

Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

Full and Summary Analysis

March 1999

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 MARCH 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---------------------------------|------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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 | AIR 2000 | C | 8 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 8 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 0 | 39 | 38 | 22 | 8 |
| SALZBURG | AIR 2000 | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 100 | -8 | 8 |
| | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 50 | 24 | 8 |
| TOTAL SALZBURG | | | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 3 | 79 | 7 | 19 |
| VIENNA | DUO AIRWAYS LTD | S | 108 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL VIENNA | | | 109 | 0 | 0 | 81 | 16 | 4 | 0 | 0 | 0 | 4 | 0 | 33 | 1 |
| TOTAL AUSTRIA | | | 131 | 0 | 0 | 78 | 16 | 5 | 1 | 0 | 0 | 6 | 64 | 12 | 28 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 146 | 0 | 0 | 79 | 13 | 6 | 1 | 0 | 0 | 8 | 70 | 11 | 135 |
| | BRITISH AIRWAYS PLC | S | 154 | 0 | 0 | 56 | 27 | 11 | 5 | 1 | 0 | 19 | 81 | 11 | 106 |
| | SABENA | S | 221 | 0 | 3 | 73 | 13 | 12 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 521 | 0 | 3 | 70 | 17 | 10 | 3 | 0 | 0 | 12 | 75 | 11 | 241 |
| TOTAL BELGIUM | | | 521 | 0 | 3 | 70 | 17 | 10 | 3 | 0 | 0 | 12 | 75 | 11 | 241 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 27 | 75 | 31 | 8 |
| TOTAL LARNACA | | | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 27 | 75 | 31 | 8 |
| PAPHOS | AIR 2000 | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 75 | 6 | 8 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 14 | 75 | 9 | 8 |
| TOTAL PAPHOS | | | 20 | 0 | 0 | 75 | 20 | 5 | 0 | 0 | 0 | 11 | 75 | 8 | 16 |
| TOTAL CYPRUS | | | 28 | 0 | 0 | 68 | 21 | 7 | 4 | 0 | 0 | 15 | 75 | 15 | 24 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | DUO AIRWAYS LTD | S | 206 | 0 | 2 | 83 | 10 | 4 | 3 | 0 | 0 | 9 | 82 | 8 | 98 |
| TOTAL COPENHAGEN | | | 206 | 0 | 2 | 83 | 10 | 4 | 3 | 0 | 0 | 9 | 82 | 8 | 98 |
| TOTAL DENMARK | | | 206 | 0 | 2 | 83 | 10 | 4 | 3 | 0 | 0 | 9 | 82 | 8 | 98 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 11 | 11 | 11 | 44 | 11 | 11 | 188 | 60 | 20 | 10 |
| TOTAL SANTO DOMINGO | | | 9 | 0 | 0 | 11 | 11 | 11 | 44 | 11 | 11 | 188 | 60 | 20 | 10 |
| TOTAL DOMINICAN REPUBLIC | | | 9 | 0 | 0 | 11 | 11 | 11 | 44 | 11 | 11 | 188 | 78 | 9 | 18 |
| FRANCE | | | | | | | | | | | | | | | |
| BIARRITZ | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BIARRITZ | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| CHAMBERY | FLYBE.BRITISH EUROPEAN | C | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 44 | 75 | 7 | 8 |
| LE HAVRE | LOVE AIR | S | 66 | 0 | 14 | 86 | 8 | 3 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL LE HAVRE | | | 66 | 0 | 14 | 86 | 8 | 3 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |
| LYON | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 47 | 38 | 76 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LYON | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 25 | 88 | -2 | 8 |
| | DUO AIRWAYS LTD | C | 14 | 0 | 0 | 36 | 36 | 29 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | DUO AIRWAYS LTD | S | 62 | 0 | 0 | 71 | 24 | 5 | 0 | 0 | 9 | 92 | 4 | 60 | |
| TOTAL LYON | | | 86 | 0 | 0 | 65 | 24 | 8 | 2 | 0 | 14 | 86 | 11 | 76 | |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 285 | 0 | 1 | 84 | 12 | 4 | 1 | 0 | 7 | 80 | 11 | 278 | |
| | FLYBE.BRITISH EUROPEAN | S | 299 | 0 | 1 | 82 | 12 | 4 | 2 | 0 | 8 | 82 | 11 | 290 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 584 | 0 | 2 | 83 | 12 | 4 | 2 | 0 | 7 | 81 | 11 | 568 | |
| TOULOUSE (BLAGNAC) | AIR 2000 | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 12 | 60 | 23 | 10 | |
| | BRITISH AIRWAYS PLC | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 7 | 100 | -3 | 6 | |
| | DUO AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 1 | 0 | 157 | 8 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 19 | 0 | 1 | 79 | 21 | 0 | 0 | 0 | 7 | 50 | 61 | 24 | |
| TOTAL FRANCE | | | 765 | 0 | 17 | 80 | 13 | 5 | 2 | 0 | 8 | 81 | 12 | 684 | |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | DUO AIRWAYS LTD | S | 54 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 1 | 91 | 4 | 54 | |
| TOTAL BERLIN (TEGEL) | | | 54 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 1 | 91 | 4 | 54 | |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 214 | 0 | 0 | 92 | 4 | 3 | 1 | 0 | 2 | 96 | 2 | 213 | |
| | LUFTHANSA | S | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 | |
| | LUFTHANSA CITY LINE | S | 145 | 0 | 3 | 91 | 5 | 4 | 0 | 0 | 2 | 85 | 7 | 108 | |
| TOTAL DUSSELDORF | | | 365 | 0 | 3 | 92 | 4 | 3 | 1 | 0 | 1 | 92 | 3 | 321 | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 160 | 0 | 0 | 83 | 6 | 8 | 4 | 0 | 8 | 94 | 1 | 160 | |
| | LUFTHANSA | S | 116 | 0 | 0 | 71 | 17 | 9 | 3 | 0 | 12 | 94 | 3 | 124 | |
| TOTAL FRANKFURT MAIN | | | 276 | 0 | 0 | 78 | 11 | 8 | 3 | 0 | 10 | 94 | 2 | 284 | |
| HAMBURG | BRITISH AIRWAYS PLC | S | 23 | 0 | 0 | 91 | 0 | 4 | 4 | 0 | 7 | 100 | 3 | 14 | |
| TOTAL HAMBURG | | | 23 | 0 | 0 | 91 | 0 | 4 | 4 | 0 | 7 | 100 | 3 | 14 | |
| HANOVER | BRITISH AIRWAYS PLC | S | 23 | 0 | 0 | 91 | 4 | 0 | 4 | 0 | -7 | 100 | -7 | 14 | |
| TOTAL HANOVER | | | 23 | 0 | 0 | 91 | 4 | 0 | 4 | 0 | -7 | 100 | -7 | 14 | |
| MUNICH | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | -3 | 93 | 0 | 46 | |
| | LUFTHANSA | S | 16 | 0 | 0 | 63 | 6 | 0 | 19 | 13 | 59 | 0 | 0 | 0 | |
| | LUFTHANSA CITY LINE | S | 118 | 0 | 1 | 81 | 10 | 4 | 3 | 1 | 10 | 82 | 9 | 121 | |
| TOTAL MUNICH | | | 196 | 0 | 1 | 83 | 9 | 3 | 4 | 2 | 10 | 85 | 7 | 167 | |
| STUTTGART | DUO AIRWAYS LTD | S | 153 | 0 | 1 | 92 | 5 | 3 | 1 | 0 | 1 | 93 | 4 | 95 | |
| TOTAL STUTTGART | | | 153 | 0 | 1 | 92 | 5 | 3 | 1 | 0 | 1 | 93 | 4 | 95 | |
| TOTAL GERMANY | | | 1090 | 0 | 5 | 86 | 7 | 4 | 2 | 0 | 5 | 92 | 3 | 949 | |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 41 | 0 | 0 | 0 | |
| TOTAL GOA | | | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 41 | 0 | 0 | 0 | |
| TOTAL INDIA | | | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 41 | 0 | 0 | 0 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | AER LINGUS | S | 7 | 1 | 0 | 86 | 0 | 14 | 0 | 0 | 7 | 88 | 10 | 8 | |
| TOTAL CONNAUGHT | | | 7 | 1 | 0 | 86 | 0 | 14 | 0 | 0 | 7 | 88 | 10 | 8 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-------------------------------|---------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| CORK | AER LINGUS | S | 85 | 0 | 0 | 86 | 12 | 2 | 0 | 0 | 0 | 5 | 97 | -2 | 96 |
| | FLYBE.BRITISH EUROPEAN | S | 33 | 0 | 3 | 88 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL CORK | | | 118 | 0 | 3 | 86 | 10 | 3 | 0 | 0 | 0 | 5 | 97 | -2 | 96 |
| DUBLIN | AER LINGUS | S | 277 | 2 | 7 | 83 | 6 | 8 | 3 | 0 | 0 | 9 | 86 | 8 | 243 |
| | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | RYANAIR | S | 274 | 2 | 0 | 80 | 15 | 3 | 0 | 1 | 0 | 11 | 77 | 9 | 292 |
| | RYANAIR | C | 4 | 0 | 7 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL DUBLIN | | | 557 | 4 | 14 | 81 | 11 | 6 | 1 | 0 | 10 | 81 | 8 | 535 | |
