | FUTURA AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | A | 30 | 0 | 0 | 73 | 10 | 7 | 7 | 3 | 0 | 20 | 73 | 9 | 60 |
| | GATWICK | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 77 | 7 | 3 | 7 | 7 | 0 | 27 | 77 | 15 | 60 |
| | HEATHROW | GB AIRWAYS LTD | S | A | 30 | 0 | 0 | 80 | 3 | 10 | 3 | 3 | 0 | 17 | 0 | 0 | 0 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 63 | 23 | 3 | 7 | 3 | 0 | 22 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 53 | 17 | 17 | 13 | 0 | 0 | 29 | 20 | 37 | 30 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 73 | 10 | 3 | 13 | 0 | 0 | 18 | 47 | 25 | 30 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 50 | 35 | 4 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 50 | 41 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 23 | 1 |
| | GATWICK | MONARCH AIRLINES | C | A | 20 | 0 | 0 | 10 | 40 | 35 | 15 | 0 | 0 | 34 | 13 | 41 | 23 |
| | GATWICK | MONARCH AIRLINES | C | D | 20 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 9 | 71 | 15 | 24 |
| | LUTON | MONARCH AIRLINES | S | A | 27 | 0 | 0 | 78 | 19 | 4 | 0 | 0 | 0 | 4 | 71 | 12 | 17 |
| | LUTON | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 71 | 13 | 17 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MALAGA | MANCHESTER | MONARCH AIRLINES | C | A | 14 | 0 | 1 | 43 | 29 | 14 | 14 | 0 | 0 | 28 | 0 | 84 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 15 | 0 | 0 | 60 | 13 | 13 | 7 | 7 | 0 | 35 | 57 | 62 | 14 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 17 | 1 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -2 | 1 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 11 | 0 | 0 | 18 | 18 | 0 | 55 | 0 | 9 | 127 | 17 | 33 | 6 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 11 | 0 | 2 | 73 | 18 | 0 | 0 | 9 | 0 | 27 | 86 | 8 | 7 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 80 | 0 | 53 | 3 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 33 | 45 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 10 | 0 | 0 | 30 | 10 | 50 | 10 | 0 | 0 | 28 | 11 | 81 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 67 | 46 | 9 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 48 | 1 |
| | BIRMINGHAM | SPANAIR | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 43 | 100 | -2 | 3 |
| | BIRMINGHAM | SPANAIR | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 60 | 67 | 14 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 100 | 2 | 1 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 100 | -9 | 1 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 75 | 14 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 75 | 9 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 25 | 52 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 52 | 4 |
| | GATWICK | TRANSAER | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 88 | 100 | 4 | 3 |
| | GATWICK | TRANSAER | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 2 | 50 | 14 | 4 |
| | MANCHESTER | TRANSAER | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 49 | 67 | 33 | 3 |
| | MANCHESTER | TRANSAER | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 67 | 19 | 3 |
| TOTAL MALAGA | | | | | 682 | 3 | 10 | 63 | 17 | 9 | 9 | 1 | 0 | 22 | 54 | 30 | 30 |
| MALE INTERNATIONAL | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 8 | 60 | 12 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 47 | 50 | 28 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 2 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---------------------------------|-------------------|----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -4 | 2 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -31 | 100 | -30 | 2 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 100 | 4 | 2 |
| TOTAL MALE INTERNATIONAL | | | | | 30 | 0 | 1 | 73 | 10 | 7 | 10 | 0 | 0 | 11 | 65 | 11 | 11 |
| MALMO | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BRAATHENS ASA | S | A | 41 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | LONDON CITY | BRAATHENS ASA | S | D | 41 | 0 | 0 | 46 | 41 | 7 | 5 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL MALMO | | | | | 82 | 0 | 0 | 63 | 28 | 6 | 2 | 0 | 0 | 13 | 80 | 7 | 7 |
| MALTA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 100 | 7 | 2 |
| | BIRMINGHAM | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | -1 | 2 |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 57 | 6 | 7 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 86 | 4 | 7 |
| | MANCHESTER | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 40 | 24 | 5 |
| | MANCHESTER | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 14 | 5 |
| | BIRMINGHAM | AIR MALTA | S | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | -6 | 100 | -25 | 3 |
| | BIRMINGHAM | AIR MALTA | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 33 | 14 | 3 |
| | GATWICK | AIR MALTA | S | A | 30 | 0 | 0 | 90 | 7 | 0 | 3 | 0 | 0 | -2 | 77 | 5 | 30 |
| | GATWICK | AIR MALTA | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 5 |
| | GATWICK | AIR MALTA | S | D | 30 | 0 | 0 | 73 | 7 | 13 | 7 | 0 | 0 | 15 | 67 | 19 | 30 |
| | GATWICK | AIR MALTA | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 100 | -1 | 5 |
| | GLASGOW | AIR MALTA | S | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 31 | 33 | 8 | 3 |
| | GLASGOW | AIR MALTA | C | A | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | -4 | 100 | 1 | 6 |
| | GLASGOW | AIR MALTA | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 83 | 6 | 6 |
| | GLASGOW | AIR MALTA | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 49 | 50 | 20 | 2 |
| | HEATHROW | AIR MALTA | S | A | 52 | 0 | 0 | 85 | 10 | 0 | 6 | 0 | 0 | -4 | 86 | -3 | 49 |
| | HEATHROW | AIR MALTA | S | D | 52 | 0 | 0 | 60 | 23 | 13 | 4 | 0 | 0 | 16 | 59 | 16 | 49 |
| | MANCHESTER | AIR MALTA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -23 | 60 | 27 | 5 |
| | MANCHESTER | AIR MALTA | C | A | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -23 | 100 | -22 | 6 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR MALTA | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 50 | 66 | 4 | |
| | MANCHESTER | AIR MALTA | C | D | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | -2 | 100 | -6 | 6 | | |
| | NEWCASTLE | AIR MALTA | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 60 | 9 | 5 | | |
| | NEWCASTLE | AIR MALTA | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 12 | 80 | 14 | 5 | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 7 | 0 | 0 | 0 | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | | |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 17 | 50 | 26 | 4 | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 50 | 24 | 4 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 14 | 11 | 38 | 9 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 78 | 24 | 9 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 25 | 44 | 25 | 9 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 9 | 78 | 9 | 9 | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 22 | 1 | 0 | 64 | 18 | 9 | 9 | 0 | 14 | 67 | 47 | 18 | | |
| | GATWICK | GB AIRWAYS LTD | S | D | 22 | 0 | 0 | 55 | 27 | 5 | 14 | 0 | 21 | 68 | 47 | 22 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 4 | 80 | 16 | 5 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -1 | 80 | 21 | 5 | | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 50 | 0 | 25 | 25 | 0 | 40 | 0 | 0 | 0 | | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 1 | 50 | 25 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | | |
| TOTAL MALTA | | | | | 394 | 1 | 3 | 77 | 12 | 6 | 5 | 1 | 0 | 8 | 69 | 15 | 15 | |
| MANCHESTER | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | S | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 18 | 0 | 0 | 0 | | |
| | GATWICK | AIR 2000 | C | A | 4 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 14 | 83 | 6 | 6 | | |
| | GATWICK | AIR 2000 | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -16 | 0 | 0 | 0 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 213 | 0 | 11 | 83 | 9 | 6 | 2 | 0 | 5 | 0 | 0 | 0 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 214 | 0 | 7 | 86 | 10 | 4 | 1 | 0 | 4 | 0 | 0 | 0 | | |
| | EDINBURGH | BMI REGIONAL | S | A | 63 | 0 | 2 | 86 | 8 | 5 | 2 | 0 | 7 | 64 | 17 | 67 | | |
| | EDINBURGH | BMI REGIONAL | S | D | 65 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 9 | 72 | 11 | 69 | | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| MANCHESTER | GLASGOW | BMI REGIONAL | S | A | 77 | 1 | 3 | 75 | 13 | 4 | 8 | 0 | 0 | 16 | 53 | 38 | 57 |
| | GLASGOW | BMI REGIONAL | S | D | 76 | 1 | 4 | 87 | 7 | 4 | 3 | 0 | 0 | 7 | 83 | 10 | 58 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 22 | 1 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 1 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 34 | 0 | 0 | 50 | 21 | 18 | 12 | 0 | 0 | 28 | 50 | 39 | 14 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 30 | 1 | 0 | 27 | 10 | 17 | 40 | 7 | 0 | 65 | 36 | 67 | 14 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 178 | 0 | 3 | 74 | 18 | 7 | 1 | 0 | 0 | 11 | 72 | 13 | 149 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 179 | 0 | 0 | 83 | 12 | 4 | 0 | 0 | 0 | 8 | 74 | 11 | 149 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 68 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 68 | 0 | 0 | 91 | 6 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 83 | 0 | 0 | 67 | 20 | 6 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 84 | 0 | 0 | 90 | 6 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 55 | 0 | 0 | 91 | 5 | 4 | 0 | 0 | 0 | 0 | 89 | 5 | 93 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 55 | 0 | 0 | 87 | 11 | 0 | 2 | 0 | 0 | 10 | 85 | 7 | 91 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 36 | 2 | 3 | 81 | 11 | 3 | 3 | 3 | 0 | 12 | 80 | 10 | 101 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 39 | 0 | 0 | 92 | 3 | 3 | 0 | 3 | 0 | 6 | 86 | 6 | 99 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 276 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 9 | 73 | 14 | 268 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 276 | 0 | 0 | 90 | 4 | 4 | 2 | 0 | 0 | 2 | 85 | 7 | 269 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 53 | 0 | 7 | 79 | 4 | 9 | 6 | 2 | 0 | 14 | 78 | 11 | 59 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 53 | 1 | 7 | 60 | 13 | 19 | 8 | 0 | 0 | 22 | 69 | 18 | 58 |
| | LONDON CITY | KLM UK LTD | S | A | 58 | 0 | 2 | 88 | 2 | 5 | 5 | 0 | 0 | 0 | 96 | -14 | 81 |
| | LONDON CITY | KLM UK LTD | S | D | 57 | 0 | 3 | 68 | 23 | 9 | 0 | 0 | 0 | 14 | 85 | 11 | 81 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 25 | 40 | 57 | 5 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 9 | 0 | 0 | 33 | 11 | 0 | 56 | 0 | 0 | 67 | 75 | 14 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 1 | 1 | 0 | 20 | 0 | 80 | 0 | 0 | 80 | 20 | 74 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 30 | 0 | 93 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MANCHESTER | | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 0 | 32 | 100 | 4 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -2 | 60 | 17 | 10 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | -1 | 3 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 1 | 33 | 64 | 3 | |
| TOTAL MANCHESTER | | | | | 2458 | 13 | 56 | 81 | 10 | 5 | 3 | 0 | 0 | 9 | 77 | 11 | 11 | |
| MANILA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 100 | -5 | 17 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 23 | 56 | 17 | 18 | |
| TOTAL MANILA | | | | | 36 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 58 | 53 | 53 | |
| MANNHEIM | | | | | | | | | | | | | | | | | | |
| MARRAKESH | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 13 | 40 | 125 | 5 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 26 | 9 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| TOTAL MARRAKESH | | | | | 23 | 1 | 1 | 57 | 35 | 9 | 0 | 0 | 0 | 13 | 48 | 47 | 47 | |
| MARSEILLE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 87 | 0 | 0 | 78 | 7 | 11 | 3 | 0 | 0 | 9 | 66 | 20 | 80 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 86 | 0 | 0 | 71 | 13 | 10 | 6 | 0 | 0 | 14 | 71 | 17 | 79 | |
| TOTAL MARSEILLE | | | | | 173 | 0 | 0 | 75 | 10 | 11 | 5 | 0 | 0 | 12 | 67 | 19 | 19 | |
| MAURITIUS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR MAURITIUS LTD | S | A | 8 | 0 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 40 | 13 | 54 | 8 | |
| | HEATHROW | AIR MAURITIUS LTD | S | D | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 25 | 21 | 8 | |
| | MANCHESTER | AIR MAURITIUS LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 22 | 20 | 55 | 5 | |
| | MANCHESTER | AIR MAURITIUS LTD | S | D | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 136 | 100 | -8 | 5 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 54 | 38 | 0 | 8 | 0 | 0 | 16 | 46 | 86 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 24 | 13 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MAURITIUS | | | | | | | | | | | | | | | | | |
| TOTAL MAURITIUS | | | | | 50 | 0 | 0 | 46 | 34 | 12 | 6 | 0 | 2 | 27 | 27 | 41 | 41 |
| MELBOURNE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 45 | 0 | 75 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 50 | 18 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 6 | 3 | 3 | 0 | 12 | 55 | 16 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 10 | 74 | 8 | 31 | |
| | HEATHROW | QANTAS | S | A | 25 | 0 | 0 | 76 | 4 | 12 | 8 | 0 | 15 | 67 | 33 | 15 | |
| | HEATHROW | QANTAS | S | D | 31 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 8 | 69 | 14 | 35 | |
| TOTAL MELBOURNE | | | | | 122 | 0 | 0 | 78 | 8 | 10 | 3 | 1 | 0 | 12 | 64 | 17 | 17 |
| MEXICO CITY | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | -9 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL MEXICO CITY | | | | | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 81 | 88 | 88 | |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 30 | 1 | 1 | 87 | 3 | 0 | 7 | 3 | 0 | -4 | 0 | 0 | 0 |
| | GATWICK | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 29 | 2 | 2 | 86 | 7 | 0 | 7 | 0 | -9 | 77 | 5 | 30 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 55 | 39 | 3 | 3 | 0 | 15 | 42 | 36 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 65 | 10 | 16 | 6 | 3 | 25 | 71 | 5 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 29 | 19 | 32 | 16 | 3 | 46 | 39 | 36 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 1 | 87 | 10 | 0 | 3 | 0 | -3 | 97 | -16 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 61 | 23 | 16 | 0 | 0 | 17 | 58 | 18 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | -2 | 52 | 22 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 58 | 16 | 16 | 10 | 0 | 21 | 19 | 40 | 31 | |
| TOTAL MIAMI INTERNATIONAL | | | | | 314 | 4 | 4 | 68 | 16 | 9 | 5 | 1 | 0 | 12 | 56 | 20 | 20 |
| MILAN (LINATE) | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR ONE | S | A | 71 | 0 | 0 | 42 | 34 | 15 | 8 | 0 | 0 | 26 | 67 | 13 | 90 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | |
| MILAN (LINATE) | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR ONE | S | D | 70 | 0 | 0 | 46 | 34 | 11 | 9 | 0 | 0 | 26 | 72 | 19 | 89 | |
| | HEATHROW | ALITALIA | S | A | 86 | 0 | 1 | 64 | 19 | 10 | 6 | 1 | 0 | 19 | 52 | 22 | 189 | |
| | HEATHROW | ALITALIA | S | D | 90 | 0 | 2 | 47 | 19 | 19 | 16 | 0 | 0 | 25 | 65 | 13 | 190 | |
| | LONDON CITY | ALITALIA | S | A | 37 | 0 | 5 | 54 | 22 | 11 | 11 | 3 | 0 | 27 | 81 | 3 | 27 | |
| | LONDON CITY | ALITALIA | S | D | 38 | 0 | 4 | 11 | 32 | 26 | 29 | 3 | 0 | 54 | 30 | 22 | 27 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 86 | 0 | 0 | 74 | 17 | 5 | 3 | 0 | 0 | 9 | 61 | 21 | 139 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 86 | 0 | 0 | 79 | 14 | 6 | 1 | 0 | 0 | 9 | 84 | 9 | 139 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 57 | 0 | 3 | 89 | 2 | 0 | 5 | 4 | 0 | 5 | 77 | 8 | 52 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 57 | 0 | 3 | 84 | 7 | 4 | 5 | 0 | 0 | 12 | 82 | 13 | 57 | |
| | STANSTED | KLM UK LTD | S | A | 75 | 0 | 4 | 57 | 12 | 15 | 13 | 3 | 0 | 28 | 55 | 22 | 75 | |
| | STANSTED | KLM UK LTD | S | D | 78 | 1 | 2 | 37 | 32 | 17 | 14 | 0 | 0 | 31 | 42 | 33 | 79 | |
| TOTAL MILAN (LINATE) | | | | | 831 | 1 | 24 | 58 | 20 | 11 | 9 | 1 | 0 | 21 | 66 | 17 | 17 | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALITALIA | S | A | 123 | 0 | 3 | 28 | 24 | 30 | 17 | 1 | 0 | 36 | 0 | 0 | 0 | |
| | HEATHROW | ALITALIA | S | D | 119 | 0 | 2 | 73 | 15 | 6 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 56 | 0 | 0 | 84 | 11 | 2 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 56 | 0 | 0 | 70 | 18 | 11 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 50 | 0 | 2 | 64 | 16 | 18 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 51 | 0 | 1 | 88 | 10 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 40 | 0 | 2 | 45 | 25 | 10 | 20 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 40 | 0 | 2 | 78 | 15 | 5 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | A | 79 | 0 | 2 | 57 | 18 | 15 | 9 | 1 | 0 | 22 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 77 | 0 | 2 | 42 | 23 | 9 | 26 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | MANCHESTER | KLM UK LTD | S | A | 41 | 0 | 2 | 41 | 32 | 17 | 7 | 2 | 0 | 26 | 0 | 0 | 0 | |