| SHANNON | AB AIRLINES | S | 16 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 16 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 15 | 0 | 36 | 1 |
| TOTAL IRISH REPUBLIC | | | 698 | 5 | 17 | 82 | 11 | 5 | 1 | 0 | 0 | 9 | 83 | 7 | 640 |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (LINATE) | DUO AIRWAYS LTD | S | 154 | 0 | 2 | 55 | 22 | 14 | 8 | 1 | 0 | 22 | 85 | 7 | 142 |
| TOTAL MILAN (LINATE) | | | 154 | 0 | 2 | 55 | 22 | 14 | 8 | 1 | 0 | 22 | 85 | 7 | 142 |
| NAPLES | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 0 | 63 | 8 |
| TOTAL NAPLES | | | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 0 | 63 | 8 |
| TURIN | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 44 | 30 | 22 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 23 | 30 | 25 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL TURIN | | | 15 | 0 | 1 | 40 | 20 | 27 | 13 | 0 | 0 | 28 | 39 | 20 | 23 |
| TOTAL ITALY | | | 177 | 0 | 3 | 54 | 21 | 15 | 9 | 1 | 0 | 23 | 75 | 12 | 182 |
| KYRGYZSTAN | | | | | | | | | | | | | | | |
| BISHKEK (FRUNZE) | KYRGYZSTAN AIRLINES | S | 6 | 2 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 47 | 0 | 0 | 0 |
| TOTAL BISHKEK (FRUNZE) | | | 6 | 2 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 47 | 0 | 0 | 0 |
| TOTAL KYRGYZSTAN | | | 6 | 2 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 47 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR 2000 | C | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 20 | 80 | 6 | 10 |
| | AIR MALTA | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -7 | 100 | -4 | 8 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 15 | 50 | 35 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 30 | 55 | 10 |
| TOTAL MALTA | | | 36 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 6 | 64 | 24 | 36 |
| TOTAL MALTA | | | 36 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 6 | 64 | 24 | 36 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | DUO AIRWAYS LTD | S | 230 | 0 | 2 | 85 | 7 | 5 | 3 | 0 | 0 | 8 | 67 | 20 | 208 |
| | KLM UK LTD | S | 332 | 0 | 16 | 73 | 14 | 8 | 4 | 1 | 0 | 12 | 70 | 16 | 345 |
| TOTAL AMSTERDAM | | | 562 | 0 | 18 | 78 | 11 | 6 | 4 | 0 | 0 | 10 | 69 | 18 | 555 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 79 | 13 | 1 | 72 | 15 | 5 | 8 | 0 | 0 | 14 | 75 | 10 | 84 |
| TOTAL EINDHOVEN | | | 79 | 13 | 1 | 72 | 15 | 5 | 8 | 0 | 0 | 14 | 75 | 10 | 84 |
| TOTAL NETHERLANDS | | | 641 | 13 | 19 | 77 | 12 | 6 | 4 | 0 | 0 | 11 | 70 | 17 | 639 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|----------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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) |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | DUO AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 40 | 10 | 38 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 25 | 70 | 13 | 10 |
| TOTAL FARO | | | 22 | 0 | 0 | 32 | 27 | 23 | 18 | 0 | 0 | 32 | 40 | 25 | 20 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 22 | 0 | 0 | 32 | 27 | 23 | 18 | 0 | 0 | 32 | 40 | 25 | 20 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR HOLLAND | C | 10 | 0 | 0 | 10 | 30 | 30 | 10 | 20 | 0 | 72 | 33 | 39 | 9 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 10 | 30 | 30 | 10 | 20 | 0 | 72 | 33 | 39 | 9 |
| TOTAL PORTUGAL(MADEIRA) | | | 10 | 0 | 0 | 10 | 30 | 30 | 10 | 20 | 0 | 72 | 33 | 39 | 9 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 46 | 23 | 23 | 8 | 0 | 0 | 24 | 50 | 27 | 26 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 72 | 100 | 1 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 28 | 11 | 6 | 56 | 0 | 0 | 49 | 56 | 23 | 16 |
| TOTAL ALICANTE | | | 52 | 0 | 0 | 33 | 21 | 15 | 31 | 0 | 0 | 40 | 60 | 22 | 50 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 38 | 0 | 0 | 74 | 13 | 3 | 11 | 0 | 0 | 19 | 100 | -3 | 38 |
| TOTAL BARCELONA | | | 40 | 0 | 0 | 70 | 13 | 3 | 15 | 0 | 0 | 24 | 100 | -3 | 38 |
| MALAGA | AIR 2000 | C | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 22 | 30 | 39 | 10 |
| | BRITANNIA AIRWAYS | C | 24 | 0 | 0 | 13 | 21 | 29 | 33 | 4 | 0 | 61 | 44 | 61 | 18 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 36 | 40 | 42 | 10 |
| | SPANAIR | C | 6 | 0 | 0 | 33 | 17 | 0 | 17 | 0 | 33 | 197 | 80 | 7 | 10 |
| TOTAL MALAGA | | | 50 | 0 | 0 | 28 | 24 | 16 | 26 | 2 | 4 | 65 | 55 | 36 | 56 |
| MURCIA SAN JAVIER | DUO AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 27 | 28 | 31 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 22 | 50 | 22 | 8 |
| TOTAL PALMA DE MALLORCA | | | 27 | 0 | 0 | 52 | 22 | 15 | 11 | 0 | 0 | 25 | 39 | 28 | 36 |
| TOTAL SPAIN | | | 172 | 0 | 0 | 43 | 20 | 13 | 23 | 1 | 1 | 41 | 63 | 22 | 184 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 38 | 8 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 27 | 70 | 9 | 10 |
| | FUTURA AIRLINES | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 100 | 9 | 7 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 38 | 13 | 13 | 0 | 13 | 90 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 50 | 0 | 0 | 52 | 24 | 16 | 6 | 0 | 2 | 28 | 73 | 17 | 33 |
| FUERTEVENTURA | AIR EUROPA | C | 8 | 0 | 2 | 50 | 13 | 38 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 80 | 7 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 19 | 75 | 11 | 8 |
| TOTAL FUERTEVENTURA | | | 28 | 0 | 2 | 54 | 18 | 29 | 0 | 0 | 0 | 18 | 78 | 9 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LAS PALMAS | AIR 2000 | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 80 | 5 | 10 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 28 | 39 | 28 | 0 | 0 | 6 | 85 | 60 | 19 | 10 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 50 | 10 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 1 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 14 | 50 | 26 | 10 |
| TOTAL LAS PALMAS | | | 48 | 1 | 0 | 54 | 27 | 17 | 0 | 0 | 2 | 38 | 63 | 17 | 30 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 18 | 0 | 0 | 39 | 33 | 17 | 11 | 0 | 0 | 24 | 56 | 32 | 18 |
| | AIR EUROPA | C | 2 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 43 | 13 | 23 | 8 |
| | BRITANNIA AIRWAYS | C | 18 | 1 | 0 | 44 | 33 | 17 | 6 | 0 | 0 | 21 | 44 | 47 | 18 |
| | FUTURA AIRLINES | C | 8 | 0 | 0 | 38 | 13 | 0 | 50 | 0 | 0 | 65 | 25 | 100 | 8 |
| | MONARCH AIRLINES | C | 26 | 0 | 0 | 46 | 15 | 19 | 19 | 0 | 0 | 32 | 46 | 28 | 26 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 33 | 22 | 17 | 28 | 0 | 0 | 35 | 44 | 21 | 18 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 90 | 1 | 8 | 40 | 23 | 18 | 19 | 0 | 0 | 32 | 43 | 36 | 97 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 216 | 2 | 10 | 48 | 24 | 19 | 9 | 0 | 1 | 30 | 56 | 27 | 178 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 60 | 0 | 0 | 33 | 37 | 25 | 5 | 0 | 0 | 24 | 47 | 21 | 53 |
| | SWISS AIRLINES | C | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BASLE MULHOUSE | | | 62 | 0 | 1 | 35 | 35 | 24 | 5 | 0 | 0 | 24 | 47 | 21 | 53 |
| GENEVA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 36 | 25 | 35 | 8 |
| | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 25 | 13 | 38 | 0 | 25 | 0 | 112 | 0 | 0 | 0 |
| | DUO AIRWAYS LTD | S | 108 | 0 | 0 | 63 | 19 | 8 | 7 | 2 | 0 | 22 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 124 | 0 | 0 | 60 | 18 | 11 | 8 | 3 | 0 | 28 | 30 | 28 | 10 |
| ZURICH | SWISS AIRLINES | S | 114 | 0 | 1 | 30 | 19 | 39 | 12 | 0 | 0 | 34 | 51 | 18 | 59 |