| | MANCHESTER | KLM UK LTD | S | D | 41 | 0 | 2 | 46 | 34 | 15 | 5 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | | | 776 | 2 | 20 | 58 | 20 | 13 | 9 | 0 | 0 | 20 | 57 | 25 | 25 | |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORTHWEST AIRLINES | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 0 | 3 | 0 | -10 | 42 | 30 | 31 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORTHWEST AIRLINES | S | D | 31 | 0 | 0 | 71 | 23 | 3 | 3 | 0 | 0 | 10 | 81 | 23 | 31 | |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 62 | 0 | 0 | 82 | 11 | 3 | 2 | 2 | 0 | 0 | 61 | 27 | 27 | |
| MINSK | | | | | | | | | | | | | | | | | | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 23 | 33 | 37 | 9 | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 15 | 44 | 33 | 9 | |
| TOTAL MINSK | | | | | 18 | 0 | 0 | 61 | 22 | 6 | 11 | 0 | 0 | 19 | 39 | 35 | 35 | |
| MOENCHENGLADBACH | | | | | | | | | | | | | | | | | | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 46 | 4 | 8 | 61 | 22 | 11 | 7 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 47 | 1 | 9 | 40 | 36 | 11 | 13 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 96 | 0 | 3 | 81 | 11 | 3 | 4 | 0 | 0 | 9 | 74 | 10 | 97 | |
| | LONDON CITY | VLM (BELGIUM) | S | D | 97 | 0 | 2 | 52 | 34 | 10 | 4 | 0 | 0 | 20 | 44 | 19 | 97 | |
| TOTAL MOENCHENGLADBACH | | | | | 286 | 5 | 22 | 61 | 25 | 8 | 6 | 0 | 0 | 16 | 59 | 14 | 14 | |
| MOMBASA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 52 | 80 | 28 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 75 | 28 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 39 | 40 | 79 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 75 | 18 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 1 | 0 | 0 | 0 | 63 | 25 | 13 | 0 | 81 | 0 | 107 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 19 | 25 | 91 | 4 | |
| TOTAL MOMBASA | | | | | 34 | 1 | 0 | 38 | 24 | 21 | 15 | 3 | 0 | 38 | 47 | 53 | 53 | |
| MONASTIR | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 34 | 2 | |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 15 | 2 | |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 75 | 34 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 5 | 3 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 22 | 11 | 33 | 0 | 0 | 42 | 11 | 33 | 9 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|-----------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MONASTIR | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 67 | 15 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 50 | 25 | 26 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 75 | 11 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 75 | 22 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 78 | 21 | 9 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 49 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 71 | 11 | 7 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 60 | 43 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 60 | 47 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 11 | 0 | 0 | 73 | 9 | 18 | 0 | 0 | 0 | 5 | 30 | 21 | 10 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 11 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 11 | 90 | 5 | 10 |
| | GATWICK | NOUVELAIR TUNISIE | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 63 | 3 |
| | GLASGOW | NOUVELAIR TUNISIE | C | A | 5 | 0 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | -4 | 57 | 74 | 7 |
| | GLASGOW | NOUVELAIR TUNISIE | C | D | 6 | 0 | 0 | 33 | 50 | 0 | 0 | 17 | 0 | 61 | 43 | 85 | 7 |
| | MANCHESTER | NOUVELAIR TUNISIE | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 410 | 2 |
| | MANCHESTER | NOUVELAIR TUNISIE | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 426 | 2 |
| | NEWCASTLE | NOUVELAIR TUNISIE | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 9 | 20 | 24 | 5 |
| | NEWCASTLE | NOUVELAIR TUNISIE | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 1 | 80 | 11 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 3 | 0 | 4 | 33 | 0 | 33 | 33 | 0 | 0 | 46 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 3 | 0 | 4 | 0 | 33 | 67 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | | | 140 | 0 | 10 | 66 | 20 | 9 | 5 | 1 | 0 | 15 | 52 | 43 | 43 |
| MONTEGO BAY | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 88 | 0 | 6 | 0 | 6 | 0 | 6 | 62 | 121 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 1 | 1 | 12 | 29 | 41 | 18 | 0 | 0 | 37 | 15 | 47 | 13 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 194 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 212 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 62 | 0 | 136 | 5 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 33 | 0 | 71 | 5 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 23 | 60 | 19 | 5 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 41 | 50 | 52 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|------------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MONTEGO BAY | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 3 | 1 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 65 | 0 | 75 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 0 | 0 | 50 | 0 | 25 | 143 | 0 | 53 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 29 | 0 | 43 | 14 | 14 | 0 | 77 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 0 | 17 | 33 | 33 | 17 | 0 | 115 | 0 | 0 | 0 |
| TOTAL MONTEGO BAY | | | | | 78 | 2 | 2 | 31 | 14 | 24 | 23 | 4 | 4 | 61 | 27 | 76 | 76 |
| MONTPELLIER | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 83 | 10 | 7 | 0 | 0 | 4 | 79 | 5 | 29 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 67 | 20 | 10 | 3 | 0 | 16 | 66 | 14 | 29 | |
| TOTAL MONTPELLIER | | | | | 60 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 10 | 72 | 10 | 10 | |
| MONTREAL (DORVAL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 12 | 0 | 0 | 42 | 17 | 17 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| | HEATHROW | AIR CANADA | S | D | 12 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 2 | 2 | 93 | 4 | 0 | 4 | 0 | -6 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 83 | 10 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL MONTREAL (DORVAL) | | | | | 81 | 2 | 3 | 75 | 12 | 6 | 6 | 0 | 6 | 0 | 0 | 0 | |
| MOSCOW (SHEREMETYEVO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 43 | 0 | 0 | 37 | 28 | 19 | 16 | 0 | 0 | 32 | 70 | 14 | 43 |
| | HEATHROW | AEROFLOT | S | D | 44 | 0 | 0 | 57 | 20 | 18 | 5 | 0 | 0 | 20 | 64 | 20 | 44 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 24 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 2 | 80 | 3 | 25 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 24 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 11 | 76 | 14 | 25 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 7 | 10 | 0 | 0 | -5 | 59 | 19 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 7 | 0 | 3 | 0 | 3 | 80 | 9 | 30 | |
| | GATWICK | TRANSAERO AIRLINES | S | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | GATWICK | TRANSAERO AIRLINES | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL MOSCOW (SHEREMETYEVO) | | | | | 203 | 0 | 0 | 66 | 17 | 12 | 5 | 0 | 13 | 70 | 14 | 14 | |
| MUMBAI | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MUMBAI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 44 | 0 | 0 | 59 | 16 | 2 | 2 | 0 | 20 | 102 | 27 | 67 | 44 | |
| | HEATHROW | AIR INDIA | S | D | 44 | 0 | 0 | 11 | 27 | 32 | 9 | 11 | 9 | 108 | 22 | 58 | 45 | |
| | MANCHESTER | AIR INDIA | S | A | 16 | 0 | 1 | 6 | 0 | 13 | 25 | 25 | 31 | 320 | 33 | 195 | 9 | |
| | MANCHESTER | AIR INDIA | S | D | 16 | 0 | 1 | 13 | 6 | 6 | 19 | 25 | 31 | 309 | 50 | 85 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 1 | 81 | 6 | 6 | 3 | 3 | 0 | 13 | 84 | 10 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 1 | 58 | 19 | 16 | 6 | 0 | 0 | 20 | 32 | 23 | 31 | |
| TOTAL MUMBAI | | | | | 182 | 0 | 4 | 42 | 15 | 14 | 8 | 8 | 13 | 112 | 39 | 54 | 54 | |
| MUNICH | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 93 | 3 | 0 | 0 | 3 | 0 | -1 | 95 | -6 | 22 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 93 | 3 | 0 | 3 | 0 | 0 | 6 | 86 | 7 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 128 | 0 | 0 | 59 | 20 | 9 | 9 | 3 | 0 | 27 | 74 | 15 | 139 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 127 | 0 | 0 | 81 | 10 | 7 | 2 | 0 | 0 | 7 | 78 | 8 | 139 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 51 | 3 | 9 | 45 | 25 | 16 | 10 | 4 | 0 | 34 | 77 | 13 | 44 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 54 | 0 | 3 | 48 | 15 | 15 | 19 | 4 | 0 | 37 | 44 | 31 | 48 | |
| | GATWICK | DEUTSCHE BA | S | A | 85 | 0 | 2 | 34 | 34 | 19 | 11 | 2 | 0 | 34 | 72 | 12 | 65 | |
| | GATWICK | DEUTSCHE BA | S | D | 85 | 0 | 2 | 60 | 26 | 5 | 9 | 0 | 0 | 21 | 75 | 11 | 65 | |
| | STANSTED | GO FLY LTD | S | A | 70 | 0 | 7 | 71 | 7 | 7 | 11 | 3 | 0 | 22 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 68 | 1 | 11 | 40 | 29 | 13 | 18 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | HEATHROW | LUFTHANSA | S | A | 140 | 1 | 5 | 56 | 24 | 9 | 11 | 0 | 0 | 22 | 68 | 16 | 148 | |
| | HEATHROW | LUFTHANSA | S | D | 129 | 0 | 3 | 77 | 11 | 7 | 5 | 0 | 0 | 12 | 84 | 6 | 148 | |
| | STANSTED | LUFTHANSA | S | A | 91 | 0 | 0 | 74 | 12 | 9 | 3 | 2 | 0 | 11 | 0 | 0 | 0 | |
| | STANSTED | LUFTHANSA | S | D | 90 | 0 | 0 | 46 | 24 | 18 | 10 | 2 | 0 | 28 | 0 | 0 | 0 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 47 | 0 | 1 | 57 | 13 | 19 | 9 | 2 | 0 | 27 | 88 | 13 | 43 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 47 | 0 | 2 | 89 | 6 | 2 | 2 | 0 | 0 | 9 | 96 | 7 | 46 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 70 | 0 | 5 | 66 | 13 | 10 | 10 | 1 | 0 | 18 | 76 | 13 | 75 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 72 | 0 | 4 | 83 | 7 | 8 | 1 | 0 | 0 | 8 | 88 | 6 | 75 | |
| TOTAL MUNICH | | | | | 1415 | 6 | 54 | 64 | 17 | 10 | 8 | 1 | 0 | 20 | 78 | 11 | 11 | |
| MUNSTER-OSNABRUCK | | | | | | | | | | | | | | | | | | |
| MURCIA SAN JAVIER | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|--------------------------------|-------------------|---------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| MURCIA SAN JAVIER | GATWICK | GB AIRWAYS LTD | S | A | 9 | 0 | 0 | 67 | 0 | 0 | 11 | 22 | 0 | 62 | 75 | 14 | 12 |
| | GATWICK | GB AIRWAYS LTD | S | D | 9 | 0 | 0 | 56 | 11 | 0 | 11 | 22 | 0 | 66 | 89 | 6 | 9 |
| TOTAL MURCIA SAN JAVIER | | | | | 19 | 2 | 3 | 63 | 5 | 0 | 11 | 21 | 0 | 61 | 81 | 10 | 10 |
| MUSCAT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 5 | 61 | 22 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 8 | 65 | 18 | 31 |
| | HEATHROW | GULF AIR | S | A | 31 | 0 | 2 | 68 | 10 | 10 | 6 | 3 | 3 | 36 | 64 | 19 | 39 |
| | HEATHROW | GULF AIR | S | D | 32 | 0 | 0 | 41 | 44 | 16 | 0 | 0 | 0 | 18 | 91 | 7 | 35 |
| TOTAL MUSCAT | | | | | 120 | 0 | 2 | 69 | 19 | 8 | 2 | 1 | 1 | 17 | 71 | 16 | 16 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| NAGOYA (AFB) | | | | | | | | | | | | | | | | | |
| | HEATHROW | JAPAN AIRLINES | S | A | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | HEATHROW | JAPAN AIRLINES | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL NAGOYA (AFB) | | | | | 18 | 0 | 0 | 72 | 6 | 22 | 0 | 0 | 0 | 13 | 71 | 6 | 6 |
| NAIROBI | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 0 | 8 | 0 | 19 | 67 | 103 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 15 | 0 | 0 | 0 | 8 | 74 | 0 | 25 | 9 |
| | HEATHROW | KENYA AIRWAYS | S | A | 35 | 0 | 0 | 29 | 23 | 23 | 20 | 3 | 3 | 66 | 46 | 100 | 35 |
| | HEATHROW | KENYA AIRWAYS | S | D | 35 | 0 | 0 | 69 | 11 | 14 | 6 | 0 | 0 | 14 | 86 | 28 | 35 |
| TOTAL NAIROBI | | | | | 96 | 0 | 0 | 58 | 15 | 14 | 9 | 2 | 2 | 42 | 59 | 64 | 64 |
| NANTES | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 31 | 0 | 0 | 26 | 48 | 26 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | BRIT AIR | S | D | 31 | 0 | 0 | 48 | 42 | 10 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BIRMINGHAM | REGIONAL COMPAGNIE AERIENNE EUROPEENNE | S | A | 25 | 0 | 0 | 68 | 28 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BIRMINGHAM | REGIONAL COMPAGNIE AERIENNE EUROPEENNE | S | D | 27 | 0 | 0 | 70 | 15 | 7 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL NANTES | | | | | 114 | 0 | 0 | 52 | 34 | 12 | 2 | 0 | 0 | 18 | 0 | 0 | 0 |
| NAPLES | | | | | | | | | | | | | | | | | |
| | LUTON | BMI BRITISH MIDLAND | C | A | 3 | 1 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 33 | 25 | 27 | 4 |
| | LUTON | BMI BRITISH MIDLAND | C | D | 3 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 20 | 50 | 16 | 4 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 59 | 0 | 0 | 61 | 14 | 19 | 7 | 0 | 0 | 18 | 71 | 12 | 59 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 59 | 0 | 0 | 58 | 15 | 22 | 3 | 2 | 0 | 23 | 73 | 16 | 59 |
| TOTAL NAPLES | | | | | 125 | 3 | 0 | 58 | 15 | 21 | 6 | 1 | 0 | 21 | 66 | 22 | 22 |
| NASSAU | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 100 | 11 | 1 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 20 | 60 | 0 | 0 | 20 | 0 | 61 | 50 | 37 | 4 |
| TOTAL NASSAU | | | | | 9 | 0 | 0 | 44 | 33 | 11 | 0 | 11 | 0 | 41 | 67 | 19 | 19 |
| NEW YORK (JF KENNEDY) | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | | | |
|-----------------------|------------------------------------|-----------------------------|-------------------|----------|----------------------------|-------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NEW YORK (JF KENNEDY) | HEATHROW | AIR INDIA | S | A | 31 | 0 | 0 | 39 | 19 | 10 | 10 | 6 | 16 | 111 | 29 | 66 | 31 |
| | HEATHROW | AIR INDIA | S | D | 31 | 0 | 0 | 35 | 26 | 10 | 6 | 3 | 19 | 122 | 26 | 85 | 31 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 182 | 0 | 0 | 80 | 7 | 8 | 4 | 2 | 0 | 0 | 76 | 5 | 182 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 181 | 0 | 1 | 85 | 10 | 5 | 1 | 0 | 0 | 7 | 80 | 8 | 181 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 5 | 73 | 16 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 70 | 20 | 3 | 7 | 0 | 0 | 14 | 63 | 15 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 193 | 0 | 0 | 84 | 9 | 5 | 1 | 0 | 1 | 7 | 83 | 2 | 196 |
| | HEATHROW | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 2 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 318 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 195 | 0 | 0 | 77 | 14 | 7 | 1 | 1 | 0 | 10 | 65 | 18 | 196 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 27 | 1 | 1 | 89 | 0 | 4 | 0 | 7 | 0 | 13 | 93 | -7 | 30 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 0 | 79 | 4 | 7 | 4 | 7 | 0 | 25 | 63 | 16 | 30 |
| | MANCHESTER | DELTA AIRLINES | S | A | 21 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -36 | 89 | -3 | 28 |
| | MANCHESTER | DELTA AIRLINES | S | D | 21 | 0 | 0 | 86 | 0 | 5 | 10 | 0 | 0 | 12 | 93 | -1 | 29 |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 2 | 46 | 24 | 13 |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 14 | 0 | 0 | 86 | 0 | 7 | 7 | 0 | 0 | 8 | 54 | 27 | 13 |
| | HEATHROW | UNITED AIRLINES | S | A | 88 | 2 | 3 | 81 | 7 | 6 | 7 | 0 | 0 | -2 | 57 | 19 | 61 |
| | HEATHROW | UNITED AIRLINES | S | D | 91 | 0 | 0 | 90 | 4 | 2 | 2 | 1 | 0 | 6 | 89 | 6 | 61 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 59 | 0 | 3 | 64 | 15 | 8 | 10 | 2 | 0 | 16 | 49 | 24 | 59 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 58 | 0 | 3 | 60 | 21 | 12 | 3 | 3 | 0 | 25 | 60 | 19 | 58 |
| | TOTAL NEW YORK (JF KENNEDY) | | | | | 1297 | 4 | 14 | 78 | 10 | 6 | 3 | 1 | 1 | 12 | 71 | 14 |
| NEW YORK (NEWARK) | HEATHROW | AMERICAN AIRLINES | S | A | 29 | 0 | 1 | 76 | 10 | 14 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 29 | 0 | 1 | 86 | 10 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 87 | 3 | 10 | 0 | 0 | 0 | -1 | 87 | 1 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 73 | 17 | 7 | 3 | 0 | 0 | 11 | 80 | 16 | 30 |
| | BIRMINGHAM | CONTINENTAL AIRLINES | S | A | 31 | 0 | 0 | 74 | 19 | 6 | 0 | 0 | 0 | -4 | 63 | 8 | 30 |
| | BIRMINGHAM | CONTINENTAL AIRLINES | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -1 | 80 | 10 | 30 |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 59 | 0 | 0 | 75 | 14 | 7 | 5 | 0 | 0 | 2 | 71 | 12 | 62 |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 60 | 0 | 0 | 78 | 17 | 2 | 3 | 0 | 0 | 13 | 83 | 5 | 60 |
| | GLASGOW | CONTINENTAL AIRLINES | S | A | 28 | 0 | 2 | 46 | 32 | 14 | 4 | 4 | 0 | 21 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | | | | | | |
| | GLASGOW | CONTINENTAL AIRLINES | S | D | 28 | 0 | 2 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MANCHESTER | CONTINENTAL AIRLINES | S | A | 29 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | -10 | 74 | 1 | 31 |
| | MANCHESTER | CONTINENTAL AIRLINES | S | D | 28 | 1 | 1 | 75 | 14 | 7 | 4 | 0 | 0 | 11 | 84 | 3 | 31 |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 71 | 6 | 10 | 6 | 6 | 0 | 18 | 32 | 25 | 31 |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 65 | 23 | 10 | 3 | 0 | 0 | 15 | 35 | 42 | 31 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 2 | 55 | 28 | 10 | 7 | 0 | 0 | 15 | 66 | 10 | 29 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 28 | 0 | 2 | 71 | 21 | 4 | 4 | 0 | 0 | 14 | 75 | 20 | 28 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 1 | 2 | 83 | 10 | 0 | 3 | 3 | 0 | 7 | 80 | -1 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 1 | 67 | 13 | 10 | 7 | 3 | 0 | 28 | 70 | 13 | 30 |