| TOTAL ZURICH | | | 114 | 0 | 1 | 30 | 19 | 39 | 12 | 0 | 0 | 34 | 51 | 18 | 59 |
| TOTAL SWITZERLAND | | | 300 | 0 | 2 | 43 | 22 | 24 | 9 | 1 | 0 | 29 | 48 | 20 | 122 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 78 | 6 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 71 | 17 | 52 | 6 |
| TOTAL MONASTIR | | | 16 | 0 | 0 | 69 | 6 | 6 | 19 | 0 | 0 | 35 | 53 | 24 | 15 |
| TOTAL TUNISIA | | | 16 | 0 | 0 | 69 | 6 | 6 | 19 | 0 | 0 | 35 | 53 | 24 | 15 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 21 | 3 | 0 | 33 | 24 | 10 | 24 | 10 | 0 | 62 | 50 | 27 | 8 |
| TOTAL ASHKHABAD | | | 21 | 3 | 0 | 33 | 24 | 10 | 24 | 10 | 0 | 62 | 50 | 27 | 8 |
| TOTAL TURKMENISTAN | | | 21 | 3 | 0 | 33 | 24 | 10 | 24 | 10 | 0 | 62 | 50 | 27 | 8 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 160 | 1 | 2 | 87 | 9 | 1 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL ABERDEEN | | | 160 | 1 | 2 | 87 | 9 | 1 | 3 | 0 | 0 | 6 | 90 | 3 | 97 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 270 | 0 | 0 | 94 | 3 | 2 | 1 | 0 | 0 | 3 | 86 | 7 | 263 |
| TOTAL BELFAST CITY | | | 270 | 0 | 0 | 94 | 3 | 2 | 1 | 0 | 0 | 3 | 86 | 7 | 263 |
| BELFAST INTERNATIONAL | DUO AIRWAYS LTD | S | 290 | 0 | 4 | 90 | 4 | 3 | 3 | 0 | 0 | 4 | 89 | 4 | 218 |
| | EMERALD AIRWAYS LIMITED | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------|-------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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 BELFAST INTERNATIONAL | | | 292 | 0 | 4 | 90 | 4 | 3 | 3 | 0 | 0 | 4 | 89 | 4 | 218 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 473 | 2 | 1 | 92 | 6 | 1 | 1 | 0 | 0 | 3 | 97 | 0 | 417 |
| TOTAL EDINBURGH | | | 473 | 2 | 1 | 92 | 6 | 1 | 1 | 0 | 0 | 3 | 97 | 0 | 417 |
| EXETER | FLYBE.BRITISH EUROPEAN | S | 121 | 0 | 1 | 92 | 4 | 3 | 1 | 0 | 0 | 2 | 92 | 0 | 126 |
| TOTAL EXETER | | | 121 | 0 | 1 | 92 | 4 | 3 | 1 | 0 | 0 | 2 | 92 | 0 | 126 |
| GATWICK | AIR 2000 | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 20 | 76 | 5 |
| GLASGOW | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 356 | 0 | 4 | 93 | 4 | 1 | 2 | 0 | 0 | 2 | 87 | 5 | 449 |
| | FLYBE.BRITISH EUROPEAN | S | 165 | 0 | 3 | 75 | 14 | 9 | 2 | 0 | 0 | 11 | 83 | 6 | 172 |
| TOTAL GLASGOW | | | 523 | 0 | 7 | 87 | 7 | 4 | 2 | 0 | 0 | 5 | 86 | 5 | 623 |
| GUERNSEY | FLYBE.BRITISH EUROPEAN | S | 53 | 1 | 0 | 66 | 17 | 13 | 4 | 0 | 0 | 13 | 86 | 9 | 51 |
| TOTAL GUERNSEY | | | 53 | 1 | 0 | 66 | 17 | 13 | 4 | 0 | 0 | 13 | 86 | 9 | 51 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 106 | 0 | 2 | 86 | 5 | 5 | 5 | 0 | 0 | 9 | 92 | 4 | 106 |
| TOTAL ISLE OF MAN | | | 106 | 0 | 2 | 86 | 5 | 5 | 5 | 0 | 0 | 9 | 92 | 4 | 106 |
| JERSEY | FLYBE.BRITISH EUROPEAN | S | 61 | 0 | 1 | 79 | 8 | 10 | 3 | 0 | 0 | 11 | 86 | 8 | 81 |
| TOTAL JERSEY | | | 61 | 0 | 1 | 79 | 8 | 10 | 3 | 0 | 0 | 11 | 87 | 8 | 85 |
| MANCHESTER | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 47 | 100 | -10 | 5 |
| TOTAL MANCHESTER | | | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 47 | 100 | -10 | 5 |
| NEWCASTLE | DUO AIRWAYS LTD | S | 176 | 0 | 8 | 97 | 2 | 1 | 0 | 0 | 0 | -2 | 94 | 2 | 176 |
| TOTAL NEWCASTLE | | | 176 | 0 | 8 | 97 | 2 | 1 | 0 | 0 | 0 | -2 | 94 | 2 | 176 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 2255 | 4 | 27 | 89 | 6 | 3 | 2 | 0 | 0 | 4 | 90 | 4 | 2172 |
| USA | | | | | | | | | | | | | | | |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 58 | 15 | 5 | 19 | 3 | 0 | 34 | 90 | -4 | 62 |
| TOTAL CHICAGO (O'HARE) | | | 62 | 0 | 0 | 58 | 15 | 5 | 19 | 3 | 0 | 34 | 90 | -4 | 62 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 62 | 0 | 0 | 71 | 15 | 10 | 3 | 2 | 0 | 15 | 68 | 10 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 71 | 15 | 10 | 3 | 2 | 0 | 15 | 68 | 10 | 62 |
| SANFORD | AIR 2000 | C | 3 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 39 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 22 | 11 | 33 | 33 | 0 | 0 | 44 | 78 | -2 | 9 |
| TOTAL SANFORD | | | 12 | 0 | 1 | 25 | 8 | 33 | 33 | 0 | 0 | 43 | 48 | 35 | 21 |
| TOTAL USA | | | 136 | 0 | 1 | 61 | 14 | 10 | 13 | 2 | 0 | 26 | 74 | 8 | 145 |
| TOTAL BIRMINGHAM | | | 7465 | 29 | 106 | 78 | 11 | 7 | 4 | 0 | 0 | 11 | 82 | 9 | 6438 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---------------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 8 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 8 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| VIENNA | TYROLEAN AIRWAYS | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL VIENNA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL AUSTRIA | | | 10 | 0 | 0 | 30 | 50 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | SABENA | S | 178 | 0 | 0 | 66 | 22 | 10 | 2 | 0 | 0 | 13 | 82 | 8 | 169 |
| TOTAL BRUSSELS | | | 178 | 0 | 0 | 66 | 22 | 10 | 2 | 0 | 0 | 13 | 82 | 8 | 169 |
| TOTAL BELGIUM | | | 178 | 0 | 0 | 66 | 22 | 10 | 2 | 0 | 0 | 13 | 82 | 8 | 169 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 65 | 0 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 8 | 80 | 8 | 61 |
| TOTAL COPENHAGEN | | | 65 | 0 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 8 | 80 | 8 | 61 |
| TOTAL DENMARK | | | 65 | 1 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 8 | 80 | 8 | 61 |
| FRANCE | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 53 | 0 | 1 | 38 | 19 | 17 | 26 | 0 | 0 | 41 | 50 | 16 | 56 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 51 | 0 | 1 | 86 | 10 | 0 | 4 | 0 | 0 | 11 | 57 | 16 | 44 |
| | BRITISH AIRWAYS PLC | S | 97 | 1 | 1 | 89 | 8 | 2 | 1 | 0 | 0 | 5 | 93 | 3 | 106 |
| | BRITISH REGIONAL AIRLINES LTD | S | 120 | 0 | 2 | 69 | 22 | 8 | 1 | 0 | 0 | 11 | 0 | 0 | 0 |
| | FLYBE.BRITISH EUROPEAN | S | 24 | 0 | 0 | 17 | 13 | 63 | 4 | 4 | 0 | 44 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 345 | 1 | 5 | 69 | 15 | 10 | 6 | 0 | 0 | 16 | 74 | 9 | 206 |
| TOTAL FRANCE | | | 345 | 1 | 5 | 69 | 15 | 10 | 6 | 0 | 0 | 16 | 74 | 9 | 206 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 96 | 1 | 107 |
| TOTAL DUSSELDORF | | | 120 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 96 | 1 | 107 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | LUFTHANSA | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| TOTAL FRANKFURT MAIN | | | 23 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| MUNICH | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 3 | 97 | 2 | 37 |
| TOTAL MUNICH | | | 36 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 3 | 97 | 2 | 37 |
| TOTAL GERMANY | | | 179 | 0 | 0 | 92 | 8 | 1 | 0 | 0 | 0 | 3 | 95 | 2 | 146 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 36 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL CORK | | | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 18 | 0 | 0 | 0 |
| DUBLIN | AER LINGUS | S | 204 | 1 | 4 | 82 | 8 | 5 | 3 | 0 | 0 | 11 | 88 | 6 | 178 |
| | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 25 | 63 | 13 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 13 | 38 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 DUBLIN | | | 220 | 1 | 4 | 78 | 11 | 7 | 3 | 0 | 0 | 12 | 88 | 6 | 178 |
| TOTAL IRISH REPUBLIC | | | 226 | 1 | 4 | 77 | 11 | 8 | 3 | 0 | 0 | 12 | 88 | 6 | 178 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL NAPLES | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ITALY | | | 5 | 1 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 291 | 0 | 3 | 65 | 15 | 13 | 7 | 1 | 0 | 19 | 69 | 15 | 296 |
| TOTAL AMSTERDAM | | | 291 | 0 | 3 | 65 | 15 | 13 | 7 | 1 | 0 | 19 | 69 | 15 | 296 |
| TOTAL NETHERLANDS | | | 291 | 0 | 3 | 65 | 15 | 13 | 7 | 1 | 0 | 19 | 69 | 15 | 296 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BMI BRITISH MIDLAND | C | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL FARO | | | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 15 | 63 | 32 | 8 |
| TOTAL ALICANTE | | | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 15 | 63 | 32 | 8 |
| JEREZ | AIR HOLLAND | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL JEREZ | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| MADRID | BRITISH AIRWAYS PLC | S | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL MADRID | | | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 18 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 31 | 45 | 16 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 28 | 50 | 15 | 10 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 28 | 50 | 15 | 10 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 28 | 50 | 15 | 10 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| ZURICH | BRITISH REGIONAL AIRLINES LTD | S | 6 | 0 | 1 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | SWISS AIRLINES | S | 62 | 0 | 0 | 6 | 27 | 44 | 19 | 3 | 0 | 52 | 48 | 21 | 61 |
| TOTAL ZURICH | | | 68 | 0 | 1 | 13 | 26 | 40 | 18 | 3 | 0 | 48 | 48 | 21 | 61 |
| TOTAL SWITZERLAND | | | 68 | 0 | 1 | 13 | 26 | 40 | 18 | 3 | 0 | 48 | 48 | 21 | 61 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 24 | 0 | 0 | 75 | 17 | 4 | 4 | 0 | 0 | 8 | 84 | 8 | 95 |
| TOTAL ABERDEEN | | | 24 | 0 | 0 | 75 | 17 | 4 | 4 | 0 | 0 | 8 | 84 | 8 | 95 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: EDINBURGH (Full Analysis)

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|------------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 172 | 2 | 0 | 91 | 8 | 2 | 0 | 0 | 0 | 4 | 85 | 9 | 154 |
| TOTAL BELFAST CITY | | | 172 | 2 | 0 | 91 | 8 | 2 | 0 | 0 | 0 | 4 | 85 | 9 | 154 |
| BELFAST INTERNATIONAL | BRITISH REGIONAL AIRLINES LTD | S | 28 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 9 | 85 | 10 | 48 |
| TOTAL BELFAST INTERNATIONAL | | | 28 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 9 | 85 | 10 | 48 |
| BIRMINGHAM | BRITISH AIRWAYS PLC | S | 205 | 1 | 1 | 89 | 9 | 1 | 1 | 0 | 0 | 6 | 91 | 5 | 164 |
| TOTAL BIRMINGHAM | | | 205 | 1 | 1 | 89 | 9 | 1 | 1 | 0 | 0 | 6 | 91 | 5 | 164 |
| BOURNEMOUTH | GILL AIRWAYS | S | 62 | 0 | 0 | 89 | 5 | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 62 | 0 | 0 | 89 | 5 | 0 | 6 | 0 | 0 | 5 | 88 | 7 | 34 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 184 | 1 | 2 | 83 | 10 | 3 | 3 | 1 | 0 | 10 | 73 | 15 | 243 |
| TOTAL BRISTOL | | | 184 | 1 | 2 | 83 | 10 | 3 | 3 | 1 | 0 | 10 | 73 | 15 | 243 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 116 | 0 | 2 | 84 | 6 | 7 | 2 | 1 | 0 | 8 | 80 | 11 | 132 |
| TOTAL CARDIFF WALES | | | 116 | 0 | 2 | 84 | 6 | 7 | 2 | 1 | 0 | 8 | 80 | 11 | 132 |
| EAST MIDLANDS | BMI BRITISH MIDLAND | S | 202 | 0 | 0 | 86 | 11 | 2 | 0 | 0 | 0 | 7 | 84 | 7 | 204 |
| TOTAL EAST MIDLANDS | | | 202 | 0 | 0 | 86 | 11 | 2 | 0 | 0 | 0 | 7 | 84 | 7 | 204 |
| GATWICK | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 334 | 4 | 1 | 83 | 12 | 5 | 0 | 0 | 0 | 7 | 84 | 6 | 329 |
| TOTAL GATWICK | | | 336 | 4 | 1 | 83 | 12 | 5 | 0 | 0 | 0 | 7 | 84 | 6 | 329 |
| GLASGOW | BMI BRITISH MIDLAND | S | 65 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 5 | 79 | 6 | 61 |
| TOTAL GLASGOW | | | 65 | 1 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 5 | 78 | 6 | 65 |
| GUERNSEY | BRITISH AIRWAYS CITIEXPRESS L | S | 27 | 0 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 13 | 80 | 23 | 10 |
| TOTAL GUERNSEY | | | 27 | 0 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 13 | 80 | 23 | 10 |
| HEATHROW | BMI BRITISH MIDLAND | S | 508 | 0 | 0 | 72 | 15 | 12 | 1 | 0 | 0 | 12 | 74 | 12 | 523 |
| | BRITISH AIRWAYS PLC | S | 670 | 0 | 0 | 89 | 8 | 2 | 1 | 0 | 0 | 5 | 81 | 8 | 671 |
| TOTAL HEATHROW | | | 1178 | 0 | 0 | 82 | 11 | 6 | 1 | 0 | 0 | 8 | 78 | 10 | 1194 |
| JERSEY | BRITISH AIRWAYS CITIEXPRESS L | S | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 2 | 80 | 12 | 15 |
| TOTAL JERSEY | | | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 2 | 80 | 12 | 15 |
| KIRKWALL | LOGANAIR | S | 54 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL KIRKWALL | | | 54 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 3 | 74 | 17 | 50 |
| LEEDS BRADFORD | GILL AIRWAYS | S | 91 | 0 | 1 | 92 | 4 | 1 | 2 | 0 | 0 | 3 | 99 | 4 | 87 |
| TOTAL LEEDS BRADFORD | | | 91 | 0 | 1 | 92 | 4 | 1 | 2 | 0 | 0 | 3 | 99 | 4 | 87 |
| LONDON CITY | KLM UK LTD | S | 155 | 1 | 7 | 88 | 7 | 4 | 1 | 0 | 0 | 3 | 74 | 14 | 203 |
| TOTAL LONDON CITY | | | 155 | 1 | 7 | 88 | 7 | 4 | 1 | 0 | 0 | 3 | 74 | 14 | 203 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 276 | 1 | 1 | 78 | 11 | 7 | 4 | 0 | 0 | 9 | 76 | 14 | 278 |
| TOTAL LUTON | | | 276 | 1 | 1 | 78 | 11 | 7 | 4 | 0 | 0 | 9 | 76 | 14 | 278 |
| MANCHESTER | BMI REGIONAL | S | 142 | 1 | 3 | 76 | 16 | 5 | 3 | 0 | 0 | 11 | 75 | 13 | 138 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 172 | 0 | 1 | 91 | 7 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 114 | 1 | 1 | 77 | 18 | 2 | 3 | 0 | 0 | 10 | 87 | 6 | 240 |
| TOTAL MANCHESTER | | | 428 | 2 | 5 | 82 | 13 | 3 | 2 | 0 | 0 | 8 | 83 | 9 | 380 |
| NORWICH | SCOT AIRWAYS | S | 99 | 0 | 1 | 81 | 12 | 1 | 5 | 1 | 0 | 13 | 78 | 11 | 93 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|----------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 NORWICH | | | 99 | 0 | 1 | 81 | 12 | 1 | 5 | 1 | 0 | 13 | 78 | 11 | 93 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 28 | 0 | 0 | 82 | 11 | 4 | 4 | 0 | 0 | 5 | 100 | -5 | 2 |
| TOTAL PLYMOUTH | | | 28 | 0 | 0 | 82 | 11 | 4 | 4 | 0 | 0 | 5 | 100 | -5 | 2 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 181 | 2 | 4 | 85 | 8 | 4 | 2 | 0 | 0 | 5 | 91 | 5 | 138 |
| TOTAL SOUTHAMPTON | | | 181 | 2 | 4 | 85 | 8 | 4 | 2 | 0 | 0 | 5 | 91 | 5 | 138 |
| STANSTED | GO FLY LTD | S | 284 | 0 | 0 | 66 | 17 | 14 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| | KLM UK LTD | S | 333 | 0 | 18 | 86 | 5 | 6 | 3 | 0 | 0 | 5 | 82 | 7 | 336 |
| TOTAL STANSTED | | | 617 | 0 | 18 | 77 | 11 | 10 | 3 | 0 | 0 | 7 | 82 | 7 | 336 |
| SUMBURGH | LOGANAIR | S | 54 | 0 | 0 | 83 | 15 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL SUMBURGH | | | 54 | 0 | 0 | 83 | 15 | 0 | 2 | 0 | 0 | 9 | 71 | 11 | 49 |
| TOTAL UNITED KINGDOM | | | 4613 | 15 | 43 | 83 | 10 | 5 | 2 | 0 | 0 | 7 | 81 | 9 | 4343 |
| TOTAL EDINBURGH | | | 6011 | 19 | 56 | 80 | 11 | 6 | 2 | 0 | 0 | 9 | 80 | 10 | 5492 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|----------------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALGERIA | | | | | | | | | | | | | | | |
| HASSI MESSAOUD | AIR ALGERIE | C | 18 | 0 | 0 | 56 | 17 | 17 | 0 | 6 | 6 | 45 | 50 | 19 | 8 |
| | EXCEL AIRWAYS LTD | C | 6 | 4 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 16 | 63 | 12 | 8 |
| TOTAL HASSI MESSAOUD | | | 24 | 4 | 0 | 50 | 17 | 25 | 0 | 4 | 4 | 38 | 56 | 16 | 16 |
| TOTAL ALGERIA | | | 24 | 4 | 0 | 50 | 17 | 25 | 0 | 4 | 4 | 38 | 56 | 16 | 16 |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | | | | | | | | | | | | | | | |
| | BRITANNIA AIRWAYS | C | 13 | 0 | 0 | 31 | 31 | 0 | 38 | 0 | 0 | 40 | 30 | 46 | 10 |
| | BRITISH AIRWAYS PLC | S | 11 | 1 | 0 | 18 | 45 | 36 | 0 | 0 | 0 | 28 | 29 | 25 | 7 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -8 | 67 | 13 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 17 | 0 | 0 | 59 | 18 | 12 | 6 | 6 | 0 | 23 | 0 | 0 | 0 |
| TOTAL ANTIGUA | | | 50 | 1 | 0 | 48 | 26 | 12 | 12 | 2 | 0 | 23 | 39 | 30 | 28 |
| TOTAL ANTIGUA AND BARBUDA | | | 50 | 1 | 0 | 48 | 26 | 12 | 12 | 2 | 0 | 23 | 39 | 30 | 28 |
| ARGENTINA | | | | | | | | | | | | | | | |
| Buenos Aires | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -4 | 96 | -5 | 25 |
| TOTAL BUENOS AIRES | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -4 | 96 | -5 | 25 |
| TOTAL ARGENTINA | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -4 | 96 | -5 | 25 |
| AUSTRALIA | | | | | | | | | | | | | | | |
| SYDNEY | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 2 | 83 | 17 | 0 | 0 | 0 | 0 | -14 | 44 | 30 | 9 |
| TOTAL SYDNEY | | | 6 | 0 | 2 | 83 | 17 | 0 | 0 | 0 | 0 | -14 | 44 | 30 | 9 |
| TOTAL AUSTRALIA | | | 6 | 0 | 2 | 83 | 17 | 0 | 0 | 0 | 0 | -14 | 44 | 30 | 9 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | AIR 2000 | C | 24 | 0 | 0 | 50 | 21 | 4 | 17 | 8 | 0 | 48 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 20 | 0 | 2 | 30 | 15 | 10 | 30 | 15 | 0 | 83 | 55 | 21 | 20 |
| TOTAL INNSBRUCK | | | 44 | 0 | 2 | 41 | 18 | 7 | 23 | 11 | 0 | 64 | 42 | 36 | 36 |
| SALZBURG | AIR 2000 | C | 15 | 0 | 6 | 40 | 20 | 20 | 20 | 0 | 0 | 35 | 67 | 13 | 12 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 6 | 38 | 31 | 25 | 0 | 0 | 50 | 67 | 19 | 12 |
| | CALEDONIAN AIRWAYS | C | 6 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 73 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 18 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 46 | 70 | 9 | 23 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 1 | 100 | 0 | 8 |
| TOTAL SALZBURG | | | 63 | 0 | 6 | 40 | 19 | 14 | 27 | 0 | 0 | 41 | 75 | 10 | 136 |
| VIENNA | BRITISH AIRWAYS (EURO OPS) LG | S | 124 | 0 | 0 | 64 | 18 | 15 | 3 | 0 | 0 | 15 | 75 | 8 | 123 |
| | LAUDA-AIR | S | 34 | 0 | 0 | 32 | 44 | 24 | 0 | 0 | 0 | 23 | 44 | 32 | 36 |
| TOTAL VIENNA | | | 158 | 0 | 0 | 57 | 23 | 17 | 3 | 0 | 0 | 16 | 68 | 13 | 159 |
| TOTAL AUSTRIA | | | 265 | 0 | 8 | 50 | 22 | 15 | 12 | 2 | 0 | 30 | 68 | 14 | 331 |
| AZERBAIJAN | | | | | | | | | | | | | | | |
| BAKU | AZERBAIJAN AIRLINES (AZAL) | S | 18 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 14 | 44 | 116 | 18 |
| | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 53 | 15 | 15 | 18 | 0 | 0 | 29 | 85 | 3 | 26 |
| TOTAL BAKU | | | 52 | 0 | 0 | 50 | 25 | 13 | 12 | 0 | 0 | 24 | 68 | 49 | 44 |
| TOTAL AZERBAIJAN | | | 52 | 0 | 0 | 50 | 25 | 13 | 12 | 0 | 0 | 24 | 68 | 49 | 44 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-------------------------------|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BAHAMAS | | | | | | | | | | | | | | | |
| NASSAU | BRITISH AIRWAYS PLC | S | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 40 | 42 | 5 |
| TOTAL NASSAU | | | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 40 | 42 | 5 |
| TOTAL BAHAMAS | | | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 40 | 42 | 5 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 13 | 0 | 0 | 23 | 23 | 46 | 8 | 0 | 0 | 33 | 28 | 48 | 18 |
| | BRITISH AIRWAYS PLC | S | 31 | 0 | 1 | 61 | 32 | 3 | 3 | 0 | 0 | 12 | 64 | 15 | 28 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 22 | 33 | 22 | 11 | 11 | 0 | 57 | 46 | 24 | 13 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 67 | 11 | 0 | 0 | 22 | 0 | 64 | 50 | 50 | 10 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 24 | 0 | 2 | 25 | 21 | 29 | 21 | 4 | 0 | 47 | 0 | 0 | 0 |
| TOTAL BRIDGETOWN | | | 86 | 0 | 3 | 42 | 26 | 19 | 9 | 5 | 0 | 35 | 46 | 40 | 76 |
| TOTAL BARBADOS | | | 86 | 0 | 3 | 42 | 26 | 19 | 9 | 5 | 0 | 35 | 46 | 40 | 76 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK | BELAVIA (BELARUSSIAN AIRLINES) | S | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 61 | 10 | 18 |
| TOTAL MINSK | | | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 61 | 10 | 18 |
| TOTAL BELARUS | | | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 61 | 10 | 18 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS (EURO OPS) LG | S | 198 | 0 | 0 | 70 | 13 | 14 | 4 | 0 | 0 | 13 | 85 | 8 | 198 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | SABENA | S | 222 | 2 | 4 | 75 | 15 | 6 | 4 | 0 | 0 | 12 | 90 | 2 | 226 |
| TOTAL BRUSSELS | | | 423 | 2 | 4 | 73 | 14 | 9 | 4 | 0 | 0 | 13 | 88 | 5 | 424 |
| TOTAL BELGIUM | | | 423 | 2 | 4 | 73 | 14 | 9 | 4 | 0 | 0 | 13 | 87 | 5 | 551 |
| BERMUDA | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 69 | 25 | 26 |
| TOTAL BERMUDA | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 69 | 25 | 26 |
| TOTAL BERMUDA | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 69 | 25 | 26 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 25 | 25 | 17 | 29 | 4 | 0 | 49 | 67 | 15 | 12 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 24 | 0 | 0 | 25 | 25 | 17 | 29 | 4 | 0 | 49 | 70 | 64 | 20 |
| SAO PAULO (GUARULHOS) | BRITISH AIRWAYS PLC | S | 19 | 0 | 0 | 37 | 16 | 21 | 26 | 0 | 0 | 42 | 75 | 11 | 8 |
| | TRANSBRASIL | S | 4 | 0 | 9 | 25 | 0 | 25 | 50 | 0 | 0 | 73 | 100 | -13 | 8 |
| TOTAL SAO PAULO (GUARULHOS) | | | 23 | 0 | 9 | 35 | 13 | 22 | 30 | 0 | 0 | 47 | 88 | -1 | 16 |
| TOTAL BRAZIL | | | 47 | 0 | 9 | 30 | 19 | 19 | 30 | 2 | 0 | 48 | 78 | 35 | 36 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | AIR 2000 | C | 4 | 0 | 1 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | AIR VIA BULGARIAN AIRWAYS | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 90 | 7 | 10 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | 18 | 0 | 1 | 78 | 6 | 17 | 0 | 0 | 0 | 8 | 90 | 7 | 10 |
| SOFIA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 13 | 25 | 38 | 0 | 0 | 51 | 20 | 26 | 5 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SOFIA | BRITISH AIRWAYS (EURO OPS) LG | S | 44 | 0 | 0 | 39 | 18 | 18 | 25 | 0 | 0 | 33 | 74 | 9 | 46 |
| TOTAL SOFIA | | | 52 | 0 | 0 | 37 | 17 | 19 | 27 | 0 | 0 | 36 | 64 | 14 | 74 |
| TOTAL BULGARIA | | | 70 | 0 | 1 | 47 | 14 | 19 | 20 | 0 | 0 | 29 | 67 | 13 | 84 |
| CAMEROON | | | | | | | | | | | | | | | |
| DOUALA | CAMEROON AIRLINES | S | 5 | 0 | 3 | 20 | 20 | 40 | 0 | 20 | 0 | 51 | 90 | -14 | 10 |
| TOTAL DOUALA | | | 5 | 0 | 3 | 20 | 20 | 40 | 0 | 20 | 0 | 51 | 90 | -14 | 10 |
| TOTAL CAMEROON | | | 5 | 0 | 3 | 20 | 20 | 40 | 0 | 20 | 0 | 51 | 90 | -14 | 10 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | BRITANNIA AIRWAYS | C | 17 | 0 | 0 | 18 | 35 | 6 | 24 | 6 | 12 | 165 | 95 | -1 | 20 |
| TOTAL CALGARY | | | 17 | 0 | 0 | 18 | 35 | 6 | 24 | 6 | 12 | 165 | 95 | -1 | 20 |
| TORONTO | AIR TRANSAT | C | 8 | 0 | 0 | 38 | 0 | 38 | 25 | 0 | 0 | 36 | 50 | 66 | 8 |
| | CANADA 3000 AIRLINES | C | 10 | 0 | 0 | 40 | 20 | 30 | 10 | 0 | 0 | 23 | 63 | 9 | 8 |
| TOTAL TORONTO | | | 18 | 0 | 0 | 39 | 11 | 33 | 17 | 0 | 0 | 29 | 56 | 37 | 16 |
| VANCOUVER | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 50 | 13 | 0 | 0 | 13 | 106 | 36 | 51 | 14 |
| | CANADA 3000 AIRLINES | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 88 | 4 | 8 |