| TOTAL NEW YORK (NEWARK) | | | | | 591 | 2 | 14 | 76 | 14 | 6 | 3 | 1 | 0 | 8 | 71 | 11 | 11 |
| NEWCASTLE | | | | | | | | | | | | | | | | | |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 1 | 25 | 25 | 25 | 25 | 0 | 0 | 38 | 100 | -7 | 1 |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -13 | 100 | -24 | 1 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 147 | 0 | 1 | 82 | 12 | 2 | 4 | 0 | 0 | 8 | 73 | 14 | 143 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 147 | 0 | 1 | 86 | 5 | 5 | 3 | 0 | 0 | 4 | 85 | 5 | 144 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 157 | 0 | 1 | 72 | 15 | 10 | 3 | 0 | 0 | 11 | 62 | 12 | 151 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 158 | 0 | 0 | 70 | 18 | 9 | 2 | 0 | 0 | 12 | 69 | 13 | 152 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 65 | 0 | 1 | 95 | 0 | 2 | 3 | 0 | 0 | -2 | 94 | -2 | 66 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 65 | 0 | 1 | 95 | 2 | 0 | 3 | 0 | 0 | 3 | 91 | 3 | 67 |
| | STANSTED | KLM UK LTD | S | A | 73 | 0 | 6 | 73 | 7 | 8 | 12 | 0 | 0 | 11 | 88 | 0 | 60 |
| | STANSTED | KLM UK LTD | S | D | 74 | 0 | 5 | 58 | 12 | 12 | 18 | 0 | 0 | 26 | 75 | 11 | 60 |
| TOTAL NEWCASTLE | | | | | 895 | 2 | 17 | 78 | 11 | 6 | 5 | 0 | 0 | 9 | 77 | 8 | 8 |
| NEWQUAY | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 49 | 0 | 0 | 59 | 20 | 18 | 2 | 0 | 0 | 15 | 75 | 10 | 28 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 75 | 0 | 0 | 57 | 19 | 12 | 11 | 1 | 0 | 25 | 66 | 16 | 56 |
| TOTAL NEWQUAY | | | | | 124 | 0 | 0 | 58 | 19 | 15 | 7 | 1 | 0 | 21 | 69 | 14 | 14 |
| NICE | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | A | 22 | 0 | 2 | 59 | 32 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| NICE | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | D | 22 | 0 | 2 | 50 | 27 | 18 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 60 | 0 | 0 | 52 | 37 | 7 | 5 | 0 | 0 | 18 | 64 | 18 | 58 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 60 | 0 | 0 | 85 | 8 | 2 | 5 | 0 | 0 | 8 | 84 | 7 | 57 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 117 | 0 | 0 | 78 | 14 | 3 | 4 | 1 | 0 | 12 | 83 | 7 | 110 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 116 | 0 | 0 | 77 | 15 | 7 | 1 | 1 | 0 | 9 | 83 | 7 | 110 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 84 | 1 | 0 | 95 | 2 | 2 | 0 | 0 | 0 | -8 | 91 | -4 | 80 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 83 | 0 | 0 | 72 | 22 | 4 | 2 | 0 | 0 | 12 | 86 | 15 | 81 |
| TOTAL NICE | | | | | 566 | 1 | 4 | 76 | 16 | 5 | 3 | 0 | 0 | 9 | 82 | 9 | 9 |
| NORWICH | | | | | | | | | | | | | | | | | |
| | EDINBURGH | SCOT AIRWAYS | S | A | 37 | 0 | 2 | 65 | 27 | 3 | 5 | 0 | 0 | 20 | 77 | 14 | 39 |
| | EDINBURGH | SCOT AIRWAYS | S | D | 37 | 0 | 2 | 81 | 11 | 3 | 5 | 0 | 0 | 15 | 87 | 9 | 39 |
| | LUTON | SCOT AIRWAYS | S | A | 11 | 0 | 4 | 36 | 18 | 27 | 18 | 0 | 0 | 34 | 72 | 17 | 18 |
| | LUTON | SCOT AIRWAYS | S | D | 9 | 0 | 5 | 56 | 11 | 0 | 33 | 0 | 0 | 30 | 100 | -3 | 17 |
| | MANCHESTER | SCOT AIRWAYS | S | A | 27 | 0 | 1 | 93 | 4 | 4 | 0 | 0 | 0 | 7 | 90 | 10 | 29 |
| | MANCHESTER | SCOT AIRWAYS | S | D | 27 | 0 | 1 | 96 | 0 | 0 | 4 | 0 | 0 | -2 | 93 | -5 | 29 |
| TOTAL NORWICH | | | | | 148 | 0 | 15 | 77 | 12 | 4 | 7 | 0 | 0 | 14 | 86 | 7 | 7 |
| NUREMBERG | | | | | | | | | | | | | | | | | |
| | STANSTED | EUROWINGS LUFTVERKEHRS | S | A | 45 | 0 | 0 | 67 | 22 | 7 | 4 | 0 | 0 | 13 | 0 | 0 | 0 |
| | STANSTED | EUROWINGS LUFTVERKEHRS | S | D | 45 | 0 | 0 | 38 | 40 | 13 | 9 | 0 | 0 | 26 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 22 | 0 | 0 | 82 | 5 | 9 | 5 | 0 | 0 | 14 | 86 | -1 | 28 |
| | HEATHROW | LUFTHANSA | S | D | 22 | 0 | 0 | 68 | 5 | 14 | 14 | 0 | 0 | 16 | 68 | 11 | 28 |
| TOTAL NUREMBERG | | | | | 134 | 0 | 0 | 60 | 22 | 10 | 7 | 0 | 0 | 18 | 77 | 5 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-----------------------------|-------------------|------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| OPORTO | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 45 | 0 | 1 | 44 | 40 | 11 | 4 | 0 | 0 | 21 | 53 | 34 | 30 |
| | HEATHROW | AIR PORTUGAL | S | D | 45 | 0 | 1 | 73 | 13 | 9 | 4 | 0 | 0 | 11 | 63 | 30 | 30 |
| | GATWICK | GB AIRWAYS LTD | S | A | 54 | 1 | 1 | 48 | 30 | 11 | 11 | 0 | 0 | 22 | 78 | 10 | 46 |
| | GATWICK | GB AIRWAYS LTD | S | D | 24 | 1 | 1 | 67 | 4 | 17 | 13 | 0 | 0 | 24 | 76 | 20 | 42 |
| TOTAL OPORTO | | | | | 168 | 2 | 4 | 57 | 24 | 11 | 8 | 0 | 0 | 19 | 70 | 21 | 21 |
| ORLANDO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 65 | 6 | 6 | 23 | 0 | 0 | 26 | 73 | 14 | 22 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 32 | 26 | 19 | 16 | 6 | 0 | 43 | 52 | 44 | 21 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 628 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 62 | 0 | 0 | 63 | 23 | 8 | 5 | 2 | 0 | 8 | 81 | -2 | 31 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 62 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 8 | 74 | 9 | 31 |
| TOTAL ORLANDO | | | | | 195 | 1 | 0 | 61 | 17 | 10 | 9 | 2 | 2 | 26 | 66 | 23 | 23 |
| OSAKA (KANSAI) | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 22 | 0 | 0 | 55 | 23 | 23 | 0 | 0 | 0 | 16 | 94 | 1 | 18 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 22 | 0 | 0 | 64 | 18 | 14 | 0 | 5 | 0 | 30 | 78 | 13 | 18 |
| | HEATHROW | JAPAN AIRLINES | S | A | 31 | 0 | 0 | 42 | 23 | 32 | 3 | 0 | 0 | 21 | 68 | 5 | 22 |
| | HEATHROW | JAPAN AIRLINES | S | D | 30 | 1 | 0 | 67 | 23 | 10 | 0 | 0 | 0 | 12 | 55 | 24 | 22 |
| TOTAL OSAKA (KANSAI) | | | | | 105 | 1 | 0 | 56 | 22 | 20 | 1 | 1 | 0 | 19 | 79 | 8 | 8 |
| OSLO (FORNEBU) | | | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR FOYLE PASSENGER AIRLINES | S | A | 24 | 0 | 3 | 46 | 17 | 4 | 29 | 0 | 4 | 52 | 0 | 0 | 0 |
| | STANSTED | AIR FOYLE PASSENGER AIRLINES | S | D | 24 | 0 | 3 | 63 | 4 | 17 | 17 | 0 | 0 | 23 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 24 | 1 | 0 | 42 | 25 | 17 | 17 | 0 | 0 | 29 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 25 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | NEWCASTLE | BRAATHENS ASA | S | A | 22 | 4 | 4 | 55 | 32 | 9 | 5 | 0 | 0 | 18 | 0 | 0 | 0 |
| | NEWCASTLE | BRAATHENS ASA | S | D | 24 | 0 | 0 | 79 | 17 | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| | STANSTED | BRAATHENS ASA | S | A | 53 | 0 | 5 | 62 | 17 | 11 | 9 | 0 | 0 | 19 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | | |
| | STANSTED | BRAATHENS ASA | S | D | 53 | 0 | 1 | 38 | 23 | 23 | 17 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 51 | 0 | 0 | 45 | 24 | 22 | 10 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 52 | 0 | 1 | 67 | 21 | 8 | 4 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 105 | 0 | 0 | 47 | 24 | 12 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 106 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 7 | 0 | 0 | 57 | 29 | 0 | 14 | 0 | 0 | 20 | 71 | 8 | 7 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 7 | 0 | 0 | 43 | 29 | 14 | 14 | 0 | 0 | 35 | 0 | 49 | 7 | |
| | HEATHROW | SAS | S | A | 163 | 0 | 5 | 25 | 25 | 29 | 20 | 1 | 0 | 40 | 0 | 0 | 0 | |
| | HEATHROW | SAS | S | D | 159 | 0 | 6 | 65 | 11 | 13 | 10 | 1 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | SAS | S | A | 17 | 1 | 2 | 35 | 35 | 24 | 6 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | MANCHESTER | SAS | S | D | 18 | 0 | 1 | 50 | 11 | 33 | 6 | 0 | 0 | 25 | 0 | 0 | 0 | |
| TOTAL OSLO (GARDERMOEN) | | | | | 934 | 9 | 31 | 53 | 19 | 16 | 12 | 0 | 0 | 25 | 40 | 52 | 52 | |
| OSTERSUND / FROSON | | | | | | | | | | | | | | | | | | |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL OSTERSUND / FROSON | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| OTTAWA INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 39 | 39 | 13 | 6 | 3 | 0 | 28 | 16 | 73 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 30 | 0 | 1 | 67 | 20 | 13 | 0 | 0 | 0 | 12 | 48 | 41 | 31 | |
| TOTAL OTTAWA INTERNATIONAL | | | | | 61 | 0 | 1 | 52 | 30 | 13 | 3 | 2 | 0 | 20 | 32 | 57 | 57 | |
| OVDA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 1 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 12 | 33 | 30 | 6 | |
| | GATWICK | AIR 2000 | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 75 | 10 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 60 | 13 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 67 | 21 | 6 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 40 | 80 | 5 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | 1 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 5 | 80 | -2 | 5 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|----------------------|-------------------|--------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 80 | 10 | 5 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | |
| | HEATHROW | EL AL | S | A | 10 | 1 | 0 | 90 | 0 | 10 | 0 | 0 | -9 | 78 | -2 | 9 | | |
| | HEATHROW | EL AL | S | D | 12 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 10 | 45 | 5 | 11 | | |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 22 | 25 | 31 | 4 | | |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 67 | 7 | 3 | | |
| TOTAL OVDA | | | | | 58 | 5 | 0 | 66 | 21 | 14 | 0 | 0 | 10 | 60 | 16 | 16 | | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PALERMO | LUTON | BMI BRITISH MIDLAND | C | A | 3 | 0 | 1 | 0 | 33 | 0 | 67 | 0 | 0 | 61 | 0 | 46 | 4 |
| | LUTON | BMI BRITISH MIDLAND | C | D | 3 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 40 | 25 | 34 | 4 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 164 | 50 | 28 | 2 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 70 | 50 | 16 | 2 |
| | GATWICK | MERIDIANA AIR | S | A | 21 | 0 | 4 | 29 | 24 | 29 | 19 | 0 | 0 | 43 | 67 | 17 | 21 |
| | GATWICK | MERIDIANA AIR | S | D | 17 | 0 | 3 | 59 | 24 | 6 | 6 | 6 | 0 | 31 | 76 | 16 | 21 |
| TOTAL PALERMO | | | | | 48 | 0 | 9 | 38 | 23 | 17 | 19 | 4 | 0 | 46 | 61 | 20 | 20 |
| PALMA DE MALLORCA | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 20 | 0 | 71 | 0 | 46 | 5 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 25 | 5 |
| | MANCHESTER | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 20 | 130 | 0 | 43 | 5 |
| | MANCHESTER | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 53 | 20 | 36 | 5 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 0 | 0 | 63 | 23 | 13 | 0 | 0 | 0 | 14 | 85 | 3 | 33 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 30 | 0 | 0 | 83 | 7 | 10 | 0 | 0 | 0 | 8 | 97 | 0 | 33 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 29 | 43 | 0 | 29 | 0 | 0 | 34 | 56 | 29 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 7 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | 12 | 88 | 8 | 8 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 11 | 0 | 0 | 36 | 36 | 27 | 0 | 0 | 0 | 18 | 8 | 49 | 13 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 11 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 7 | 77 | 23 | 13 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 14 | 43 | 43 | 0 | 0 | 0 | 28 | 33 | 29 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 15 | 100 | -2 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 51 | 0 | 252 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 39 | 75 | 9 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 11 | 0 | 0 | 82 | 9 | 0 | 9 | 0 | 0 | 18 | 32 | 48 | 22 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 11 | 0 | 0 | 82 | 9 | 0 | 0 | 9 | 0 | 22 | 64 | 28 | 22 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 50 | 77 | 4 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | -4 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 24 | 20 | 26 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 80 | 14 | 5 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -12 | 86 | 12 | 21 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 80 | 12 | 20 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|--------------------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | GATWICK | FUTURA AIRLINES | S | A | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 16 | 62 | 53 | 13 | |
| | GATWICK | FUTURA AIRLINES | S | D | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 15 | 62 | 46 | 13 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 14 | 0 | 0 | 64 | 29 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 15 | 4 | |
| | LUTON | MONARCH AIRLINES | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 8 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -3 | 67 | 13 | 6 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 15 | 6 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 7 | 25 | 48 | 8 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 29 | 8 | |
| TOTAL PALMA DE MALLORCA | | | | | 319 | 1 | 1 | 72 | 15 | 10 | 2 | 1 | 0 | 14 | 57 | 30 | 30 | |
| PAPHOS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -11 | 80 | 7 | 5 | |
| | BIRMINGHAM | AIR 2000 | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 5 | 5 | |
| | GATWICK | AIR 2000 | S | A | 8 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 0 | 31 | 25 | 49 | 8 | |
| | GATWICK | AIR 2000 | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 13 | 63 | 23 | 8 | |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 40 | 28 | 5 | |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 11 | 5 | |
| | MANCHESTER | AIR 2000 | S | A | 9 | 0 | 0 | 56 | 22 | 0 | 11 | 11 | 0 | 33 | 40 | 19 | 5 | |
| | MANCHESTER | AIR 2000 | S | D | 9 | 0 | 0 | 56 | 22 | 0 | 11 | 11 | 0 | 37 | 100 | 2 | 5 | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 60 | 20 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 8 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 30 | 20 | 20 | 30 | 0 | 0 | 51 | 33 | 31 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 23 | 56 | 23 | 9 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 9 | 83 | 6 | 6 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 5 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 16 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 28 | 67 | 25 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 1 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 89 | 5 | 9 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|----------------------|---------------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| PAPHOS | GATWICK | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 4 | 75 | 0 | 0 | 25 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 2 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GLASGOW | EUROCYPRIA AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | GLASGOW | EUROCYPRIA AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | LUTON | EUROCYPRIA AIRLINES LTD | C | A | 3 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 50 | 9 | 4 |
| | LUTON | EUROCYPRIA AIRLINES LTD | C | D | 3 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 6 | 3 |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | A | 6 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 0 | 43 | 50 | 11 | 2 |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | D | 6 | 0 | 0 | 67 | 17 | 0 | 0 | 17 | 0 | 64 | 50 | 23 | 2 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 0 | 20 | 152 | 0 | 16 | 1 |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 50 | 15 | 2 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -22 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 42 | 0 | 38 | 1 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 32 | 100 | -1 | 1 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 42 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 67 | 0 | 17 | 0 | 17 | 0 | 36 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | | | 197 | 1 | 17 | 65 | 13 | 12 | 7 | 3 | 1 | 23 | 65 | 17 | 17 |
| PAPHOS | PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | |
| | EDINBURGH | AIR FRANCE | S | A | 30 | 0 | 1 | 60 | 20 | 7 | 13 | 0 | 0 | 23 | 20 | 49 | 30 |
| | EDINBURGH | AIR FRANCE | S | D | 30 | 0 | 1 | 67 | 13 | 10 | 10 | 0 | 0 | 20 | 73 | 19 | 30 |
| | HEATHROW | AIR FRANCE | S | A | 373 | 1 | 0 | 53 | 25 | 14 | 8 | 0 | 0 | 20 | 58 | 21 | 359 |
| | HEATHROW | AIR FRANCE | C | A | 2 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 33 | 71 | 3 |
| | HEATHROW | AIR FRANCE | S | D | 373 | 1 | 0 | 69 | 12 | 12 | 6 | 1 | 0 | 14 | 68 | 16 | 359 |
| | LONDON CITY | AIR FRANCE | S | A | 63 | 0 | 1 | 84 | 14 | 0 | 2 | 0 | 0 | 6 | 84 | 13 | 75 |
| | LONDON CITY | AIR FRANCE | S | D | 63 | 0 | 1 | 63 | 22 | 10 | 5 | 0 | 0 | 20 | 57 | 19 | 76 |
| | MANCHESTER | AIR FRANCE | S | A | 120 | 0 | 0 | 70 | 16 | 8 | 6 | 0 | 0 | 14 | 56 | 22 | 121 |
| | MANCHESTER | AIR FRANCE | S | D | 120 | 0 | 0 | 86 | 7 | 4 | 3 | 0 | 0 | 5 | 84 | 9 | 121 |
| | STANSTED | AIR FRANCE | S | D | 2 | 1 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | GATWICK | AIR GABON | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 67 | 16 | 3 |