| TOTAL VANCOUVER | | | 16 | 0 | 0 | 38 | 50 | 6 | 0 | 0 | 6 | 60 | 55 | 34 | 22 |
| TOTAL CANADA | | | 51 | 0 | 0 | 31 | 31 | 16 | 14 | 2 | 6 | 84 | 69 | 23 | 58 |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 46 | 13 | 29 | 13 | 0 | 0 | 32 | 62 | 7 | 13 |
| TOTAL GRAND CAYMAN | | | 24 | 0 | 0 | 46 | 13 | 29 | 13 | 0 | 0 | 32 | 62 | 7 | 13 |
| TOTAL CAYMAN ISLANDS | | | 24 | 0 | 0 | 46 | 13 | 29 | 13 | 0 | 0 | 32 | 62 | 7 | 13 |
| CHILE | | | | | | | | | | | | | | | |
| SANTIAGO DE CHILE | BRITISH AIRWAYS PLC | S | 53 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 2 | 96 | 0 | 28 |
| TOTAL SANTIAGO DE CHILE | | | 53 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 2 | 96 | 0 | 28 |
| TOTAL CHILE | | | 53 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 2 | 96 | 0 | 28 |
| COLOMBIA | | | | | | | | | | | | | | | |
| BOGOTA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 69 | 19 | 12 | 0 | 0 | 0 | 8 | 58 | 18 | 26 |
| TOTAL BOGOTA | | | 26 | 0 | 0 | 69 | 19 | 12 | 0 | 0 | 0 | 8 | 58 | 18 | 26 |
| TOTAL COLOMBIA | | | 26 | 0 | 0 | 69 | 19 | 12 | 0 | 0 | 0 | 8 | 58 | 18 | 26 |
| COSTA RICA | | | | | | | | | | | | | | | |
| SAN JOSE COST RICA | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 40 | 10 | 10 | 20 | 20 | 0 | 65 | 0 | 0 | 0 |
| TOTAL SAN JOSE COST RICA | | | 10 | 0 | 0 | 40 | 10 | 10 | 20 | 20 | 0 | 65 | 0 | 0 | 0 |
| TOTAL COSTA RICA | | | 10 | 0 | 0 | 40 | 10 | 10 | 20 | 20 | 0 | 65 | 0 | 0 | 0 |
| CROATIA | | | | | | | | | | | | | | | |
| ZAGREB | BRITISH AIRWAYS (EURO OPS) LG | S | 59 | 0 | 0 | 76 | 17 | 5 | 2 | 0 | 0 | 9 | 94 | 4 | 62 |
| TOTAL ZAGREB | | | 59 | 0 | 0 | 76 | 17 | 5 | 2 | 0 | 0 | 9 | 94 | 4 | 62 |
| TOTAL CROATIA | | | 59 | 0 | 0 | 76 | 17 | 5 | 2 | 0 | 0 | 9 | 94 | 4 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------------|-------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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) |
| CUBA | | | | | | | | | | | | | | | |
| HAVANA | CUBANA | S | 34 | 1 | 0 | 65 | 6 | 6 | 12 | 6 | 6 | 75 | 52 | 35 | 25 |
| TOTAL HAVANA | | | 34 | 1 | 0 | 65 | 6 | 6 | 12 | 6 | 6 | 75 | 52 | 35 | 25 |
| HOLGUIN (FRANK PAIS) | MONARCH AIRLINES | C | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 67 | 0 | 0 | 0 |
| TOTAL HOLGUIN (FRANK PAIS) | | | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 67 | 0 | 0 | 0 |
| VARADERO | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| TOTAL VARADERO | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -12 | 0 | 106 | 2 |
| TOTAL CUBA | | | 43 | 1 | 0 | 63 | 12 | 5 | 9 | 7 | 5 | 66 | 48 | 43 | 29 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | S | 11 | 0 | 0 | 45 | 0 | 27 | 27 | 0 | 0 | 32 | 40 | 52 | 10 |
| | CALEDONIAN AIRWAYS | C | 5 | 0 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 107 | 86 | -7 | 7 |
| | CYPRUS AIRWAYS | S | 10 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 51 | 88 | 4 | 8 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 18 | 50 | 19 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 1 | 55 | 18 | 27 | 0 | 0 | 0 | 16 | 100 | 2 | 8 |
| TOTAL LARNACA | | | 45 | 0 | 1 | 44 | 11 | 20 | 20 | 4 | 0 | 38 | 64 | 18 | 53 |
| PAPHOS | | | | | | | | | | | | | | | |
| | AIR 2000 | S | 20 | 0 | 0 | 60 | 35 | 5 | 0 | 0 | 0 | 14 | 50 | 19 | 16 |
| | BRITANNIA AIRWAYS | C | 21 | 1 | 0 | 33 | 19 | 33 | 10 | 0 | 5 | 74 | 41 | 43 | 17 |
| | CALEDONIAN AIRWAYS | C | 16 | 0 | 0 | 75 | 6 | 6 | 0 | 13 | 0 | 33 | 30 | 42 | 10 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 77 | 1 | 0 | 56 | 18 | 16 | 6 | 3 | 1 | 38 | 42 | 34 | 43 |
| TOTAL CYPRUS | | | 122 | 1 | 1 | 52 | 16 | 17 | 11 | 3 | 1 | 38 | 54 | 25 | 96 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | MAERSK AIR | S | 178 | 0 | 0 | 56 | 26 | 12 | 6 | 0 | 0 | 19 | 62 | 14 | 177 |
| TOTAL BILLUND | | | 178 | 0 | 0 | 56 | 26 | 12 | 6 | 0 | 0 | 19 | 62 | 14 | 177 |
| COPENHAGEN | BRITISH AIRWAYS (EURO OPS) LG | S | 109 | 0 | 0 | 70 | 17 | 10 | 4 | 0 | 0 | 13 | 85 | 5 | 124 |
| | MAERSK AIR | S | 86 | 0 | 0 | 74 | 19 | 6 | 1 | 0 | 0 | 10 | 83 | 7 | 81 |
| TOTAL COPENHAGEN | | | 196 | 1 | 0 | 72 | 17 | 8 | 3 | 0 | 0 | 12 | 84 | 6 | 205 |
| TOTAL DENMARK | | | 374 | 1 | 0 | 64 | 22 | 10 | 4 | 0 | 0 | 15 | 74 | 10 | 382 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | AIR 2000 | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 67 | 26 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 8 | 70 | 9 | 10 |
| TOTAL PUERTO PLATA | | | 29 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 9 | 66 | 16 | 29 |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 35 | 64 | 14 | 14 |
| TOTAL SANTO DOMINGO | | | 10 | 0 | 0 | 70 | 0 | 0 | 30 | 0 | 0 | 42 | 64 | 14 | 14 |
| TOTAL DOMINICAN REPUBLIC | | | 39 | 0 | 0 | 77 | 15 | 0 | 8 | 0 | 0 | 17 | 65 | 16 | 43 |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 25 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| HURGHADA | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | 16 | 0 | 0 | 50 | 19 | 19 | 13 | 0 | 0 | 25 | 63 | 13 | 8 |
| LUXOR | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 42 | 50 | 38 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 10 | 10 | 50 | 30 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL LUXOR | | | 28 | 0 | 0 | 21 | 21 | 36 | 21 | 0 | 0 | 39 | 50 | 38 | 8 |
| SHARM EL SHEIKH (OPHIRA) | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 17 | 30 | 47 | 10 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 13 | 25 | 38 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 25 | 0 | 0 | 48 | 16 | 20 | 16 | 0 | 0 | 25 | 44 | 31 | 18 |
| TOTAL EGYPT | | | 69 | 0 | 0 | 38 | 19 | 26 | 17 | 0 | 0 | 30 | 51 | 28 | 35 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | ESTONIAN AIR | S | 54 | 0 | 0 | 87 | 4 | 6 | 4 | 0 | 0 | 7 | 78 | 8 | 54 |
| TOTAL TALLIN | | | 54 | 0 | 0 | 87 | 4 | 6 | 4 | 0 | 0 | 7 | 78 | 8 | 54 |
| TOTAL ESTONIA | | | 54 | 0 | 0 | 87 | 4 | 6 | 4 | 0 | 0 | 7 | 78 | 8 | 54 |
| FED REP YUGO SERBIA M'ENEGRO | | | | | | | | | | | | | | | |
| BELGRADE | BRITISH AIRWAYS (EURO OPS) LG | S | 22 | 0 | 6 | 50 | 32 | 9 | 9 | 0 | 0 | 20 | 79 | 10 | 58 |
| TOTAL BELGRADE | | | 22 | 0 | 6 | 50 | 32 | 9 | 9 | 0 | 0 | 20 | 79 | 10 | 58 |
| TOTAL FED REP YUGO SERBIA M'ENEGRO | | | 22 | 0 | 6 | 50 | 32 | 9 | 9 | 0 | 0 | 20 | 77 | 11 | 62 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITISH AIRWAYS (EURO OPS) LG | S | 84 | 0 | 1 | 51 | 25 | 12 | 8 | 4 | 0 | 28 | 67 | 13 | 66 |
| | FINNAIR | S | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 83 | 7 | 12 |
| TOTAL HELSINKI | | | 100 | 0 | 1 | 59 | 21 | 10 | 7 | 3 | 0 | 24 | 69 | 12 | 78 |
| TOTAL FINLAND | | | 100 | 0 | 1 | 59 | 21 | 10 | 7 | 3 | 0 | 24 | 70 | 13 | 122 |
| FRANCE | | | | | | | | | | | | | | | |
| BORDEAUX | AIR LIB | S | 186 | 0 | 0 | 75 | 15 | 6 | 3 | 0 | 0 | 11 | 79 | 9 | 186 |
| TOTAL BORDEAUX | | | 186 | 0 | 0 | 75 | 15 | 6 | 3 | 0 | 0 | 11 | 79 | 9 | 186 |
| BREST | BRIT AIR | S | 122 | 0 | 2 | 86 | 13 | 1 | 0 | 0 | 0 | 5 | 76 | 10 | 107 |
| TOTAL BREST | | | 122 | 0 | 2 | 86 | 13 | 1 | 0 | 0 | 0 | 5 | 76 | 10 | 107 |
| CHAMBERY | CITY FLYER EXPRESS | C | 24 | 0 | 0 | 17 | 21 | 38 | 25 | 0 | 0 | 45 | 71 | 13 | 24 |
| TOTAL CHAMBERY | | | 24 | 0 | 0 | 17 | 21 | 38 | 25 | 0 | 0 | 45 | 71 | 13 | 24 |
| GRENOBLE | AIR 2000 | C | 16 | 0 | 0 | 69 | 13 | 6 | 13 | 0 | 0 | 17 | 58 | 45 | 24 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 48 | 0 | 0 | 0 |