| | GATWICK | AIR GABON | S | D | 2 | 0 | 2 | 50 | 0 | 0 | 50 | 0 | 0 | 77 | 0 | 79 | 4 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 201 | 0 | 2 | 71 | 12 | 12 | 3 | 1 | 0 | 13 | 70 | 14 | 235 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 202 | 0 | 4 | 81 | 12 | 5 | 1 | 0 | 0 | 7 | 78 | 10 | 233 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 139 | 0 | 0 | 64 | 18 | 13 | 4 | 1 | 0 | 18 | 67 | 15 | 132 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 138 | 0 | 0 | 75 | 17 | 4 | 4 | 1 | 0 | 13 | 73 | 14 | 131 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 74 | 25 | 23 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 12 | 68 | 15 | 19 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 59 | 0 | 0 | 53 | 10 | 25 | 12 | 0 | 0 | 24 | 58 | 14 | 57 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 58 | 0 | 1 | 38 | 34 | 19 | 9 | 0 | 0 | 24 | 69 | 16 | 58 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 117 | 0 | 0 | 64 | 21 | 7 | 8 | 0 | 1 | 18 | 77 | 10 | 115 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 117 | 0 | 0 | 88 | 4 | 5 | 3 | 0 | 0 | 7 | 84 | 8 | 116 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 0 | 81 | 7 | 12 | 0 | 0 | 0 | 7 | 87 | 3 | 47 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 48 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 3 | 91 | 7 | 47 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 11 | 20 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 191 | 0 | 0 | 74 | 15 | 7 | 4 | 0 | 0 | 7 | 73 | 15 | 193 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 190 | 0 | 0 | 77 | 11 | 7 | 5 | 0 | 0 | 9 | 75 | 11 | 193 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 118 | 0 | 0 | 57 | 14 | 17 | 12 | 1 | 0 | 23 | 71 | 13 | 115 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 118 | 0 | 0 | 69 | 13 | 11 | 7 | 0 | 0 | 14 | 78 | 11 | 116 |
| | GATWICK | CAMEROON AIRLINES | S | A | 5 | 0 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 47 | 0 | 48 | 4 |
| | GATWICK | CAMEROON AIRLINES | S | D | 5 | 0 | 1 | 0 | 0 | 20 | 40 | 20 | 20 | 180 | 25 | 66 | 4 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 136 | 0 | 0 | 83 | 10 | 4 | 1 | 1 | 0 | 8 | 81 | 10 | 134 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 136 | 0 | 0 | 74 | 13 | 9 | 4 | 0 | 0 | 14 | 77 | 13 | 138 |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | A | 54 | 0 | 1 | 70 | 20 | 9 | 0 | 0 | 0 | 10 | 75 | 16 | 55 |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | D | 54 | 0 | 1 | 78 | 13 | 9 | 0 | 0 | 0 | 10 | 82 | 13 | 55 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|---|-------------------|---------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | GILL AIRWAYS | S | A | 50 | 0 | 0 | 76 | 14 | 4 | 6 | 0 | 0 | 14 | 67 | 14 | 51 | |
| | NEWCASTLE | GILL AIRWAYS | S | D | 50 | 0 | 0 | 56 | 36 | 2 | 6 | 0 | 0 | 17 | 78 | 12 | 51 | |
| | STANSTED | KLM UK LTD | S | A | 97 | 0 | 7 | 55 | 15 | 12 | 18 | 0 | 0 | 27 | 75 | 13 | 103 | |
| | STANSTED | KLM UK LTD | S | D | 98 | 0 | 6 | 31 | 30 | 22 | 15 | 2 | 0 | 38 | 70 | 19 | 102 | |
| | LUTON | SCOT AIRWAYS | S | A | 55 | 1 | 10 | 31 | 29 | 18 | 22 | 0 | 0 | 34 | 57 | 17 | 60 | |
| | LUTON | SCOT AIRWAYS | S | D | 59 | 1 | 7 | 53 | 14 | 17 | 17 | 0 | 0 | 26 | 84 | 10 | 61 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 3799 | 8 | 64 | 68 | 15 | 10 | 6 | 0 | 0 | 15 | 71 | 14 | 14 | |
| PARIS (ORLY) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR LIB | S | A | 88 | 0 | 1 | 67 | 18 | 7 | 7 | 1 | 0 | 19 | 66 | 19 | 85 | |
| | HEATHROW | AIR LIB | S | D | 88 | 0 | 1 | 74 | 8 | 9 | 8 | 1 | 0 | 17 | 64 | 17 | 84 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 78 | 0 | 0 | 85 | 8 | 4 | 4 | 0 | 0 | 5 | 80 | 5 | 80 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 78 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 12 | 79 | 10 | 81 | |
| TOTAL PARIS (ORLY) | | | | | 332 | 0 | 2 | 75 | 11 | 7 | 6 | 1 | 0 | 13 | 72 | 13 | 13 | |
| PERTH (AUSTRALIA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 78 | 0 | 60 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 60 | 62 | 5 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | -2 | 71 | 22 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 13 | 68 | 14 | 31 | |
| TOTAL PERTH (AUSTRALIA) | | | | | 70 | 0 | 0 | 74 | 17 | 4 | 3 | 1 | 0 | 10 | 64 | 23 | 23 | |
| PHILADELPHIA INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 85 | 8 | 3 | 2 | 0 | 2 | 28 | 97 | 0 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 78 | 15 | 5 | 2 | 0 | 0 | 8 | 33 | 33 | 30 | |
| | GATWICK | US AIRWAYS | S | A | 59 | 0 | 3 | 59 | 20 | 10 | 10 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | US AIRWAYS | S | D | 59 | 0 | 3 | 59 | 20 | 8 | 10 | 2 | 0 | 27 | 0 | 0 | 0 | |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | 238 | 0 | 6 | 71 | 16 | 7 | 6 | 0 | 0 | 20 | 65 | 17 | 17 | |
| PHUKET | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 20 | 20 | 30 | 10 | 20 | 0 | 64 | 50 | 24 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 10 | 80 | 16 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 40 | 0 | 30 | 10 | 20 | 0 | 57 | 25 | 47 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|-------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PHUKET | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 31 | 5 |
| TOTAL PHUKET | | | | | 38 | 0 | 0 | 53 | 16 | 16 | 5 | 11 | 0 | 35 | 56 | 29 | 29 |
| PISA | STANSTED | ALITALIA | S | A | 28 | 0 | 1 | 32 | 32 | 25 | 7 | 4 | 0 | 35 | 0 | 0 | 0 |
| | STANSTED | ALITALIA | S | D | 28 | 0 | 1 | 29 | 29 | 29 | 14 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 58 | 0 | 2 | 76 | 5 | 16 | 3 | 0 | 0 | 10 | 75 | 17 | 59 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 61 | 0 | 0 | 61 | 20 | 13 | 7 | 0 | 0 | 18 | 73 | 16 | 59 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -21 | 67 | 70 | 3 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 100 | 6 | 3 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 7 | 4 |
| | STANSTED | RYANAIR | S | A | 53 | 0 | 3 | 60 | 11 | 13 | 13 | 2 | 0 | 25 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 55 | 0 | 1 | 42 | 27 | 20 | 11 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL PISA | | | | | 295 | 0 | 8 | 56 | 18 | 17 | 8 | 1 | 0 | 21 | 78 | 13 | 13 |
| PITTSBURGH | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 7 | 3 | 3 | 3 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 57 | 30 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL PITTSBURGH | | | | | 60 | 0 | 0 | 70 | 18 | 8 | 2 | 2 | 0 | 13 | 30 | 49 | 49 |
| PLOVDIV | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | AIR VIA BULGARIAN AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 25 | 100 | -4 | 2 |
| | GATWICK | AIR VIA BULGARIAN AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 30 | 100 | 3 | 2 |
| | MANCHESTER | AIR VIA BULGARIAN AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 50 | 26 | 2 |
| | MANCHESTER | AIR VIA BULGARIAN AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 45 | 2 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 89 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | | | 17 | 0 | 1 | 53 | 18 | 6 | 24 | 0 | 0 | 26 | 75 | 17 | 17 |
| PLYMOUTH | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| PLYMOUTH | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 66 | 0 | 0 | 55 | 15 | 18 | 11 | 2 | 0 | 24 | 76 | 9 | 84 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 41 | 0 | 1 | 71 | 22 | 7 | 0 | 0 | 11 | 84 | 8 | 57 | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 10 | 0 | 0 | 50 | 40 | 0 | 10 | 0 | 16 | 86 | 8 | 7 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 21 | 0 | 0 | 81 | 5 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL PLYMOUTH | | | | | 142 | 0 | 1 | 64 | 17 | 12 | 6 | 1 | 0 | 18 | 80 | 9 | 9 |
| PONTOISE | LUTON | DEBONAIR AIRWAYS LTD | S | A | 52 | 0 | 10 | 37 | 33 | 19 | 12 | 0 | 0 | 30 | 0 | 0 | 0 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 53 | 0 | 8 | 60 | 17 | 15 | 8 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL PONTOISE | | | | | 105 | 0 | 18 | 49 | 25 | 17 | 10 | 0 | 24 | 0 | 0 | 0 | |
| PORLAMAR | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 113 | 0 | 141 | 1 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 19 | 0 | 160 | 1 | |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 107 | 0 | 931 | 2 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 10 | 0 | 935 | 2 | |
| TOTAL PORLAMAR | | | | | 12 | 0 | 0 | 25 | 8 | 17 | 50 | 0 | 0 | 62 | 0 | 672 | 672 |
| PORT OF SPAIN | HEATHROW | BWIA | S | A | 31 | 0 | 0 | 39 | 23 | 13 | 23 | 0 | 3 | 41 | 70 | 6 | 30 |
| | HEATHROW | BWIA | S | D | 31 | 0 | 0 | 35 | 35 | 13 | 13 | 3 | 0 | 39 | 37 | 28 | 30 |
| TOTAL PORT OF SPAIN | | | | | 64 | 0 | 0 | 36 | 30 | 13 | 19 | 2 | 2 | 41 | 52 | 19 | 19 |
| PRAGUE | HEATHROW | BMI BRITISH MIDLAND | S | A | 37 | 0 | 0 | 62 | 30 | 8 | 0 | 0 | 12 | 62 | 17 | 37 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 37 | 0 | 0 | 95 | 3 | 3 | 0 | 0 | 2 | 84 | 6 | 37 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 88 | 5 | 3 | 3 | 0 | 4 | 78 | 13 | 58 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 86 | 10 | 2 | 2 | 0 | 7 | 79 | 7 | 57 | |
| | HEATHROW | CSA | S | A | 58 | 0 | 0 | 69 | 21 | 7 | 3 | 0 | 12 | 78 | 6 | 60 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|------------------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| PRAGUE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CSA | S | D | 59 | 0 | 0 | 81 | 12 | 3 | 3 | 0 | 0 | 8 | 84 | 4 | 61 | |
| | MANCHESTER | CSA | S | A | 19 | 0 | 4 | 68 | 21 | 5 | 5 | 0 | 0 | 11 | 77 | 8 | 22 | |
| | MANCHESTER | CSA | S | D | 20 | 0 | 3 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 78 | 8 | 23 | |
| | STANSTED | CSA | S | A | 15 | 0 | 2 | 67 | 27 | 7 | 0 | 0 | 0 | 9 | 94 | -3 | 16 | |
| | STANSTED | CSA | S | D | 15 | 0 | 2 | 67 | 27 | 7 | 0 | 0 | 0 | 9 | 88 | 3 | 16 | |
| TOTAL PRAGUE | | | | | 387 | 2 | 11 | 77 | 17 | 4 | 2 | 0 | 0 | 8 | 78 | 8 | 8 | |
| PRESTWICK | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 106 | 0 | 5 | 76 | 7 | 7 | 7 | 2 | 2 | 23 | 67 | 17 | 106 | |
| | STANSTED | RYANAIR | S | D | 107 | 0 | 0 | 46 | 21 | 18 | 14 | 0 | 2 | 37 | 67 | 16 | 109 | |
| TOTAL PRESTWICK | | | | | 214 | 0 | 9 | 61 | 14 | 12 | 10 | 1 | 2 | 31 | 67 | 17 | 17 | |
| PUERTO PLATA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 87 | 80 | 0 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 0 | 38 | 100 | 10 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 82 | 50 | 51 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 29 | 33 | 55 | 6 | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 5 | 1 | 0 | 20 | 20 | 40 | 0 | 20 | 0 | 57 | 100 | -14 | 5 | |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 5 | 1 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 63 | 100 | 7 | 4 | |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 50 | 67 | 45 | 3 | |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 67 | 31 | 3 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 66 | 67 | 57 | 6 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 40 | 38 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 80 | 40 | 38 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 196 | 100 | 1 | 4 | |
| TOTAL PUERTO PLATA | | | | | 52 | 3 | 0 | 29 | 12 | 29 | 21 | 10 | 0 | 58 | 64 | 27 | 27 | |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 50 | 25 | 44 | 4 | |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 25 | 20 | 63 | 5 | |
| TOTAL PUERTO VALLARTA | | | | | 10 | 0 | 0 | 40 | 20 | 10 | 30 | 0 | 0 | 38 | 36 | 42 | 42 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|--------------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| RALEIGH | GATWICK | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | -5 | 87 | -5 | 30 |
| | GATWICK | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 63 | 33 | 3 | 0 | 0 | 0 | 12 | 87 | 15 | 30 |
| TOTAL RALEIGH | | | | | 60 | 0 | 0 | 72 | 22 | 2 | 5 | 0 | 0 | 4 | 87 | 5 | 5 |
| RENNES | GATWICK | BRIT AIR | S | A | 50 | 0 | 1 | 48 | 34 | 14 | 2 | 2 | 0 | 23 | 72 | 14 | 50 |
| | GATWICK | BRIT AIR | S | D | 50 | 0 | 1 | 64 | 20 | 12 | 2 | 2 | 0 | 22 | 78 | 11 | 49 |
| TOTAL RENNES | | | | | 100 | 0 | 2 | 56 | 27 | 13 | 2 | 2 | 0 | 23 | 75 | 12 | 12 |
| RIGA | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 29 | 0 | 0 | 79 | 10 | 10 | 0 | 0 | 0 | 7 | 69 | 24 | 16 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 29 | 0 | 0 | 66 | 28 | 7 | 0 | 0 | 0 | 13 | 59 | 18 | 17 |
| TOTAL RIGA | | | | | 58 | 0 | 0 | 72 | 19 | 9 | 0 | 0 | 0 | 10 | 58 | 24 | 24 |
| RIMINI | STANSTED | RYANAIR | S | A | 30 | 0 | 0 | 50 | 27 | 13 | 3 | 3 | 3 | 37 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 1 | 59 | 21 | 21 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL RIMINI | | | | | 59 | 0 | 1 | 54 | 24 | 17 | 2 | 2 | 2 | 27 | 0 | 0 | 0 |
| RIO DE JANEIRO (GALEAO) | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 0 | 33 | 75 | -9 | 4 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 38 | 8 | 23 | 23 | 8 | 0 | 47 | 100 | 4 | 4 |
| | HEATHROW | VARIG | S | A | 18 | 0 | 0 | 22 | 22 | 33 | 17 | 0 | 6 | 99 | 50 | 15 | 14 |
| | HEATHROW | VARIG | S | D | 17 | 0 | 0 | 41 | 35 | 18 | 6 | 0 | 0 | 26 | 56 | 21 | 16 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | | | 56 | 0 | 0 | 32 | 23 | 27 | 14 | 2 | 2 | 55 | 62 | 13 | 13 |
| RIYADH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | -1 | 92 | -7 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 86 | 10 | 14 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 13 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 16 | 25 | 58 | 4 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 9 | 0 | 57 | 4 |
| TOTAL RIYADH | | | | | 53 | 0 | 0 | 77 | 15 | 4 | 4 | 0 | 0 | 8 | 71 | 15 | 15 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 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) | | | | | | | | | | |
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 31 | 47 | 13 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 62 | 32 | 13 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 33 | 2 | 3 | 45 | 21 | 18 | 15 | 0 | 0 | 34 | 61 | 25 | 46 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 31 | 4 | 5 | 55 | 29 | 6 | 6 | 3 | 0 | 26 | 53 | 27 | 47 |
| | STANSTED | GO FLY LTD | S | A | 59 | 0 | 0 | 76 | 15 | 7 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 59 | 0 | 1 | 46 | 15 | 34 | 5 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | | | 200 | 6 | 9 | 59 | 18 | 17 | 6 | 1 | 0 | 19 | 61 | 24 | 24 |
| ROME (FIUMICINO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALITALIA | S | A | 148 | 0 | 1 | 48 | 30 | 16 | 6 | 0 | 0 | 21 | 55 | 20 | 148 |
| | HEATHROW | ALITALIA | S | D | 147 | 1 | 3 | 62 | 20 | 12 | 6 | 0 | 0 | 15 | 59 | 16 | 148 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 58 | 0 | 0 | 69 | 14 | 10 | 7 | 0 | 0 | 16 | 60 | 16 | 55 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 57 | 0 | 0 | 70 | 16 | 7 | 7 | 0 | 0 | 15 | 84 | 9 | 55 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 150 | 0 | 0 | 75 | 15 | 5 | 5 | 0 | 0 | 10 | 78 | 8 | 144 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 150 | 0 | 0 | 82 | 10 | 5 | 3 | 0 | 0 | 7 | 83 | 6 | 144 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 76 | 6 | 12 | 6 | 0 | 0 | 17 | 92 | 0 | 12 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 71 | 18 | 6 | 6 | 0 | 0 | 16 | 58 | 21 | 12 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 58 | 0 | 2 | 55 | 16 | 17 | 12 | 0 | 0 | 27 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 57 | 1 | 3 | 47 | 21 | 14 | 18 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | | | 863 | 2 | 9 | 65 | 18 | 11 | 6 | 0 | 0 | 16 | 69 | 13 | 13 |
| ROTTERDAM | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 69 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 8 | 84 | 7 | 74 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 68 | 0 | 0 | 75 | 19 | 3 | 3 | 0 | 0 | 11 | 73 | 14 | 73 |
| | HEATHROW | KLM | S | A | 100 | 0 | 2 | 74 | 15 | 7 | 4 | 0 | 0 | 10 | 75 | 12 | 115 |
| | HEATHROW | KLM | S | D | 100 | 0 | 2 | 85 | 8 | 3 | 4 | 0 | 0 | 3 | 70 | 14 | 115 |
| | LONDON CITY | VLM (BELGIUM) | S | A | 106 | 2 | 3 | 89 | 5 | 3 | 4 | 0 | 0 | 5 | 95 | 0 | 108 |
| | LONDON CITY | VLM (BELGIUM) | S | D | 106 | 1 | 3 | 71 | 21 | 6 | 3 | 0 | 0 | 15 | 81 | 10 | 108 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ROTTERDAM | MANCHESTER | VLM (BELGIUM) | S | A | 59 | 0 | 8 | 63 | 24 | 10 | 2 | 2 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | VLM (BELGIUM) | S | D | 59 | 0 | 8 | 88 | 10 | 2 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL ROTTERDAM | | | | | 669 | 7 | 26 | 78 | 14 | 5 | 3 | 0 | 0 | 8 | 80 | 9 | 9 |
| ROVANIEMI | GATWICK | AIR 2000 | C | A | 2 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 100 | 4 | 2 |
| | GATWICK | AIR 2000 | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 45 | 0 | 20 | 2 |
| | GLASGOW | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 100 | -36 | 1 |
| | GLASGOW | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 1 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | -22 | 2 |
| | MANCHESTER | AIR 2000 | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 10 | 2 |
| | STANSTED | AIR 2000 | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| | STANSTED | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 0 | 52 | 2 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 45 | 50 | 8 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 22 | 0 | 44 | 0 | 0 | 42 | 20 | 31 | 10 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 38 | 13 | 0 | 50 | 0 | 0 | 45 | 56 | 17 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 103 | 13 | 52 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 25 | 29 | 23 | 7 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | HEATHROW | FINNAIR | S | A | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | HEATHROW | FINNAIR | S | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 57 | 100 | -7 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 70 | 100 | 5 | 1 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 0 | 34 | 1 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 49 | 1 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 33 | 0 | 39 | 1 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 67 | 15 | 3 | |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| ROVANIEMI | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 35 | 3 | |
| TOTAL ROVANIEMI | | | | | 106 | 6 | 4 | 48 | 19 | 13 | 20 | 0 | 0 | 29 | 52 | 19 | 19 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|------------------------|-------------------|----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SALONIKA | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEGEAN AIRLINES | S | A | 4 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 42 | 75 | 18 | 4 |
| | HEATHROW | AEGEAN AIRLINES | S | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 37 | 75 | 13 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 5 | 67 | 23 | 6 | |
| | GATWICK | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 24 | 56 | 123 | 9 | |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL SALONIKA | | | | | 28 | 1 | 0 | 54 | 11 | 25 | 11 | 0 | 26 | 70 | 70 | 70 | |
| SALZBURG | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 94 | 100 | -1 | 3 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 26 | 100 | 2 | 4 | |
| | NEWCASTLE | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 13 | 100 | 3 | 2 | |
| | STANSTED | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 9 | 100 | -4 | 1 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 11 | 100 | 4 | 2 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 66 | 33 | 36 | 3 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 59 | 25 | 34 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 12 | 100 | 7 | 2 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 24 | 67 | 16 | 3 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 30 | 25 | 24 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 1 | 20 | 20 | 60 | 0 | 0 | 26 | 80 | 9 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 19 | 83 | 13 | 6 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 15 | 100 | 9 | 2 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 32 | 0 | 0 | 0 | |
| TOTAL SALZBURG | | | | | 55 | 0 | 9 | 42 | 29 | 20 | 7 | 2 | 28 | 79 | 10 | 10 | |
| SAN DIEGO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 1 | 80 | 10 | 7 | 3 | 0 | -7 | 78 | -4 | 27 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 42 | 29 | 19 | 10 | 0 | 27 | 50 | 18 | 26 | |
| TOTAL SAN DIEGO | | | | | 61 | 1 | 1 | 61 | 20 | 13 | 7 | 0 | 10 | 64 | 7 | 7 | |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 42 | 0 | 0 | 90 | 2 | 0 | 7 | 0 | 0 | 70 | 8 | 43 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|-------------------------------------|-------------------|------------|-----------------------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SAN FRANCISCO | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 43 | 0 | 0 | 72 | 16 | 7 | 5 | 0 | 0 | 16 | 62 | 20 | 42 |
| | | HEATHROW | UNITED AIRLINES | S | A | 62 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | -7 | 37 | 30 | 62 |
| | | HEATHROW | UNITED AIRLINES | S | D | 62 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 65 | 24 | 62 |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 1 | 83 | 10 | 0 | 7 | 0 | 0 | -4 | 63 | 14 | 30 |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 1 | 47 | 33 | 17 | 3 | 0 | 0 | 24 | 37 | 27 | 30 |
| TOTAL SAN FRANCISCO | | | | | | 269 | 0 | 2 | 80 | 12 | 5 | 3 | 0 | 0 | 4 | 55 | 21 | 21 |
| SAN JOSE COST RICA | | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 60 | 0 | 0 | 0 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL SAN JOSE COST RICA | | | | | | 10 | 0 | 0 | 30 | 40 | 10 | 20 | 0 | 0 | 36 | 0 | 0 | 0 |
| SAN JUAN (PUERTO RICO) | | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 51 | 0 | 31 | 1 |
| | | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 0 | 21 | 1 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 16 | 80 | 10 | 5 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 25 | 31 | 4 |
| TOTAL SAN JUAN (PUERTO RICO) | | | | | | 24 | 0 | 0 | 42 | 33 | 21 | 4 | 0 | 0 | 22 | 42 | 21 | 21 |
| SANAA | | GATWICK | YEMENIA | S | A | 9 | 0 | 0 | 33 | 33 | 11 | 22 | 0 | 0 | 33 | 11 | 57 | 9 |
| | | GATWICK | YEMENIA | S | D | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 29 | 44 | 25 | 9 |
| TOTAL SANAA | | | | | | 18 | 0 | 0 | 39 | 22 | 17 | 22 | 0 | 0 | 31 | 28 | 41 | 41 |
| SANDEFJORD(TORP) | | NEWCASTLE | GILL AIRWAYS | C | A | 2 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | | NEWCASTLE | GILL AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | | STANSTED | RYANAIR | S | A | 52 | 0 | 0 | 77 | 8 | 4 | 10 | 0 | 2 | 18 | 54 | 34 | 48 |
| | | STANSTED | RYANAIR | S | D | 54 | 0 | 0 | 54 | 24 | 15 | 7 | 0 | 0 | 24 | 50 | 30 | 52 |
| TOTAL SANDEFJORD(TORP) | | | | | | 110 | 2 | 0 | 65 | 15 | 11 | 8 | 0 | 1 | 21 | 52 | 32 | 32 |
| SANFORD | | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 50 | 47 | 4 |
| | | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 19 | 29 | 61 | 7 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|-------------------------------------|-------------------|-----------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| SANFORD | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 17 | 57 | 50 | 7 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 38 | 50 | 0 | 13 | 0 | 0 | 18 | 78 | 20 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 56 | 14 | 9 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 2 | 100 | -3 | 2 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 10 | 0 | 0 | 50 | 10 | 0 | 40 | 0 | 0 | 48 | 38 | 63 | 8 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 10 | 0 | 1 | 30 | 40 | 10 | 20 | 0 | 0 | 36 | 14 | 39 | 7 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 7 | 1 | 0 | 57 | 0 | 14 | 29 | 0 | 0 | 33 | 38 | 141 | 8 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 9 | 0 | 0 | 22 | 11 | 11 | 44 | 11 | 0 | 72 | 67 | 24 | 6 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 100 | -29 | 3 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 25 | 50 | 71 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 43 | 14 | 14 | 14 | 14 | 0 | 51 | 33 | 50 | 12 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 14 | 43 | 14 | 29 | 0 | 0 | 51 | 42 | 31 | 12 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 3 | 1 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 77 | 75 | 14 | 4 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 73 | 25 | 63 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 12 | 0 | 1 | 50 | 17 | 17 | 0 | 8 | 8 | 141 | 58 | 24 | 12 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 0 | 71 | 0 | 7 | 7 | 14 | 0 | 54 | 69 | 40 | 13 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 3 | 1 | 1 | 0 | 33 | 33 | 0 | 0 | 33 | 445 | 33 | 83 | 3 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 66 | 4 |
| TOTAL SANFORD | | | | | 130 | 7 | 7 | 48 | 20 | 11 | 15 | 4 | 2 | 55 | 48 | 44 | 44 |
| SANTIAGO DE CHILE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 81 | 12 | 4 | 0 | 4 | 0 | 15 | 79 | 5 | 14 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 73 | 23 | 0 | 4 | 0 | 0 | 10 | 86 | 7 | 14 |
| TOTAL SANTIAGO DE CHILE | | | | | 53 | 1 | 0 | 75 | 17 | 2 | 2 | 4 | 0 | 18 | 82 | 6 | 6 |
| SANTIAGO DE COMPOSTELA | | | | | | | | | | | | | | | | | |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 63 | 13 | 17 | 7 | 0 | 0 | 13 | 37 | 41 | 30 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 83 | 3 | 10 | 3 | 0 | 0 | 5 | 86 | 2 | 29 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 1 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 70 | 0 | 66 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL SANTIAGO DE COMPOSTELA | | | | | 70 | 2 | 1 | 66 | 10 | 14 | 10 | 0 | 0 | 16 | 57 | 27 | 27 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|------------------------------------|-------------------|------------|---------------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 123 | 50 | 18 | 2 |
| | | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 119 | 50 | 13 | 2 |
| | | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 18 | 50 | 20 | 10 |
| | | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 37 | 50 | 20 | 8 |
| | | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 25 | 49 | 8 |
| | | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 39 | 8 |
| TOTAL SANTO DOMINGO | | | | | | 20 | 0 | 0 | 60 | 15 | 10 | 5 | 10 | 0 | 35 | 38 | 32 | 32 |
| SAO PAULO (GUARULHOS) | | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 46 | 15 | 23 | 8 | 8 | 0 | 30 | 40 | 66 | 5 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 21 | 75 | 212 | 4 |
| | | GATWICK | TRANSBRASIL | S | A | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 29 | 56 | 32 | 9 |
| | | GATWICK | TRANSBRASIL | S | D | 9 | 0 | 0 | 44 | 11 | 33 | 0 | 11 | 0 | 40 | 0 | 0 | 0 |
| | | HEATHROW | VARIG | S | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 30 | 17 | 46 | 6 |
| | | HEATHROW | VARIG | S | D | 5 | 0 | 0 | 40 | 20 | 20 | 0 | 0 | 20 | 145 | 100 | 3 | 4 |
| TOTAL SAO PAULO (GUARULHOS) | | | | | | 48 | 0 | 0 | 40 | 21 | 31 | 2 | 4 | 2 | 42 | 54 | 62 | 62 |
| SEATTLE (TACOMA) | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 86 | 0 | 7 | 7 | 0 | 0 | 7 | 77 | 50 | 30 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 60 | 27 | 10 | 3 | 0 | 0 | 15 | 50 | 36 | 30 |
| TOTAL SEATTLE (TACOMA) | | | | | | 59 | 0 | 1 | 73 | 14 | 8 | 5 | 0 | 0 | 11 | 63 | 43 | 43 |
| SEOUL (KIMPO) | | HEATHROW | KOREAN AIR | S | A | 21 | 0 | 0 | 57 | 14 | 24 | 5 | 0 | 0 | 13 | 100 | -19 | 22 |
| | | HEATHROW | KOREAN AIR | S | D | 21 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 91 | 3 | 22 |
| TOTAL SEOUL (KIMPO) | | | | | | 42 | 0 | 0 | 62 | 24 | 12 | 2 | 0 | 0 | 11 | 85 | 1 | 1 |
| SEVILLE | | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 70 | 13 | 10 | 7 | 0 | 0 | 13 | 52 | 18 | 29 |
| | | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 77 | 10 | 7 | 7 | 0 | 0 | 12 | 53 | 22 | 30 |
| TOTAL SEVILLE | | | | | | 64 | 1 | 0 | 75 | 11 | 8 | 6 | 0 | 0 | 12 | 54 | 20 | 20 |
| SEYCHELLES | | GATWICK | AIR SEYCHELLES | S | A | 9 | 0 | 0 | 22 | 33 | 33 | 11 | 0 | 0 | 29 | 44 | 25 | 9 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|---------------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SEYCHELLES | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR SEYCHELLES | S | D | 9 | 0 | 0 | 56 | 11 | 22 | 0 | 0 | 11 | 106 | 44 | 67 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 89 | 107 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 22 | 11 | 30 | 9 | |
| TOTAL SEYCHELLES | | | | | 35 | 0 | 0 | 54 | 20 | 17 | 6 | 0 | 3 | 42 | 54 | 42 | 42 | |
| SHANNON | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AB AIRLINES | S | A | 28 | 0 | 2 | 93 | 0 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | |
| | BIRMINGHAM | AB AIRLINES | S | D | 30 | 0 | 0 | 87 | 3 | 0 | 7 | 3 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | AB AIRLINES | S | A | 75 | 0 | 1 | 69 | 15 | 7 | 8 | 1 | 0 | 19 | 57 | 14 | 70 | |
| | GATWICK | AB AIRLINES | S | D | 75 | 1 | 1 | 69 | 9 | 11 | 9 | 1 | 0 | 18 | 37 | 36 | 71 | |
| | STANSTED | AB AIRLINES | S | A | 30 | 0 | 0 | 80 | 10 | 3 | 0 | 7 | 0 | 15 | 0 | 0 | 0 | |
| | STANSTED | AB AIRLINES | S | D | 30 | 1 | 0 | 63 | 17 | 10 | 3 | 7 | 0 | 28 | 0 | 0 | 0 | |
| | HEATHROW | AER LINGUS | S | A | 88 | 0 | 1 | 76 | 14 | 5 | 5 | 1 | 0 | 13 | 68 | 24 | 90 | |
| | HEATHROW | AER LINGUS | S | D | 88 | 0 | 1 | 70 | 18 | 5 | 6 | 1 | 0 | 15 | 69 | 23 | 91 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 47 | 0 | 5 | 77 | 4 | 6 | 13 | 0 | 0 | 15 | 83 | 12 | 48 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 46 | 1 | 6 | 83 | 7 | 4 | 2 | 4 | 0 | 14 | 90 | 8 | 48 | |
| | STANSTED | VIRGIN EXPRESS | S | A | 22 | 0 | 3 | 91 | 5 | 0 | 0 | 0 | 5 | 20 | 0 | 0 | 0 | |
| | STANSTED | VIRGIN EXPRESS | S | D | 22 | 0 | 3 | 64 | 14 | 18 | 0 | 5 | 0 | 23 | 0 | 0 | 0 | |
| TOTAL SHANNON | | | | | 581 | 3 | 23 | 75 | 11 | 6 | 6 | 2 | 0 | 16 | 65 | 21 | 21 | |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 0 | 38 | 38 | 13 | 13 | 0 | 0 | 21 | 50 | 19 | 4 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 20 | 67 | 14 | 6 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 21 | 100 | 9 | 1 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 36 | 0 | 0 | 44 | 36 | 14 | 6 | 0 | 0 | 19 | 53 | 19 | 19 | |
| SINGAPORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 74 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | -6 | 84 | 3 | 62 | |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 74 | 0 | 0 | 64 | 22 | 12 | 3 | 0 | 0 | 15 | 66 | 14 | 62 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|--------------------------|-------------------|------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SINGAPORE | | MANCHESTER | S | A | 23 | 0 | 0 | 83 | 9 | 9 | 0 | 0 | 0 | -6 | 50 | 14 | 18 |
| | | MANCHESTER | S | D | 23 | 0 | 0 | 43 | 22 | 9 | 22 | 4 | 0 | 43 | 33 | 30 | 18 |
| TOTAL SINGAPORE | | | | | 194 | 0 | 0 | 72 | 16 | 8 | 4 | 1 | 0 | 8 | 68 | 12 | 12 |
| SION | | | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 18 | 18 |
| SOFIA | | HEATHROW | S | A | 17 | 1 | 1 | 29 | 24 | 18 | 18 | 6 | 6 | 72 | 38 | 56 | 21 |
| | | HEATHROW | S | D | 17 | 1 | 1 | 53 | 0 | 18 | 18 | 6 | 6 | 66 | 52 | 59 | 21 |
| | | GATWICK | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| | | MANCHESTER | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 50 | 152 | 2 |
| | | GATWICK | S | A | 21 | 0 | 0 | 48 | 19 | 19 | 10 | 5 | 0 | 36 | 71 | 10 | 21 |
| | | GATWICK | S | D | 21 | 0 | 0 | 33 | 33 | 19 | 14 | 0 | 0 | 29 | 62 | 18 | 21 |
| | | BIRMINGHAM | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 33 | 100 | -7 | 1 |
| TOTAL SOFIA | | | | | 85 | 2 | 6 | 38 | 19 | 20 | 18 | 4 | 2 | 50 | 50 | 44 | 44 |
| SOUTHAMPTON | | EDINBURGH | S | A | 43 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 60 | 19 | 58 |
| | | EDINBURGH | S | D | 45 | 0 | 1 | 91 | 7 | 2 | 0 | 0 | 0 | 6 | 64 | 17 | 56 |
| | | GLASGOW | S | A | 78 | 0 | 1 | 83 | 8 | 5 | 4 | 0 | 0 | 9 | 83 | 13 | 59 |
| | | GLASGOW | S | D | 78 | 0 | 1 | 86 | 5 | 5 | 4 | 0 | 0 | 6 | 78 | 10 | 58 |
| | | MANCHESTER | S | A | 55 | 1 | 4 | 87 | 5 | 2 | 5 | 0 | 0 | 6 | 78 | 10 | 58 |
| | | MANCHESTER | S | D | 56 | 1 | 3 | 89 | 5 | 2 | 4 | 0 | 0 | 5 | 83 | 7 | 58 |
| TOTAL SOUTHAMPTON | | | | | 355 | 2 | 10 | 88 | 6 | 3 | 3 | 0 | 0 | 6 | 76 | 12 | 12 |
| SPLIT | | GATWICK | S | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| | | GATWICK | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 29 | 0 | 0 | 0 |
| | | HEATHROW | S | A | 4 | 0 | 0 | 25 | 0 | 50 | 0 | 25 | 0 | 67 | 25 | 28 | 4 |
| | | HEATHROW | S | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 50 | 50 | 20 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|-----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SPLIT | | | | | | | | | | | | | | | | | |
| TOTAL SPLIT | | | | | 18 | 0 | 0 | 50 | 17 | 11 | 17 | 6 | 0 | 45 | 30 | 39 | 39 |
| ST ETIENNE | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 83 | 14 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 30 | 0 | 0 | 60 | 33 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL ST ETIENNE | | | | | 59 | 0 | 0 | 71 | 24 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| ST KITTS | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 127 | 4 |
| TOTAL ST KITTS | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 116 | 116 |
| ST LOUIS (LAMBERT) | | | | | | | | | | | | | | | | | |
| | GATWICK | TRANS WORLD AIRLINES | S | A | 31 | 0 | 0 | 39 | 29 | 29 | 3 | 0 | 0 | 25 | 39 | 21 | 31 |
| | GATWICK | TRANS WORLD AIRLINES | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 11 | 81 | 11 | 31 |
| TOTAL ST LOUIS (LAMBERT) | | | | | 62 | 0 | 0 | 56 | 23 | 18 | 3 | 0 | 0 | 18 | 60 | 16 | 16 |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 55 | 0 | 50 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 67 | 0 | 61 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 11 | 11 | 11 | 56 | 11 | 0 | 96 | 25 | 45 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 36 | 50 | 13 | 4 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 62 | 8 | 8 | 15 | 8 | 0 | 38 | 62 | 74 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 21 | 43 | 29 | 7 | 0 | 0 | 31 | 25 | 92 | 12 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 1 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 13 | 44 | 32 | 9 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ST LUCIA (HEWANORRA) | | | | | 71 | 1 | 0 | 44 | 21 | 11 | 21 | 3 | 0 | 41 | 34 | 72 | 72 |
| ST PETERSBURG | | | | | | | | | | | | | | | | | |
| | GATWICK | AEROFLOT | S | A | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 29 | 100 | 2 | 8 |
| | GATWICK | AEROFLOT | S | D | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 25 | 71 | 9 | 7 |
| | HEATHROW | AEROFLOT | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | 0 | 4 |