| TOTAL GRENOBLE | | | 24 | 0 | 0 | 67 | 8 | 4 | 21 | 0 | 0 | 27 | 58 | 45 | 24 |
| LILLE | MY TRAVEL AIRWAYS UK | C | 9 | 1 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL LILLE | | | 9 | 1 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| LYON | AIR 2000 | C | 24 | 0 | 0 | 71 | 17 | 8 | 4 | 0 | 0 | 12 | 60 | 41 | 20 |
| | BRITANNIA AIRWAYS | C | 25 | 0 | 0 | 44 | 28 | 20 | 8 | 0 | 0 | 23 | 58 | 31 | 26 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 47 | 37 | 56 | 35 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LYON | EUROPEAN AIR CHARTER | C | 16 | 0 | 0 | 25 | 13 | 31 | 31 | 0 | 0 | 46 | 38 | 18 | 8 |
| | MONARCH AIRLINES | C | 38 | 0 | 0 | 13 | 16 | 34 | 18 | 18 | 0 | 87 | 22 | 30 | 41 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 88 | 7 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 164 | 0 | 0 | 0 |
| TOTAL LYON | | | 122 | 0 | 0 | 42 | 16 | 20 | 16 | 6 | 0 | 46 | 43 | 36 | 138 |
| MARSEILLE | BRITISH AIRWAYS (EURO OPS) LG | S | 184 | 0 | 0 | 58 | 16 | 16 | 10 | 0 | 0 | 22 | 84 | 7 | 186 |
| TOTAL MARSEILLE | | | 184 | 0 | 0 | 58 | 16 | 16 | 10 | 0 | 0 | 22 | 84 | 7 | 186 |
| MONTPELLIER | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 56 | 19 | 16 | 8 | 0 | 0 | 19 | 85 | 7 | 62 |
| TOTAL MONTPELLIER | | | 62 | 0 | 0 | 56 | 19 | 16 | 8 | 0 | 0 | 19 | 85 | 7 | 62 |
| NANTES | BRIT AIR | S | 52 | 0 | 2 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 63 | 11 | 62 |
| TOTAL NANTES | | | 52 | 0 | 2 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 63 | 11 | 62 |
| NICE | AB AIRLINES | S | 62 | 0 | 0 | 44 | 31 | 18 | 8 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL NICE | | | 64 | 0 | 0 | 42 | 31 | 19 | 8 | 0 | 0 | 23 | 38 | 56 | 8 |
| PARIS (CHARLES DE GAULLE) | AIR GABON | S | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 67 | 15 | 9 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 294 | 0 | 0 | 67 | 19 | 10 | 4 | 0 | 0 | 13 | 68 | 18 | 290 |
| | CAMEROON AIRLINES | S | 5 | 0 | 3 | 40 | 0 | 40 | 20 | 0 | 0 | 53 | 43 | 8 | 7 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 307 | 1 | 4 | 67 | 19 | 10 | 4 | 0 | 0 | 14 | 67 | 18 | 306 |
| RENNES | BRIT AIR | S | 106 | 0 | 2 | 70 | 18 | 10 | 2 | 0 | 0 | 13 | 70 | 12 | 105 |
| TOTAL RENNES | | | 106 | 0 | 2 | 70 | 18 | 10 | 2 | 0 | 0 | 13 | 70 | 12 | 105 |
| TARBES-LOURDES INTERNATIONAL | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 50 | 13 | 4 |
| TOULOUSE (BLAGNAC) | AERIS | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | AIR 2000 | C | 9 | 0 | 1 | 44 | 33 | 0 | 22 | 0 | 0 | 22 | 63 | 12 | 30 |
| | AIR LIB | S | 186 | 0 | 0 | 66 | 23 | 9 | 2 | 0 | 0 | 13 | 73 | 11 | 186 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 62 | 24 | 21 |
| | CALEDONIAN AIRWAYS | C | 14 | 0 | 1 | 71 | 7 | 7 | 0 | 14 | 0 | 34 | 100 | 5 | 10 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 35 | 20 | 10 | 15 | 20 | 0 | 74 | 59 | 17 | 22 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 35 | 80 | 6 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 251 | 0 | 2 | 62 | 22 | 9 | 4 | 2 | 0 | 20 | 71 | 12 | 279 |
| TOTAL FRANCE | | | 1517 | 3 | 12 | 64 | 18 | 11 | 6 | 1 | 0 | 18 | 70 | 15 | 1493 |
| GABON | | | | | | | | | | | | | | | |
| LIBREVILLE | AIR GABON | S | 8 | 0 | 1 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 22 | 32 | 9 |
| TOTAL LIBREVILLE | | | 8 | 0 | 1 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 22 | 32 | 9 |
| TOTAL GABON | | | 8 | 0 | 1 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 22 | 32 | 9 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | AIR 2000 | C | 8 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 55 | 50 | 21 | 8 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 20 | 0 | 40 | 10 | 20 | 10 | 182 | 30 | 29 | 10 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 29 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 18 | 0 | 0 | 22 | 39 | 28 | 11 | 0 | 0 | 29 | 50 | 25 | 18 |
| TOTAL BANJUL | | | 44 | 0 | 0 | 23 | 25 | 32 | 14 | 5 | 2 | 68 | 44 | 25 | 36 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 GAMBIA | | | 44 | 0 | 0 | 23 | 25 | 32 | 14 | 5 | 2 | 68 | 44 | 25 | 36 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | AB AIRLINES | S | 100 | 0 | 6 | 69 | 19 | 11 | 1 | 0 | 0 | 13 | 64 | 19 | 53 |
| TOTAL BERLIN (SCHONEFELD) | | | 100 | 0 | 6 | 69 | 19 | 11 | 1 | 0 | 0 | 13 | 63 | 19 | 57 |
| BREMEN | CITY FLYER EXPRESS | S | 178 | 0 | 0 | 70 | 17 | 11 | 2 | 0 | 0 | 12 | 80 | 8 | 182 |
| TOTAL BREMEN | | | 178 | 0 | 0 | 70 | 17 | 11 | 2 | 0 | 0 | 12 | 80 | 8 | 182 |
| COLOGNE (BONN) | CITY FLYER EXPRESS | S | 201 | 0 | 0 | 70 | 19 | 8 | 2 | 0 | 0 | 11 | 78 | 9 | 219 |
| TOTAL COLOGNE (BONN) | | | 201 | 0 | 0 | 70 | 19 | 8 | 2 | 0 | 0 | 11 | 78 | 9 | 219 |
| DUSSELDORF | CITY FLYER EXPRESS | S | 239 | 0 | 1 | 65 | 17 | 15 | 3 | 0 | 0 | 14 | 84 | 8 | 133 |
| TOTAL DUSSELDORF | | | 239 | 0 | 1 | 65 | 17 | 15 | 3 | 0 | 0 | 14 | 84 | 8 | 133 |
| FRANKFURT MAIN | AIR ZIMBABWE | S | 4 | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 172 | 0 | 0 | 70 | 17 | 10 | 2 | 0 | 0 | 13 | 88 | 5 | 186 |
| TOTAL FRANKFURT MAIN | | | 176 | 4 | 0 | 69 | 18 | 11 | 2 | 0 | 0 | 13 | 88 | 5 | 186 |
| HAMBURG | DEUTSCHE BA | S | 130 | 1 | 40 | 72 | 20 | 8 | 0 | 0 | 0 | 9 | 83 | 4 | 132 |
| TOTAL HAMBURG | | | 130 | 1 | 40 | 72 | 20 | 8 | 0 | 0 | 0 | 9 | 83 | 4 | 132 |
| HANOVER | BRITISH AIRWAYS (EURO OPS) LG | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 1 | 78 | 9 | 18 |
| TOTAL HANOVER | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 1 | 67 | 12 | 24 |
| MUNICH | DEUTSCHE BA | S | 178 | 0 | 0 | 62 | 24 | 11 | 3 | 0 | 0 | 14 | 71 | 10 | 133 |
| TOTAL MUNICH | | | 178 | 1 | 0 | 62 | 24 | 11 | 3 | 0 | 0 | 14 | 71 | 10 | 133 |
| TOTAL GERMANY | | | 1220 | 6 | 47 | 68 | 19 | 11 | 2 | 0 | 0 | 12 | 78 | 9 | 1170 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 30 | 0 | 0 | 73 | 3 | 20 | 3 | 0 | 0 | 13 | 48 | 57 | 25 |
| TOTAL ACCRA | | | 30 | 0 | 0 | 73 | 3 | 20 | 3 | 0 | 0 | 13 | 48 | 57 | 25 |
| TOTAL GHANA | | | 30 | 0 | 0 | 73 | 3 | 20 | 3 | 0 | 0 | 13 | 48 | 57 | 25 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 76 | 0 | 2 | 38 | 28 | 20 | 11 | 4 | 0 | 34 | 72 | -12 | 58 |
| TOTAL GIBRALTAR | | | 76 | 0 | 2 | 38 | 28 | 20 | 11 | 4 | 0 | 34 | 72 | -12 | 58 |
| TOTAL GIBRALTAR | | | 76 | 0 | 2 | 38 | 28 | 20 | 11 | 4 | 0 | 34 | 72 | -12 | 58 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AIR 2000 | C | 21 | 1 | 0 | 71 | 10 | 10 | 10 | 0 | 0 | 10 | 73 | 9 | 26 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 56 | 21 | 16 | 6 | 0 | 0 | 19 | 72 | 8 | 60 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 61 | 7 | 14 | 14 | 4 | 0 | 27 | 80 | 40 | 25 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 51 | 0 | 1 | 67 | 24 | 8 | 2 | 0 | 0 | 7 | 100 | -4 | 4 |
| TOTAL ATHENS | | | 162 | 1 | 1 | 62 | 18 | 12 | 7 | 1 | 0 | 15 | 75 | 15 | 115 |
| CHANIA | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL CHANIA | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 11 | 1 |
| HERAKLION | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 48 | 100 | -10 | 1 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--------------------------|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 HERAKLION | | | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 12 | 50 | 4 | 2 |