| | HEATHROW | AEROFLOT | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 26 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|--------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ST PETERSBURG | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 21 | 0 | 0 | 71 | 10 | 5 | 14 | 0 | 0 | 9 | 73 | 11 | 22 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 21 | 0 | 0 | 43 | 38 | 14 | 5 | 0 | 0 | 21 | 55 | 24 | 22 | |
| TOTAL ST PETERSBURG | | | | | 62 | 0 | 0 | 65 | 18 | 8 | 10 | 0 | 0 | 16 | 67 | 14 | 14 | |
| ST THOMAS ISLANDS | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL ST THOMAS ISLANDS | | | | | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| STANSTED | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 55 | 1 | 9 | 62 | 15 | 16 | 7 | 0 | 0 | 19 | 74 | 16 | 58 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 56 | 0 | 4 | 75 | 7 | 11 | 4 | 4 | 0 | 16 | 85 | 7 | 59 | |
| | EDINBURGH | GO FLY LTD | S | A | 135 | 0 | 3 | 69 | 16 | 8 | 7 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | EDINBURGH | GO FLY LTD | S | D | 135 | 0 | 3 | 67 | 16 | 10 | 6 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | EDINBURGH | KLM UK LTD | S | A | 153 | 1 | 4 | 73 | 11 | 10 | 6 | 0 | 0 | 11 | 82 | 6 | 148 | |
| | EDINBURGH | KLM UK LTD | S | D | 152 | 1 | 5 | 75 | 11 | 10 | 3 | 1 | 0 | 15 | 76 | 12 | 148 | |
| | GLASGOW | KLM UK LTD | S | A | 94 | 0 | 5 | 53 | 17 | 17 | 11 | 2 | 0 | 32 | 74 | 12 | 120 | |
| | GLASGOW | KLM UK LTD | S | D | 96 | 0 | 4 | 64 | 13 | 15 | 6 | 3 | 0 | 24 | 80 | 11 | 120 | |
| | NEWCASTLE | KLM UK LTD | S | A | 74 | 0 | 5 | 61 | 11 | 12 | 16 | 0 | 0 | 22 | 85 | 4 | 60 | |
| | NEWCASTLE | KLM UK LTD | S | D | 74 | 0 | 5 | 74 | 5 | 8 | 12 | 0 | 0 | 15 | 90 | 5 | 60 | |
| TOTAL STANSTED | | | | | 1024 | 3 | 47 | 68 | 13 | 11 | 7 | 1 | 0 | 17 | 80 | 9 | 9 | |
| STAVANGER | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | BRAATHENS ASA | S | A | 24 | 0 | 0 | 63 | 21 | 0 | 0 | 0 | 17 | 84 | 0 | 0 | 0 | |
| | NEWCASTLE | BRAATHENS ASA | S | D | 26 | 0 | 0 | 85 | 4 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 50 | 32 | 18 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | HEATHROW | SAS | S | A | 55 | 0 | 2 | 69 | 18 | 9 | 4 | 0 | 0 | 9 | 86 | 2 | 56 | |
| | HEATHROW | SAS | S | D | 55 | 0 | 2 | 67 | 16 | 11 | 5 | 0 | 0 | 16 | 82 | 7 | 56 | |
| | GLASGOW | WIDEROE FLYVESELSKAP A/S | S | A | 24 | 0 | 1 | 63 | 29 | 8 | 0 | 0 | 0 | 11 | 80 | 4 | 20 | |
| | GLASGOW | WIDEROE FLYVESELSKAP A/S | S | D | 24 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 90 | -1 | 20 | |
| TOTAL STAVANGER | | | | | 252 | 0 | 6 | 72 | 16 | 8 | 2 | 0 | 2 | 16 | 82 | 5 | 5 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BRAATHENS ASA | S | A | 38 | 0 | 0 | 66 | 13 | 21 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | LONDON CITY | BRAATHENS ASA | S | D | 38 | 0 | 0 | 39 | 32 | 24 | 5 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | LUTON | BRITANNIA AB | C | A | 7 | 0 | 0 | 14 | 0 | 43 | 0 | 43 | 0 | 118 | 0 | 0 | 0 | |
| | LUTON | BRITANNIA AB | C | D | 7 | 0 | 0 | 14 | 14 | 29 | 43 | 0 | 0 | 61 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 82 | 0 | 0 | 51 | 23 | 21 | 5 | 0 | 0 | 20 | 90 | -2 | 29 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 82 | 0 | 0 | 79 | 10 | 10 | 1 | 0 | 0 | 12 | 69 | 9 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 135 | 0 | 0 | 64 | 21 | 11 | 4 | 0 | 0 | 14 | 72 | 13 | 143 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 135 | 0 | 0 | 86 | 7 | 6 | 1 | 0 | 0 | 6 | 87 | 5 | 143 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 10 | 0 | 0 | 20 | 50 | 30 | 0 | 0 | 0 | 27 | 10 | 72 | 10 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 10 | 0 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 49 | 0 | 104 | 10 | |
| | HEATHROW | SAS | S | A | 138 | 0 | 0 | 51 | 22 | 21 | 7 | 0 | 0 | 21 | 67 | 14 | 135 | |
| | HEATHROW | SAS | S | D | 138 | 0 | 0 | 73 | 12 | 9 | 6 | 0 | 0 | 12 | 77 | 8 | 136 | |
| | MANCHESTER | SAS | S | A | 19 | 0 | 0 | 68 | 5 | 11 | 16 | 0 | 0 | 20 | 72 | 10 | 18 | |
| | MANCHESTER | SAS | S | D | 19 | 0 | 0 | 68 | 11 | 11 | 11 | 0 | 0 | 21 | 78 | 8 | 18 | |
| | STANSTED | SAS | S | A | 56 | 0 | 1 | 55 | 20 | 11 | 14 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | STANSTED | SAS | S | D | 55 | 0 | 2 | 47 | 16 | 20 | 16 | 0 | 0 | 27 | 0 | 0 | 0 | |
| TOTAL STOCKHOLM (ARLANDA) | | | | | 969 | 1 | 3 | 63 | 16 | 15 | 6 | 0 | 0 | 17 | 71 | 13 | 13 | |
| STOCKHOLM (SKAVSTA) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 78 | 0 | 2 | 33 | 21 | 22 | 21 | 3 | 1 | 46 | 46 | 34 | 87 | |
| | STANSTED | RYANAIR | S | D | 77 | 0 | 2 | 47 | 29 | 14 | 8 | 3 | 0 | 29 | 56 | 26 | 88 | |
| TOTAL STOCKHOLM (SKAVSTA) | | | | | 155 | 0 | 4 | 40 | 25 | 18 | 14 | 3 | 1 | 38 | 51 | 30 | 30 | |
| STORNOWAY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 53 | 0 | 0 | 81 | 13 | 4 | 0 | 2 | 0 | 9 | 67 | 28 | 52 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 51 | 1 | 1 | 82 | 8 | 4 | 6 | 0 | 0 | 12 | 79 | 17 | 53 | |
| TOTAL STORNOWAY | | | | | 104 | 1 | 1 | 82 | 11 | 4 | 3 | 1 | 0 | 10 | 73 | 22 | 22 | |
| STRASBOURG | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AIR FRANCE | S | A | 51 | 1 | 15 | 65 | 14 | 16 | 6 | 0 | 0 | 16 | 84 | 5 | 67 | |
| | LONDON CITY | AIR FRANCE | S | D | 50 | 0 | 16 | 38 | 24 | 20 | 18 | 0 | 0 | 32 | 49 | 20 | 65 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|-------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| STRASBOURG | | | | | | | | | | | | | | | | | | |
| TOTAL STRASBOURG | | | | | 102 | 2 | 31 | 52 | 19 | 18 | 12 | 0 | 0 | 24 | 66 | 12 | 12 | |
| STUTTGART | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 82 | 0 | 1 | 71 | 6 | 9 | 12 | 0 | 2 | 28 | 77 | 14 | 81 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 82 | 0 | 1 | 87 | 10 | 2 | 1 | 0 | 0 | 1 | 85 | 4 | 82 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 53 | 0 | 4 | 72 | 6 | 11 | 9 | 2 | 0 | 15 | 92 | 20 | 37 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 53 | 0 | 3 | 85 | 6 | 8 | 2 | 0 | 0 | 8 | 89 | 7 | 38 | |
| | HEATHROW | LUFTHANSA | S | A | 53 | 0 | 2 | 66 | 19 | 4 | 11 | 0 | 0 | 18 | 72 | 11 | 61 | |
| | HEATHROW | LUFTHANSA | S | D | 53 | 0 | 2 | 85 | 2 | 6 | 8 | 0 | 0 | 9 | 87 | 2 | 61 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 13 | 0 | 1 | 69 | 8 | 15 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 13 | 0 | 1 | 54 | 23 | 23 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL STUTTGART | | | | | 402 | 0 | 15 | 77 | 8 | 7 | 7 | 0 | 0 | 13 | 82 | 9 | 9 | |
| SUDSVALL | | | | | | | | | | | | | | | | | | |
| SUMBURGH | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 27 | 0 | 0 | 63 | 15 | 7 | 11 | 4 | 0 | 30 | 84 | 6 | 49 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 25 | 0 | 0 | 56 | 24 | 12 | 8 | 0 | 0 | 19 | 69 | 15 | 51 | |
| | EDINBURGH | LOGANAIR | S | A | 25 | 0 | 2 | 80 | 12 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | EDINBURGH | LOGANAIR | S | D | 24 | 0 | 3 | 79 | 17 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GLASGOW | LOGANAIR | S | A | 24 | 0 | 3 | 46 | 42 | 8 | 4 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | GLASGOW | LOGANAIR | S | D | 25 | 0 | 2 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL SUMBURGH | | | | | 150 | 0 | 10 | 67 | 21 | 7 | 4 | 1 | 0 | 16 | 78 | 10 | 10 | |
| SYDNEY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 0 | 15 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 3 | 2 | 2 | 33 | 0 | 0 | 33 | 33 | 0 | 79 | 75 | -7 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 40 | 0 | 0 | 20 | 20 | 180 | 20 | 37 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 50 | 408 | 75 | -17 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 0 | 0 | 20 | 40 | 20 | 20 | 222 | 40 | 21 | 5 | |
| | HEATHROW | QANTAS | S | A | 37 | 0 | 0 | 86 | 5 | 3 | 5 | 0 | 0 | 9 | 62 | 31 | 47 | |
| | HEATHROW | QANTAS | S | D | 31 | 0 | 0 | 42 | 39 | 10 | 3 | 6 | 0 | 34 | 48 | 24 | 27 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | | |
|----------------------|-------------------|---------|-------------------|----------|------------|----------------------------|---|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SYDNEY | | | | | | | | | | | | | | | | | |
| TOTAL SYDNEY | | | | | 112 | 2 | 2 | 63 | 15 | 7 | 6 | 4 | 4 | 49 | 55 | 25 | 25 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TAIPEI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 9 | 62 | 14 | 13 |
| | HEATHROW | EVA AIR | S | A | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | -22 | 23 | 32 | 13 |
| | HEATHROW | EVA AIR | S | D | 14 | 0 | 0 | 64 | 21 | 7 | 7 | 0 | 0 | 15 | 92 | 0 | 13 |
| TOTAL TAIPEI | | | | | 54 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 0 | 70 | 11 | 11 |
| TALLIN | | | | | | | | | | | | | | | | | |
| | GATWICK | ESTONIAN AIR | S | A | 24 | 0 | 0 | 58 | 13 | 25 | 4 | 0 | 0 | 20 | 84 | 7 | 25 |
| | GATWICK | ESTONIAN AIR | S | D | 24 | 0 | 0 | 67 | 4 | 13 | 17 | 0 | 0 | 23 | 88 | 4 | 25 |
| TOTAL TALLIN | | | | | 48 | 0 | 0 | 63 | 8 | 19 | 10 | 0 | 0 | 21 | 86 | 6 | 6 |
| TAMPA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 1 | 1 | 65 | 12 | 0 | 18 | 6 | 0 | 39 | 46 | 30 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 61 | 11 | 6 | 17 | 6 | 0 | 43 | 23 | 35 | 13 |
| TOTAL TAMPA | | | | | 35 | 1 | 1 | 63 | 11 | 3 | 17 | 6 | 0 | 41 | 35 | 33 | 33 |
| TAMPERE | | | | | | | | | | | | | | | | | |
| TOTAL TAMPERE | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TARBES-LOURDES INTERNA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 21 | 43 | 25 | 25 |
| TASHKENT | | | | | | | | | | | | | | | | | |
| | HEATHROW | UZBEKISTAN AIRLINES | S | A | 17 | 0 | 0 | 53 | 18 | 6 | 18 | 0 | 6 | 42 | 53 | 59 | 17 |
| | HEATHROW | UZBEKISTAN AIRLINES | S | D | 17 | 0 | 0 | 47 | 24 | 0 | 24 | 0 | 6 | 57 | 41 | 66 | 17 |
| TOTAL TASHKENT | | | | | 34 | 0 | 0 | 50 | 21 | 3 | 21 | 0 | 6 | 49 | 47 | 63 | 63 |
| TBILISI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 12 | 100 | 3 | 1 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL TBILISI | | | | | 17 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 8 | 100 | 3 | 3 |
| TEESSIDE | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | |
| TEESSIDE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 120 | 0 | 7 | 84 | 8 | 6 | 3 | 0 | 0 | 8 | 71 | 11 | 119 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 121 | 0 | 2 | 85 | 7 | 7 | 1 | 0 | 0 | 5 | 76 | 8 | 119 | |
| | MANCHESTER | EASTERN AIRWAYS | S | A | 14 | 0 | 2 | 50 | 29 | 7 | 14 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | MANCHESTER | EASTERN AIRWAYS | S | D | 14 | 0 | 2 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | NEWCASTLE | GILL AIRWAYS | S | D | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | |
| TOTAL TEESSIDE | | | | | 272 | 0 | 14 | 83 | 8 | 6 | 2 | 0 | 0 | 7 | 74 | 9 | 9 | |
| TEHRAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | -1 | 54 | 33 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 50 | 23 | 12 | |
| | HEATHROW | IRAN AIR | S | A | 14 | 0 | 0 | 64 | 29 | 0 | 0 | 7 | 0 | 19 | 54 | 32 | 13 | |
| | HEATHROW | IRAN AIR | S | D | 14 | 0 | 0 | 36 | 29 | 21 | 14 | 0 | 0 | 33 | 69 | 10 | 13 | |
| TOTAL TEHRAN | | | | | 53 | 0 | 0 | 68 | 21 | 6 | 4 | 2 | 0 | 14 | 57 | 24 | 24 | |
| TEL AVIV | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 15 | 25 | 34 | 8 | |
| | GATWICK | AIR 2000 | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 13 | 73 | 16 | 11 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 39 | 29 | 26 | 6 | 0 | 0 | 23 | 85 | 0 | 27 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 58 | 26 | 10 | 6 | 0 | 0 | 16 | 50 | 19 | 28 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 39 | 0 | 0 | 79 | 3 | 0 | 13 | 3 | 3 | 38 | 63 | 40 | 32 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 39 | 0 | 0 | 87 | 5 | 5 | 0 | 0 | 3 | 26 | 84 | 3 | 31 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 7 | 0 | 44 | 8 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 44 | 183 | 9 | |
| | GATWICK | EL AL | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 19 | 60 | 14 | 5 | |
| | GATWICK | EL AL | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 27 | 40 | 27 | 5 | |
| | HEATHROW | EL AL | S | A | 42 | 1 | 0 | 71 | 17 | 7 | 5 | 0 | 0 | 7 | 61 | 18 | 41 | |
| | HEATHROW | EL AL | S | D | 44 | 2 | 0 | 73 | 16 | 9 | 2 | 0 | 0 | 8 | 79 | 25 | 42 | |
| | MANCHESTER | EL AL | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 88 | 2 | 8 | |
| | MANCHESTER | EL AL | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 100 | -8 | 8 | |
| | STANSTED | EL AL | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 100 | -8 | 7 | |
| | STANSTED | EL AL | S | D | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 63 | 13 | 8 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---------------------------|-------------------|------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TEL AVIV | GATWICK | MONARCH AIRLINES | C | A | 11 | 0 | 0 | 9 | 18 | 55 | 9 | 9 | 0 | 54 | 0 | 74 | 16 |
| | GATWICK | MONARCH AIRLINES | C | D | 11 | 0 | 0 | 27 | 55 | 9 | 9 | 0 | 0 | 28 | 76 | 20 | 17 |
| TOTAL TEL AVIV | | | | | 317 | 4 | 1 | 68 | 15 | 11 | 4 | 1 | 1 | 18 | 64 | 25 | 25 |
| TENERIFE (SURREINA SOFIA) | BIRMINGHAM | AIR 2000 | C | A | 9 | 0 | 0 | 44 | 0 | 33 | 22 | 0 | 0 | 34 | 50 | 15 | 10 |
| | BIRMINGHAM | AIR 2000 | C | D | 9 | 0 | 0 | 44 | 11 | 44 | 0 | 0 | 0 | 23 | 90 | 8 | 10 |
| | GATWICK | AIR 2000 | C | A | 30 | 0 | 1 | 33 | 33 | 23 | 10 | 0 | 0 | 29 | 27 | 35 | 22 |
| | GATWICK | AIR 2000 | C | D | 31 | 0 | 0 | 61 | 26 | 6 | 6 | 0 | 0 | 17 | 41 | 27 | 22 |
| | GLASGOW | AIR 2000 | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 4 | 50 | 14 | 10 |
| | GLASGOW | AIR 2000 | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 90 | 8 | 10 |
| | MANCHESTER | AIR 2000 | C | A | 32 | 0 | 1 | 53 | 28 | 16 | 3 | 0 | 0 | 8 | 24 | 36 | 17 |
| | MANCHESTER | AIR 2000 | C | D | 33 | 0 | 0 | 85 | 9 | 0 | 6 | 0 | 0 | 9 | 67 | 20 | 18 |
| | NEWCASTLE | AIR 2000 | C | A | 9 | 0 | 1 | 78 | 0 | 11 | 0 | 11 | 0 | 27 | 67 | 10 | 9 |
| | NEWCASTLE | AIR 2000 | C | D | 10 | 0 | 0 | 70 | 20 | 0 | 0 | 10 | 0 | 30 | 78 | 6 | 9 |
| | STANSTED | AIR 2000 | C | A | 8 | 1 | 1 | 38 | 25 | 38 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | STANSTED | AIR 2000 | C | D | 8 | 1 | 1 | 63 | 38 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | EDINBURGH | AIR EUROPA | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 60 | 158 | 5 |
| | EDINBURGH | AIR EUROPA | C | D | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 20 | 20 | 174 | 5 |
| | MANCHESTER | AIR EUROPA | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 50 | 8 | 2 |
| | MANCHESTER | AIR FOYLE PASSENGER AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| | MANCHESTER | AIR FOYLE PASSENGER AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 15 | 4 |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 4 | 4 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | AIRWORLD AVIATION LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 22 | 19 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 8 | 1 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -1 | 89 | 7 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 25 | 0 | 0 | 16 | 12 | 28 | 32 | 4 | 8 | 89 | 13 | 45 | 23 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|---------------------------|-------------------|--------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | GATWICK | BRITANNIA AIRWAYS | C | D | 25 | 0 | 0 | 52 | 16 | 12 | 12 | 4 | 4 | 49 | 77 | 21 | 22 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 56 | 72 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 78 | 12 | 9 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 62 | 0 | 42 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 100 | 3 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 24 | 0 | 0 | 50 | 17 | 8 | 25 | 0 | 0 | 32 | 61 | 26 | 28 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 24 | 0 | 0 | 58 | 8 | 17 | 17 | 0 | 0 | 29 | 73 | 14 | 26 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 25 | 56 | 41 | 9 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 15 | 78 | 30 | 9 | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 15 | 0 | 79 | 5 | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 80 | 36 | 5 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 0 | 50 | 0 | 25 | 13 | 0 | 13 | 79 | 20 | 97 | 10 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 56 | 22 | 0 | 11 | 0 | 11 | 61 | 58 | 67 | 12 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 17 | 0 | 1 | 76 | 12 | 6 | 6 | 0 | 0 | 7 | 17 | 96 | 18 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 18 | 0 | 0 | 61 | 22 | 6 | 11 | 0 | 0 | 21 | 55 | 34 | 20 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 43 | 0 | 0 | 0 | |
| | BIRMINGHAM | FUTURA AIRLINES | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 100 | 2 | 2 | |
| | BIRMINGHAM | FUTURA AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 100 | -3 | 2 | |
| | GLASGOW | FUTURA AIRLINES | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 21 | 20 | 64 | 5 | |
| | GLASGOW | FUTURA AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 60 | 63 | 5 | |
| | NEWCASTLE | FUTURA AIRLINES | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 12 | 50 | 31 | 4 | |
| | NEWCASTLE | FUTURA AIRLINES | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 15 | 25 | 44 | 4 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 15 | 0 | 0 | 20 | 27 | 40 | 13 | 0 | 0 | 35 | 14 | 47 | 14 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 15 | 0 | 0 | 67 | 13 | 20 | 0 | 0 | 0 | 14 | 79 | 24 | 14 | |
| | GATWICK | MONARCH AIRLINES | C | A | 18 | 0 | 0 | 22 | 22 | 44 | 6 | 6 | 0 | 47 | 20 | 48 | 15 | |
| | GATWICK | MONARCH AIRLINES | C | D | 18 | 0 | 0 | 61 | 11 | 22 | 0 | 6 | 0 | 32 | 40 | 22 | 15 | |
| | LUTON | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 6 | 22 | 28 | 9 | |
| | LUTON | MONARCH AIRLINES | C | A | 9 | 0 | 1 | 67 | 11 | 11 | 11 | 0 | 0 | 11 | 56 | 7 | 9 | |
| | LUTON | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 78 | 9 | 9 | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|---------------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | LUTON | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 50 | 30 | 10 | 0 | 0 | 10 | 62 | 100 | 3 | 9 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 20 | 0 | 0 | 25 | 10 | 25 | 35 | 5 | 0 | 58 | 5 | 48 | 20 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 21 | 0 | 0 | 67 | 14 | 5 | 10 | 5 | 0 | 24 | 50 | 19 | 22 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 9 | 1 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 7 | 56 | 35 | 9 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 67 | 16 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 17 | 0 | 0 | 59 | 18 | 6 | 18 | 0 | 0 | 23 | 44 | 33 | 18 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 17 | 0 | 0 | 65 | 18 | 12 | 6 | 0 | 0 | 17 | 61 | 12 | 18 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 0 | 21 | 11 | 35 | 9 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 78 | 9 | 9 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 10 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 21 | 0 | 1 | 24 | 24 | 33 | 19 | 0 | 0 | 41 | 17 | 43 | 18 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 22 | 2 | 0 | 59 | 14 | 18 | 9 | 0 | 0 | 25 | 63 | 21 | 19 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 0 | 68 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 25 | 26 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 42 | 25 | 48 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 33 | 50 | 30 | 4 |
| | GLASGOW | SPANAIR | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 59 | 6 |
| | GLASGOW | SPANAIR | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 24 | 29 | 48 | 7 |
| | MANCHESTER | SPANAIR | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 0 | 34 | 2 |
| | MANCHESTER | SPANAIR | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 25 | 0 | 23 | 2 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 11 | 0 | 2 | 73 | 27 | 0 | 0 | 0 | 0 | 50 | 35 | 8 | 8 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 11 | 0 | 2 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 88 | 7 | 8 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 6 | 0 | 2 | 67 | 33 | 0 | 0 | 0 | 0 | -4 | 50 | 13 | 8 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 2 | 67 | 33 | 0 | 0 | 0 | 0 | 4 | 63 | 14 | 8 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 14 | 0 | 0 | 64 | 21 | 14 | 0 | 0 | 0 | 6 | 44 | 15 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | -8 | 9 |
| | GATWICK | TRANSAER | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 35 | 20 | 95 | 5 |
| | GATWICK | TRANSAER | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 32 | 40 | 55 | 5 |
| | MANCHESTER | TRANSAER | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 33 | 16 | 3 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|--|-------------------|-----------------------------|----------------|----------|-------------------|-----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | TRANSAER | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 67 | 9 | 3 | |
| | GLASGOW | VIVA | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 97 | 0 | 0 | 0 | |
| | GLASGOW | VIVA | C | D | 4 | 0 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 115 | 0 | 45 | 1 | |
| | NEWCASTLE | VIVA | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 11 | 20 | 22 | 5 | | |
| | NEWCASTLE | VIVA | C | D | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 34 | 40 | 29 | 5 | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 888 | 10 | 17 | 56 | 18 | 15 | 10 | 1 | 25 | 47 | 33 | 33 | | |
| TIREE | GLASGOW | LOGANAIR | S | A | 16 | 8 | 1 | 44 | 38 | 0 | 13 | 6 | 0 | 33 | 40 | 36 | 25 | |
| | GLASGOW | LOGANAIR | S | D | 23 | 1 | 1 | 70 | 9 | 4 | 17 | 0 | 0 | 24 | 64 | 20 | 25 | |
| TOTAL TIREE | | | | | 39 | 9 | 2 | 59 | 21 | 3 | 15 | 3 | 0 | 27 | 52 | 28 | 28 | |
| TOBAGO | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 22 | 55 | 20 | 11 | |
| TOTAL TOBAGO | | | | | 18 | 0 | 0 | 50 | 11 | 22 | 17 | 0 | 0 | 26 | 55 | 20 | 20 | |
| TOKYO (NARITA) | HEATHROW | AEROFLOT | S | A | 8 | 0 | 0 | 38 | 13 | 0 | 50 | 0 | 0 | 66 | 44 | 13 | 9 | |
| | HEATHROW | AEROFLOT | S | D | 8 | 0 | 0 | 38 | 38 | 0 | 25 | 0 | 0 | 29 | 50 | 14 | 8 | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 34 | 0 | 0 | 85 | 6 | 3 | 6 | 0 | 0 | 4 | 94 | -4 | 31 | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 34 | 0 | 0 | 82 | 9 | 3 | 6 | 0 | 0 | 13 | 68 | 15 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 1 | 87 | 8 | 0 | 5 | 0 | 0 | -1 | 95 | -9 | 55 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 76 | 18 | 3 | 3 | 0 | 0 | 10 | 73 | 13 | 55 | |
| | HEATHROW | JAPAN AIRLINES | S | A | 38 | 0 | 3 | 66 | 18 | 5 | 11 | 0 | 0 | 12 | 73 | -1 | 41 | |
| | HEATHROW | JAPAN AIRLINES | S | D | 37 | 0 | 1 | 43 | 41 | 11 | 5 | 0 | 0 | 19 | 67 | 11 | 36 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 1 | 1 | 90 | 3 | 3 | 3 | 0 | 0 | -15 | 85 | 8 | 26 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 39 | 29 | 26 | 6 | 0 | 0 | 24 | 65 | 28 | 26 | |
| TOTAL TOKYO (NARITA) | | | | | 343 | 1 | 6 | 71 | 17 | 6 | 7 | 0 | 0 | 10 | 76 | 6 | 6 | |
| TORONTO | GLASGOW | AIR CANADA | S | A | 21 | 0 | 0 | 43 | 33 | 19 | 5 | 0 | 0 | 18 | 36 | 23 | 22 | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|----------------------|-------------------|-------------------------|----------------|---------|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | 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 | GLASGOW | AIR CANADA | S | D | 21 | 0 | 0 | 62 | 24 | 10 | 5 | 0 | 0 | 16 | 0 | 65 | 22 |
| | HEATHROW | AIR CANADA | S | A | 71 | 0 | 0 | 59 | 25 | 10 | 4 | 1 | 0 | 15 | 39 | 32 | 70 |
| | HEATHROW | AIR CANADA | S | D | 70 | 1 | 0 | 73 | 19 | 7 | 1 | 0 | 0 | 11 | 47 | 19 | 70 |
| | MANCHESTER | AIR CANADA | S | A | 21 | 0 | 0 | 67 | 29 | 0 | 5 | 0 | 0 | 8 | 45 | 31 | 22 |
| | MANCHESTER | AIR CANADA | S | D | 21 | 0 | 0 | 62 | 19 | 14 | 5 | 0 | 0 | 17 | 64 | 27 | 22 |
| | GATWICK | AIR TRANSAT | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 34 | 75 | 3 | 4 |
| | GATWICK | AIR TRANSAT | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 44 | 25 | 25 | 4 |
| | GLASGOW | AIR TRANSAT | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 50 | 36 | 4 |
| | GLASGOW | AIR TRANSAT | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 25 | 43 | 4 |
| | MANCHESTER | AIR TRANSAT | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 56 | 25 | 73 | 4 |
| | MANCHESTER | AIR TRANSAT | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 74 | 25 | 74 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 0 | 70 | 17 | 10 | 3 | 0 | 0 | 13 | 68 | 9 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 61 | 13 | 23 | 3 | 0 | 0 | 20 | 55 | 22 | 31 |
| | GATWICK | CANADA 3000 AIRLINES | C | A | 4 | 1 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 4 | 77 | -2 | 13 |
| | GATWICK | CANADA 3000 AIRLINES | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 0 | 20 | 137 | 71 | 15 | 14 |
| | GLASGOW | CANADA 3000 AIRLINES | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 98 | 25 | 26 | 4 |
| | GLASGOW | CANADA 3000 AIRLINES | C | D | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 20 | 0 | 94 | 50 | 24 | 4 |
| | MANCHESTER | CANADA 3000 AIRLINES | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 71 | 75 | -3 | 4 |
| | MANCHESTER | CANADA 3000 AIRLINES | C | D | 5 | 0 | 0 | 20 | 20 | 40 | 0 | 20 | 0 | 91 | 25 | 20 | 4 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 82 | 1 | 1 | 87 | 4 | 6 | 2 | 1 | 0 | -3 | 48 | 21 | 61 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 83 | 0 | 0 | 73 | 13 | 7 | 5 | 1 | 0 | 16 | 69 | 11 | 61 |
| TOTAL TORONTO | | | | | 506 | 4 | 2 | 67 | 17 | 11 | 5 | 1 | 0 | 17 | 51 | 22 | 22 |
| TOULOUSE (BLAGNAC) | MANCHESTER | AERIS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 |
| | BIRMINGHAM | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 2 |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 81 | 4 |
| | GATWICK | AIR 2000 | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 43 | 46 | 7 |
| | GLASGOW | AIR 2000 | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 100 | -6 | 2 |
| | MANCHESTER | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 29 | 1 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 100 | 4 | 2 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | |
|---|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOULOUSE (BLAGNAC) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR LIB | S | A | 86 | 0 | 2 | 42 | 27 | 17 | 13 | 1 | 0 | 30 | 61 | 16 | 90 | |
| | GATWICK | AIR LIB | S | D | 86 | 0 | 2 | 63 | 16 | 8 | 12 | 1 | 0 | 25 | 78 | 12 | 90 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 8 | 5 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 14 | 1 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 19 | 0 | 32 | 2 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 16 | 2 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 67 | 51 | 3 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 160 | 2 | |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | A | 76 | 0 | 2 | 66 | 21 | 8 | 5 | 0 | 0 | 13 | 75 | 14 | 79 | |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | D | 77 | 0 | 1 | 74 | 12 | 6 | 8 | 0 | 0 | 10 | 81 | 9 | 80 | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 54 | 0 | 48 | 3 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 33 | 20 | 3 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 25 | 2 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 24 | 2 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 2 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL TOULOUSE (BLAGNAC) | | | | | 383 | 0 | 20 | 61 | 19 | 11 | 8 | 1 | 0 | 19 | 70 | 16 | 16 | |
| TREVISIO | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 100 | -2 | 1 | |
| | STANSTED | RYANAIR | S | A | 47 | 0 | 5 | 45 | 26 | 15 | 15 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 51 | 0 | 1 | 41 | 41 | 6 | 12 | 0 | 0 | 28 | 0 | 0 | 0 | |
| TOTAL TREVISIO | | | | | 101 | 0 | 7 | 44 | 33 | 11 | 13 | 0 | 0 | 27 | 100 | -2 | -2 | |
| TRIESTE (RONCHI DEI LEGIO) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 28 | 1 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 28 | 0 | 0 | 57 | 29 | 7 | 7 | 0 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | | | 56 | 1 | 0 | 73 | 16 | 5 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | |
| TRIVANDRUM | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | |
|----------------------------------|-------------------|-----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TRIVANDRUM | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -34 | 40 | 57 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 50 | 62 | 4 |
| TOTAL TRIVANDRUM | | | | | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -8 | 44 | 59 | 59 |
| TRONDHEIM (VAERNES) | STANSTED | BRAATHENS ASA | C | D | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL TRONDHEIM (VAERNES) | | | | | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 58 | 0 | 0 | 0 |
| TUNIS | GATWICK | GB AIRWAYS LTD | S | A | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 21 | 35 | 31 | 17 |
| | GATWICK | GB AIRWAYS LTD | S | D | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 19 | 54 | 23 | 13 |
| | HEATHROW | TUNISAIR | S | A | 17 | 0 | 0 | 35 | 29 | 29 | 6 | 0 | 0 | 27 | 18 | 33 | 17 |
| | HEATHROW | TUNISAIR | S | D | 17 | 0 | 0 | 35 | 24 | 35 | 6 | 0 | 0 | 27 | 18 | 44 | 17 |
| TOTAL TUNIS | | | | | 70 | 0 | 0 | 46 | 23 | 27 | 4 | 0 | 0 | 23 | 30 | 33 | 33 |
| TURIN | GATWICK | AB AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 32 | 2 |
| | GATWICK | AIR 2000 | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 21 | 50 | 23 | 2 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 84 | 2 |
| | MANCHESTER | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 50 | 3 |
| | STANSTED | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | ALITALIA | S | A | 54 | 0 | 1 | 35 | 43 | 20 | 0 | 2 | 0 | 25 | 0 | 0 | 0 |
| | STANSTED | ALITALIA | S | D | 51 | 0 | 2 | 16 | 24 | 35 | 25 | 0 | 0 | 46 | 0 | 0 | 0 |
| | STANSTED | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 33 | 1 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 25 | 28 | 4 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 1 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 13 | 100 | 15 | 1 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 2 | 0 | 33 | 67 | 0 | 0 | 0 | 40 | 0 | 71 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 20 | 75 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 94 | 6 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 20 | 56 | 5 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| TURIN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 95 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 33 | 20 | 3 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 0 | 34 | 1 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 81 | 3 | |
| | GATWICK | TRANSAER | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 291 | 0 | 65 | 2 | |
| TOTAL TURIN | | | | | 167 | 2 | 14 | 37 | 25 | 26 | 11 | 1 | 1 | 34 | 54 | 28 | 28 | |
| TURKU | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: U

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|----------------------|-------------------|---------|-------------------|----------|------------|----------------------------|---|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| URALSK | | | | | | | | | | | | | | | | | |
| TOTAL URALSK | | | | | 2 | 0 | 1 | 0 | 0 | 0 | 50 | 0 | 50 | 271 | 0 | 227 | 227 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|-------------------------|-------------------|----------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 21 | 0 | 0 | 76 | 14 | 10 | 0 | 0 | 0 | 8 | 75 | 8 | 4 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 21 | 0 | 0 | 76 | 14 | 10 | 0 | 0 | 0 | 12 | 71 | 8 | 7 | |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 60 | 20 | 17 | 0 | 3 | 0 | 20 | 70 | 9 | 30 | |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 83 | 3 | 7 | 7 | 0 | 0 | 6 | 93 | 1 | 30 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 57 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL VALENCIA | | | | | 114 | 0 | 0 | 72 | 14 | 11 | 3 | 1 | 0 | 13 | 80 | 5 | 5 | |
| VALLADOLID | | | | | | | | | | | | | | | | | | |
| TOTAL VALLADOLID | | | | | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 46 | 0 | 0 | 0 | |
| VANCOUVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 52 | 39 | 6 | 3 | 0 | 0 | 15 | 19 | 35 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 1 | 58 | 13 | 6 | 6 | 0 | 16 | 108 | 40 | 99 | 30 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 55 | 67 | -4 | 3 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 70 | 13 | 3 | 7 | 3 | 3 | 31 | 77 | 5 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 83 | 3 | 10 | 3 | 0 | 0 | 11 | 63 | 13 | 30 | |
| | GATWICK | CANADA 3000 AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 43 | 50 | 7 | 4 | |
| | GATWICK | CANADA 3000 AIRLINES | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 53 | 75 | 8 | 4 | |
| TOTAL VANCOUVER | | | | | 133 | 0 | 1 | 62 | 16 | 10 | 7 | 1 | 5 | 42 | 50 | 35 | 35 | |
| VARADERO | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 43 | 0 | 0 | 0 | |
| TOTAL VARADERO | | | | | 5 | 2 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 43 | 0 | 25 | 25 | |
| VENICE | | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 80 | 0 | 3 | 44 | 26 | 20 | 10 | 0 | 0 | 26 | 85 | 4 | 59 | |
| | GATWICK | ALITALIA | S | D | 80 | 0 | 3 | 65 | 13 | 14 | 9 | 0 | 0 | 18 | 93 | 3 | 59 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 85 | 12 | 0 | 3 | 0 | 0 | 4 | 81 | 6 | 54 | |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 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) | | | | | | | | | | | |
| VENICE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 71 | 17 | 10 | 2 | 0 | 0 | 9 | 75 | 10 | 56 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 64 | 50 | 60 | 8 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 71 | 75 | 62 | 8 |
| | STANSTED | GO FLY LTD | S | A | 23 | 0 | 0 | 78 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 23 | 0 | 0 | 65 | 22 | 9 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 30 | 30 | 30 | 10 | 0 | 0 | 30 | 0 | 39 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 11 | 100 | 7 | 3 |
| TOTAL VENICE | | | | | 351 | 0 | 6 | 64 | 17 | 12 | 6 | 0 | 0 | 15 | 82 | 9 | 9 |
| VERONA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 231 | 1 |
| | GATWICK | AIR 2000 | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 100 | 12 | 2 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 1 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 77 | 0 | 4 | 78 | 4 | 6 | 8 | 4 | 0 | 19 | 79 | 17 | 56 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 79 | 0 | 1 | 67 | 18 | 13 | 3 | 0 | 0 | 15 | 73 | 19 | 56 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 92 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 21 | 1 |
| TOTAL VERONA | | | | | 172 | 0 | 6 | 73 | 10 | 10 | 5 | 2 | 0 | 16 | 72 | 22 | 22 |
| VIENNA | | | | | | | | | | | | | | | | | |
| | HEATHROW | AUSTRIAN AIRLINES | S | A | 113 | 0 | 0 | 69 | 12 | 8 | 10 | 1 | 0 | 17 | 71 | 9 | 108 |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 113 | 0 | 0 | 72 | 15 | 6 | 7 | 0 | 0 | 12 | 77 | 8 | 109 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 58 | 0 | 0 | 64 | 19 | 12 | 5 | 0 | 0 | 13 | 80 | 13 | 59 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 58 | 0 | 0 | 66 | 17 | 12 | 5 | 0 | 0 | 16 | 58 | 27 | 59 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 0 | 66 | 20 | 7 | 7 | 1 | 0 | 15 | 76 | 15 | 88 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 83 | 7 | 4 | 6 | 0 | 0 | 8 | 82 | 9 | 88 |
| | GATWICK | LAUDA-AIR | S | A | 16 | 0 | 0 | 19 | 31 | 31 | 13 | 6 | 0 | 48 | 41 | 26 | 17 |
| | GATWICK | LAUDA-AIR | S | D | 16 | 0 | 0 | 38 | 25 | 19 | 13 | 6 | 0 | 38 | 76 | 21 | 17 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | |
|----------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| VIENNA | MANCHESTER | LAUDA-AIR | S | A | 48 | 0 | 0 | 71 | 19 | 4 | 4 | 2 | 0 | 17 | 81 | 7 | 47 |
| | MANCHESTER | LAUDA-AIR | S | D | 47 | 0 | 1 | 57 | 21 | 11 | 9 | 2 | 0 | 24 | 85 | 6 | 47 |
| TOTAL VIENNA | | | | | 649 | 1 | 3 | 67 | 16 | 8 | 7 | 1 | 0 | 16 | 75 | 12 | 12 |
| VIGO | | | | | | | | | | | | | | | | | |
| TOTAL VIGO | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| VILNIUS | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 17 | 0 | 0 | 65 | 18 | 12 | 0 | 0 | 6 | 38 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 17 | 0 | 0 | 71 | 12 | 12 | 6 | 0 | 0 | 18 | 0 | 0 | 0 |
| | HEATHROW | LITHUANIA AIRLINES | S | A | 24 | 0 | 0 | 83 | 0 | 8 | 8 | 0 | 0 | 7 | 95 | -5 | 19 |
| | HEATHROW | LITHUANIA AIRLINES | S | D | 24 | 0 | 0 | 71 | 21 | 4 | 4 | 0 | 0 | 12 | 95 | 3 | 19 |
| TOTAL VILNIUS | | | | | 82 | 0 | 0 | 73 | 12 | 9 | 5 | 0 | 1 | 17 | 95 | -1 | -1 |
| VITORIA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 0 | 0 | 0 |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL VITORIA | | | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1997 | | | | | |
|----------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| WARSAW | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 29 | 0 | 0 | 72 | 14 | 7 | 7 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 29 | 0 | 0 | 76 | 21 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 69 | 19 | 2 | 8 | 2 | 0 | 18 | 67 | 20 | 58 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 90 | 7 | 2 | 0 | 2 | 0 | 8 | 75 | 11 | 57 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 73 | 24 | 11 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 83 | 24 | 12 | |
| | GATWICK | LOT-POLISH AIRLINES | S | A | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GATWICK | LOT-POLISH AIRLINES | S | D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 74 | 0 | 2 | 82 | 11 | 5 | 1 | 0 | 0 | 4 | 84 | 4 | 56 | |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 75 | 0 | 1 | 91 | 3 | 5 | 1 | 0 | 0 | 3 | 77 | 8 | 56 | |
| | MANCHESTER | LOT-POLISH AIRLINES | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 4 | 92 | -6 | 12 | |
| | MANCHESTER | LOT-POLISH AIRLINES | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 14 | 58 | 12 | 12 | |
| TOTAL WARSAW | | | | | 372 | 0 | 3 | 80 | 12 | 5 | 3 | 1 | 0 | 8 | 76 | 11 | 11 | |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 85 | 8 | 3 | 3 | 0 | 0 | 0 | 88 | -6 | 52 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 77 | 16 | 7 | 0 | 0 | 0 | 9 | 65 | 14 | 51 | |
| | HEATHROW | UNITED AIRLINES | S | A | 90 | 0 | 1 | 77 | 14 | 6 | 1 | 2 | 0 | 8 | 50 | 28 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | D | 91 | 0 | 1 | 78 | 11 | 8 | 2 | 1 | 0 | 13 | 60 | 27 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 2 | 93 | 3 | 0 | 0 | 3 | 0 | 2 | 86 | 0 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 2 | 55 | 24 | 10 | 10 | 0 | 0 | 25 | 62 | 19 | 29 | |
| TOTAL WASHINGTON (DULLES) | | | | | 361 | 0 | 6 | 78 | 13 | 6 | 2 | 1 | 0 | 9 | 67 | 15 | 15 | |
| WATERFORD | | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 24 | 0 | 2 | 75 | 13 | 4 | 4 | 4 | 0 | 18 | 81 | 12 | 26 | |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 25 | 0 | 1 | 76 | 8 | 8 | 4 | 4 | 0 | 23 | 73 | 13 | 26 | |
| | LUTON | SCOT AIRWAYS | S | A | 8 | 0 | 4 | 38 | 38 | 0 | 25 | 0 | 0 | 40 | 60 | 22 | 10 | |
| | LUTON | SCOT AIRWAYS | S | D | 8 | 0 | 4 | 75 | 0 | 0 | 25 | 0 | 0 | 29 | 67 | 6 | 12 | |
| TOTAL WATERFORD | | | | | 65 | 0 | 11 | 71 | 12 | 5 | 9 | 3 | 0 | 24 | 73 | 13 | 13 | |
| WICK | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | GILL AIRWAYS | S | A | 19 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 4 | 90 | 10 | 21 | |

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

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| WICK | NEWCASTLE | GILL AIRWAYS | S | D | 19 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 0 | 81 | 11 | 21 |
| TOTAL WICK | | | | | 38 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 2 | 86 | 10 | 10 |
| WINDHOEK | HEATHROW | AIR NAMIBIA | S | A | 7 | 1 | 1 | 29 | 29 | 0 | 14 | 14 | 14 | 105 | 77 | 8 | 13 |
| | HEATHROW | AIR NAMIBIA | S | D | 8 | 0 | 0 | 50 | 25 | 0 | 13 | 0 | 13 | 153 | 62 | 15 | 13 |
| TOTAL WINDHOEK | | | | | 15 | 1 | 1 | 40 | 27 | 0 | 13 | 7 | 13 | 131 | 69 | 11 | 11 |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1997 | | | | | |
|-----------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| ZAGREB | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 26 | 0 | 3 | 65 | 19 | 8 | 0 | 8 | 0 | 29 | 80 | 8 | 30 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 53 | 27 | 17 | 0 | 0 | 3 | 44 | 73 | 16 | 30 | |
| | HEATHROW | CROATIA AIRLINES | S | A | 30 | 0 | 0 | 47 | 13 | 13 | 17 | 10 | 0 | 50 | 69 | 10 | 29 | |
| | HEATHROW | CROATIA AIRLINES | S | D | 30 | 0 | 0 | 40 | 10 | 20 | 17 | 13 | 0 | 56 | 52 | 20 | 29 | |
| TOTAL ZAGREB | | | | | 116 | 0 | 3 | 51 | 17 | 15 | 9 | 8 | 1 | 45 | 69 | 14 | 14 | |
| ZAKINTHOS | | | | | | | | | | | | | | | | | | |
| ZARAGOZA | | | | | | | | | | | | | | | | | | |
| | GATWICK | IBERIA | S | A | 10 | 0 | 3 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 57 | 14 | 14 | |
| | GATWICK | IBERIA | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -5 | 57 | 12 | 14 | |
| TOTAL ZARAGOZA | | | | | 23 | 0 | 3 | 91 | 9 | 0 | 0 | 0 | 0 | -2 | 57 | 13 | 13 | |
| ZURICH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 136 | 0 | 3 | 71 | 13 | 12 | 5 | 0 | 0 | 11 | 70 | 18 | 108 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 137 | 0 | 3 | 77 | 12 | 9 | 3 | 0 | 0 | 9 | 70 | 12 | 109 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 85 | 0 | 1 | 36 | 27 | 27 | 9 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 86 | 0 | 0 | 51 | 20 | 22 | 7 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 72 | 0 | 1 | 78 | 15 | 4 | 0 | 1 | 1 | 10 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 72 | 0 | 0 | 42 | 24 | 24 | 8 | 1 | 1 | 33 | 0 | 0 | 0 | |
| | LUTON | EDELWEISS AIR | C | A | 15 | 0 | 0 | 53 | 40 | 7 | 0 | 0 | 0 | 14 | 76 | 10 | 17 | |
| | LUTON | EDELWEISS AIR | C | D | 15 | 0 | 0 | 60 | 27 | 13 | 0 | 0 | 0 | 14 | 72 | 11 | 18 | |
| | STANSTED | FLIGHTLINE LTD | C | A | 28 | 0 | 1 | 25 | 46 | 4 | 21 | 0 | 4 | 47 | 56 | 31 | 32 | |
| | STANSTED | FLIGHTLINE LTD | C | D | 29 | 0 | 0 | 48 | 17 | 21 | 14 | 0 | 0 | 28 | 66 | 20 | 32 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 141 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 36 | 2 | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 48 | 2 | 1 | 48 | 33 | 10 | 8 | 0 | 0 | 22 | 58 | 12 | 24 | |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 50 | 2 | 0 | 36 | 42 | 14 | 8 | 0 | 0 | 27 | 52 | 17 | 25 | |
| | EDINBURGH | SWISS AIRLINES | S | A | 30 | 0 | 0 | 20 | 37 | 37 | 7 | 0 | 0 | 33 | 70 | 14 | 30 | |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | EDINBURGH | SWISS AIRLINES | S | D | 29 | 0 | 1 | 17 | 34 | 41 | 7 | 0 | 0 | 37 | 67 | 14 | 30 | |
| | LONDON CITY | SWISS AIRLINES | S | A | 105 | 0 | 2 | 60 | 26 | 10 | 5 | 0 | 0 | 18 | 80 | 11 | 74 | |
| | LONDON CITY | SWISS AIRLINES | S | D | 106 | 0 | 1 | 31 | 38 | 25 | 6 | 0 | 0 | 28 | 34 | 25 | 74 | |
| | MANCHESTER | SWISS AIRLINES | S | A | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 2 | 48 | 16 | 25 | |
| | MANCHESTER | SWISS AIRLINES | S | D | 24 | 0 | 0 | 42 | 29 | 25 | 4 | 0 | 0 | 19 | 58 | 13 | 24 | |
| | HEATHROW | SWISSAIR | S | A | 176 | 0 | 0 | 56 | 16 | 18 | 10 | 0 | 0 | 20 | 67 | 12 | 175 | |
| | HEATHROW | SWISSAIR | S | D | 177 | 0 | 0 | 63 | 20 | 12 | 5 | 1 | 0 | 18 | 70 | 12 | 177 | |
| | MANCHESTER | SWISSAIR | S | A | 65 | 0 | 1 | 80 | 11 | 3 | 6 | 0 | 0 | 10 | 68 | 13 | 57 | |
| | MANCHESTER | SWISSAIR | S | D | 66 | 0 | 1 | 77 | 9 | 6 | 6 | 2 | 0 | 17 | 91 | 3 | 58 | |
| TOTAL ZURICH | | | | | 1618 | 4 | 16 | 57 | 21 | 15 | 6 | 0 | 0 | 19 | 69 | 13 | 13 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: BIRMINGHAM (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 479 | 0 | 18 | 67 | 12 | 12 | 9 | 0 | 0 | 17 | 80 | 6 | 516 | |
| DUBLIN | 503 | 12 | 10 | 92 | 7 | 1 | 1 | 0 | 0 | 2 | 87 | 5 | 491 | |
| PALMA DE MALLORCA | 16 | 0 | 1 | 56 | 25 | 6 | 13 | 0 | 0 | 22 | 67 | 22 | 21 | |
| PARIS (CHARLES DE GAULLE) | 506 | 0 | 0 | 77 | 12 | 6 | 4 | 0 | 0 | 11 | 80 | 10 | 503 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 475 | 16 | 17 | 64 | 16 | 11 | 8 | 1 | 0 | 18 | 63 | 21 | 421 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5635 | 34 | 110 | 80 | 10 | 6 | 4 | 0 | 0 | 9 | 83 | 7 | 5141 | |
| AIRPORT TOTAL | 6110 | 50 | 127 | 79 | 11 | 6 | 4 | 0 | 0 | 10 | 82 | 8 | 5562 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: EDINBURGH (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 276 | 0 | 6 | 55 | 18 | 12 | 13 | 2 | 0 | 27 | 72 | 11 | 290 | |
| DUBLIN | 195 | 3 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 4 | 90 | 4 | 192 | |
| PARIS (CHARLES DE GAULLE) | 197 | 0 | 2 | 80 | 10 | 7 | 4 | 0 | 0 | 10 | 72 | 17 | 196 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 28 | 4 | 3 | 43 | 32 | 14 | 11 | 0 | 0 | 23 | 32 | 70 | 34 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5145 | 17 | 198 | 79 | 12 | 6 | 3 | 0 | 0 | 10 | 76 | 11 | 4837 | |
| AIRPORT TOTAL | 5173 | 21 | 201 | 79 | 12 | 6 | 3 | 0 | 0 | 10 | 75 | 12 | 4871 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: GATWICK (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 494 | 0 | 4 | 39 | 25 | 23 | 13 | 0 | 0 | 29 | 58 | 18 | 489 | |
| ATHENS | 120 | 0 | 3 | 78 | 8 | 8 | 5 | 0 | 0 | 11 | 63 | 20 | 150 | |
| DUBLIN | 530 | 0 | 5 | 72 | 14 | 12 | 2 | 0 | 0 | 12 | 73 | 11 | 480 | |
| NEW YORK (JF KENNEDY) | 60 | 0 | 0 | 83 | 10 | 2 | 5 | 0 | 0 | 9 | 68 | 15 | 60 | |
| PALMA DE MALLORCA | 90 | 0 | 0 | 70 | 17 | 12 | 0 | 1 | 0 | 12 | 38 | 44 | 125 | |
| PARIS (CHARLES DE GAULLE) | 293 | 0 | 3 | 67 | 17 | 10 | 5 | 1 | 0 | 19 | 68 | 16 | 288 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 2775 | 50 | 96 | 49 | 20 | 16 | 12 | 2 | 1 | 32 | 46 | 36 | 2770 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 15054 | 29 | 200 | 66 | 17 | 11 | 5 | 1 | 0 | 16 | 69 | 16 | 14169 | |
| AIRPORT TOTAL | 17829 | 79 | 296 | 63 | 18 | 12 | 6 | 1 | 0 | 19 | 65 | 19 | 16939 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: GLASGOW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 182 | 0 | 2 | 38 | 23 | 15 | 23 | 1 | 0 | 34 | 68 | 13 | 240 | |
| DUBLIN | 178 | 3 | 10 | 96 | 2 | 1 | 1 | 1 | 0 | 0 | 89 | 2 | 179 | |
| PALMA DE MALLORCA | 16 | 0 | 0 | 44 | 31 | 25 | 0 | 0 | 0 | 21 | 71 | 10 | 24 | |
| PARIS (CHARLES DE GAULLE) | 135 | 0 | 2 | 79 | 13 | 7 | 0 | 0 | 0 | 8 | 78 | 14 | 130 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 417 | 1 | 17 | 56 | 19 | 13 | 10 | 2 | 0 | 26 | 64 | 24 | 437 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5445 | 67 | 138 | 80 | 11 | 6 | 4 | 0 | 0 | 10 | 76 | 11 | 5516 | |
| AIRPORT TOTAL | 5862 | 68 | 155 | 78 | 11 | 6 | 4 | 1 | 0 | 11 | 76 | 12 | 5953 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: HEATHROW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 1351 | 0 | 6 | 66 | 12 | 11 | 11 | 1 | 0 | 17 | 66 | 14 | 1308 | |
| ATHENS | 371 | 3 | 3 | 66 | 20 | 9 | 4 | 0 | 0 | 11 | 74 | 6 | 365 | |
| DUBLIN | 1176 | 0 | 4 | 84 | 11 | 4 | 2 | 0 | 0 | 6 | 73 | 10 | 1224 | |
| NEW YORK (JF KENNEDY) | 1140 | 2 | 12 | 77 | 11 | 7 | 3 | 1 | 1 | 12 | 70 | 15 | 1087 | |
| PALMA DE MALLORCA | 60 | 0 | 0 | 73 | 15 | 12 | 0 | 0 | 0 | 11 | 91 | 1 | 66 | |
| PARIS (CHARLES DE GAULLE) | 1534 | 5 | 24 | 69 | 16 | 10 | 5 | 0 | 0 | 12 | 69 | 15 | 1575 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 33 | 7 | 25 | 52 | 36 | 6 | 6 | 0 | 0 | 18 | 43 | 33 | 61 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 34936 | 86 | 367 | 73 | 14 | 8 | 5 | 1 | 0 | 13 | 70 | 14 | 34158 | |
| AIRPORT TOTAL | 34969 | 93 | 392 | 73 | 14 | 8 | 5 | 1 | 0 | 13 | 70 | 14 | 34219 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: LONDON CITY (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 197 | 2 | 13 | 43 | 22 | 13 | 19 | 3 | 0 | 41 | 55 | 20 | 208 |
| DUBLIN | 303 | 0 | 5 | 77 | 14 | 6 | 3 | 1 | 0 | 10 | 73 | 12 | 320 |
| PARIS (CHARLES DE GAULLE) | 126 | 0 | 2 | 74 | 18 | 5 | 3 | 0 | 0 | 13 | 70 | 16 | 151 |
| CHARTERED FLIGHTS(ALL ROUTES) | 2 | 7 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3083 | 10 | 142 | 61 | 22 | 11 | 5 | 0 | 0 | 17 | 68 | 13 | 2701 |
| AIRPORT TOTAL | 3085 | 17 | 142 | 61 | 22 | 11 | 5 | 0 | 0 | 17 | 68 | 13 | 2701 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: LUTON (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 160 | 2 | 2 | 69 | 13 | 10 | 7 | 1 | 0 | 14 | 71 | 13 | 162 | |
| ATHENS | 120 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | |
| DUBLIN | 241 | 2 | 19 | 85 | 10 | 2 | 2 | 1 | 0 | 7 | 88 | 6 | 243 | |
| PALMA DE MALLORCA | 74 | 0 | 0 | 77 | 14 | 7 | 3 | 0 | 0 | 4 | 75 | 28 | 57 | |
| PARIS (CHARLES DE GAULLE) | 114 | 2 | 17 | 42 | 21 | 18 | 19 | 0 | 0 | 29 | 70 | 13 | 121 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 316 | 10 | 19 | 53 | 18 | 17 | 10 | 1 | 1 | 27 | 62 | 20 | 248 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2888 | 61 | 141 | 70 | 16 | 9 | 5 | 1 | 0 | 12 | 75 | 14 | 2381 | |
| AIRPORT TOTAL | 3204 | 71 | 160 | 69 | 16 | 9 | 5 | 1 | 0 | 14 | 74 | 15 | 2629 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: MANCHESTER (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 2 | 11 | 63 | 8 | 11 | 17 | 1 | 0 | 23 | 74 | 11 | 546 |
| ATHENS | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 32 | 67 | 39 | 6 |
| DUBLIN | 598 | 4 | 6 | 88 | 7 | 4 | 0 | 1 | 0 | 1 | 89 | 4 | 527 |
| NEW YORK (JF KENNEDY) | 97 | 2 | 2 | 88 | 1 | 4 | 3 | 4 | 0 | 5 | 84 | 2 | 118 |
| PALMA DE MALLORCA | 47 | 1 | 0 | 83 | 6 | 2 | 2 | 4 | 2 | 30 | 40 | 42 | 73 |
| PARIS (CHARLES DE GAULLE) | 480 | 0 | 0 | 70 | 12 | 10 | 7 | 0 | 0 | 13 | 73 | 13 | 473 |
| CHARTERED FLIGHTS(ALL ROUTES) | 1949 | 18 | 57 | 62 | 14 | 11 | 10 | 2 | 1 | 28 | 52 | 35 | 1906 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 9194 | 41 | 203 | 77 | 11 | 7 | 5 | 1 | 0 | 12 | 78 | 11 | 8038 |
| AIRPORT TOTAL | 11143 | 59 | 260 | 74 | 11 | 8 | 6 | 1 | 0 | 14 | 73 | 15 | 9944 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: NEWCASTLE (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 274 | 1 | 10 | 57 | 14 | 17 | 11 | 2 | 0 | 25 | 59 | 23 | 216 | |
| DUBLIN | 118 | 0 | 2 | 86 | 6 | 5 | 3 | 0 | 0 | 6 | 92 | 1 | 144 | |
| PALMA DE MALLORCA | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 83 | 24 | 12 | |
| PARIS (CHARLES DE GAULLE) | 217 | 0 | 1 | 55 | 24 | 13 | 8 | 0 | 0 | 20 | 68 | 13 | 217 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 272 | 12 | 21 | 66 | 15 | 13 | 4 | 1 | 1 | 23 | 62 | 23 | 234 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2466 | 20 | 56 | 73 | 13 | 8 | 5 | 0 | 0 | 13 | 78 | 10 | 2640 | |
| AIRPORT TOTAL | 2738 | 32 | 77 | 73 | 13 | 9 | 5 | 0 | 0 | 14 | 76 | 11 | 2874 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1998

Reporting Airport: STANSTED (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1997 | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 422 | 4 | 11 | 53 | 14 | 14 | 17 | 1 | 0 | 30 | 64 | 18 | 417 |
| ATHENS | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 66 | 0 | 0 | 0 |
| DUBLIN | 883 | 10 | 15 | 67 | 16 | 12 | 5 | 0 | 0 | 15 | 75 | 12 | 830 |
| PALMA DE MALLORCA | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 15 | 50 | 20 | 10 |
| PARIS (CHARLES DE GAULLE) | 197 | 1 | 13 | 42 | 23 | 17 | 17 | 1 | 0 | 32 | 72 | 15 | 205 |
| CHARTERED FLIGHTS(ALL ROUTES) | 423 | 24 | 43 | 45 | 20 | 19 | 14 | 1 | 1 | 33 | 44 | 48 | 504 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7809 | 38 | 260 | 60 | 18 | 13 | 8 | 1 | 0 | 21 | 71 | 15 | 5192 |
| AIRPORT TOTAL | 8232 | 62 | 303 | 59 | 18 | 13 | 8 | 1 | 0 | 21 | 69 | 18 | 5696 |