| RHODES | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL RHODES | | | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| SALONIKA | MONARCH AIRLINES | C | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 30 | 88 | -3 | 8 |
| TOTAL SALONIKA | | | 6 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 28 | 88 | -3 | 8 |
| TOTAL GREECE | | | 186 | 1 | 1 | 62 | 17 | 13 | 6 | 1 | 0 | 15 | 75 | 13 | 126 |
| GRENADA | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 41 | 24 | 29 | 6 | 0 | 0 | 18 | 63 | 18 | 16 |
| | CALEDONIAN AIRWAYS | C | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 75 | 14 | 4 |
| TOTAL GRENADA | | | 22 | 0 | 0 | 45 | 23 | 27 | 5 | 0 | 0 | 17 | 65 | 18 | 20 |
| TOTAL GRENADA | | | 22 | 0 | 0 | 45 | 23 | 27 | 5 | 0 | 0 | 17 | 65 | 18 | 20 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MALEV (HUNGARIAN AIRLINES) | S | 36 | 0 | 0 | 69 | 8 | 11 | 11 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BUDAPEST | | | 36 | 0 | 0 | 69 | 8 | 11 | 11 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL HUNGARY | | | 36 | 0 | 0 | 69 | 8 | 11 | 11 | 0 | 0 | 15 | 0 | 0 | 0 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | DEBONAIR AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 50 | 12 | 2 |
| TOTAL ICELAND | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 50 | 12 | 2 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 0 | 25 | 38 | 13 | 0 | 87 | 44 | 49 | 9 |
| | CALEDONIAN AIRWAYS | C | 13 | 1 | 1 | 46 | 8 | 8 | 38 | 0 | 0 | 36 | 38 | 44 | 16 |
| | MONARCH AIRLINES | C | 24 | 0 | 0 | 29 | 21 | 8 | 21 | 13 | 8 | 185 | 65 | 7 | 17 |
| TOTAL GOA | | | 45 | 1 | 1 | 33 | 13 | 11 | 29 | 9 | 4 | 124 | 50 | 30 | 42 |
| TRIVANDRUM | MONARCH AIRLINES | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -5 | 30 | 40 | 10 |
| TOTAL TRIVANDRUM | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -5 | 30 | 40 | 10 |
| TOTAL INDIA | | | 54 | 1 | 1 | 43 | 13 | 9 | 24 | 7 | 4 | 103 | 46 | 30 | 61 |
| INDONESIA | | | | | | | | | | | | | | | |
| BALI INTERNATIONAL | GARUDA INDONESIA | S | 28 | 0 | 0 | 46 | 25 | 18 | 11 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BALI INTERNATIONAL | | | 28 | 0 | 0 | 46 | 25 | 18 | 11 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL INDONESIA | | | 28 | 0 | 0 | 46 | 25 | 18 | 11 | 0 | 0 | 26 | 46 | 46 | 26 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | CITY FLYER EXPRESS | S | 132 | 0 | 0 | 60 | 20 | 14 | 7 | 0 | 0 | 17 | 75 | 10 | 126 |
| TOTAL CORK | | | 132 | 0 | 0 | 60 | 20 | 14 | 7 | 0 | 0 | 17 | 75 | 10 | 126 |
| DUBLIN | CITY FLYER EXPRESS | S | 304 | 0 | 0 | 67 | 19 | 10 | 3 | 0 | 0 | 13 | 79 | 9 | 244 |
| | RYANAIR | S | 251 | 0 | 4 | 82 | 9 | 4 | 5 | 0 | 0 | 10 | 84 | 12 | 242 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

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|-------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL DUBLIN | | | 555 | 0 | 4 | 74 | 15 | 8 | 4 | 0 | 0 | 12 | 81 | 10 | 486 |
| SHANNON | AB AIRLINES | S | 170 | 1 | 0 | 71 | 13 | 8 | 8 | 0 | 0 | 14 | 85 | 3 | 141 |
| TOTAL SHANNON | | | 170 | 1 | 0 | 71 | 13 | 8 | 8 | 0 | 0 | 14 | 85 | 3 | 142 |
| TOTAL IRISH REPUBLIC | | | 857 | 1 | 4 | 71 | 15 | 9 | 5 | 0 | 0 | 13 | 81 | 9 | 754 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | AIR 2000 | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 37 | 90 | 5 | 10 |
| TOTAL OVDA | | | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 38 | 75 | 18 | 20 |
| TEL AVIV | AIR 2000 | C | 22 | 1 | 0 | 45 | 18 | 18 | 18 | 0 | 0 | 29 | 65 | 13 | 17 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 42 | 26 | 21 | 11 | 0 | 0 | 26 | 69 | 13 | 62 |
| | CALEDONIAN AIRWAYS | C | 15 | 0 | 0 | 47 | 20 | 13 | 20 | 0 | 0 | 27 | 58 | 20 | 12 |
| | EL AL | C | 6 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 80 | 11 | 10 |
| | MONARCH AIRLINES | C | 27 | 0 | 0 | 26 | 11 | 41 | 19 | 4 | 0 | 51 | 34 | 35 | 32 |
| TOTAL TEL AVIV | | | 134 | 1 | 1 | 40 | 22 | 22 | 15 | 1 | 0 | 31 | 60 | 19 | 133 |
| TOTAL ISRAEL | | | 143 | 1 | 1 | 41 | 21 | 22 | 15 | 1 | 0 | 32 | 62 | 19 | 153 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | AIR 2000 | C | 8 | 0 | 0 | 38 | 0 | 0 | 50 | 13 | 0 | 86 | 70 | 10 | 10 |
| | BRITANNIA AIRWAYS | C | 15 | 1 | 1 | 60 | 20 | 13 | 7 | 0 | 0 | 18 | 58 | 31 | 12 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 0 | 33 | 50 | 12 | 8 |
| TOTAL BERGAMO | | | 32 | 1 | 1 | 44 | 16 | 16 | 22 | 3 | 0 | 41 | 62 | 17 | 34 |
| BOLOGNA | ALITALIA | S | 146 | 0 | 2 | 35 | 25 | 23 | 14 | 3 | 0 | 35 | 73 | 8 | 62 |
| TOTAL BOLOGNA | | | 146 | 0 | 2 | 35 | 25 | 23 | 14 | 3 | 0 | 35 | 73 | 8 | 62 |
| FLORENCE | MERIDIANA AIR | S | 121 | 0 | 8 | 19 | 28 | 36 | 15 | 2 | 0 | 42 | 55 | 28 | 118 |
| TOTAL FLORENCE | | | 121 | 0 | 8 | 19 | 28 | 36 | 15 | 2 | 0 | 42 | 55 | 28 | 118 |
| GENOA | BRITISH AIRWAYS (EURO OPS) LG | S | 116 | 0 | 0 | 58 | 19 | 16 | 6 | 1 | 0 | 22 | 82 | 6 | 113 |
| TOTAL GENOA | | | 116 | 0 | 0 | 58 | 19 | 16 | 6 | 1 | 0 | 22 | 82 | 6 | 113 |
| MILAN (MALPENSA) | BRITISH AIRWAYS (EURO OPS) LG | S | 112 | 0 | 0 | 44 | 26 | 21 | 10 | 0 | 0 | 26 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 166 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 107 | 0 | 0 | 0 |
| | TRANSAER | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 118 | 0 | 0 | 42 | 26 | 19 | 10 | 2 | 0 | 31 | 0 | 0 | 0 |
| NAPLES | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 28 | 56 | 29 | 18 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 124 | 0 | 0 | 53 | 15 | 21 | 10 | 0 | 0 | 22 | 72 | 12 | 124 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| TOTAL NAPLES | | | 134 | 0 | 0 | 52 | 16 | 22 | 10 | 0 | 0 | 22 | 68 | 19 | 148 |
| PALERMO | MERIDIANA AIR | S | 47 | 0 | 0 | 23 | 30 | 30 | 17 | 0 | 0 | 37 | 9 | 53 | 46 |
| TOTAL PALERMO | | | 47 | 0 | 0 | 23 | 30 | 30 | 17 | 0 | 0 | 37 | 9 | 53 | 46 |
| PISA | ALITALIA | S | 8 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 47 | 73 | 9 | 62 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 123 | 0 | 1 | 62 | 18 | 11 | 9 | 1 | 0 | 19 | 81 | 9 | 124 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 72 | 21 | 18 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 50 | 0 | 0 | 0 | 25 | 116 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 PISA | | | 137 | 0 | 1 | 58 | 18 | 14 | 9 | 1 | 1 | 23 | 77 | 10 | 210 |
| ROME (CIAMPINO) | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | -4 | 2 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 3 | 67 | 24 | 24 |
| TOTAL ROME (CIAMPINO) | | | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 3 | 71 | 20 | 28 |
| ROME (FIUMICINO) | ALITALIA | S | 8 | 0 | 0 | 0 | 13 | 13 | 75 | 0 | 0 | 64 | 60 | 13 | 62 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 122 | 0 | 2 | 57 | 17 | 22 | 3 | 0 | 0 | 20 | 76 | 8 | 116 |
| TOTAL ROME (FIUMICINO) | | | 130 | 0 | 2 | 54 | 17 | 22 | 8 | 0 | 0 | 22 | 70 | 10 | 178 |
| TREVISO | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 38 | 0 | 25 | 0 | 0 | 44 | 83 | 6 | 6 |
| TOTAL TREVISO | | | 8 | 0 | 0 | 38 | 38 | 0 | 25 | 0 | 0 | 44 | 83 | 6 | 6 |
| TRIESTE (RONCHI DEI LEGIONARI) | BRITISH AIRWAYS (EURO OPS) LG | S | 54 | 0 | 1 | 33 | 19 | 30 | 19 | 0 | 0 | 37 | 83 | -10 | 6 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 54 | 0 | 1 | 33 | 19 | 30 | 19 | 0 | 0 | 37 | 83 | -10 | 6 |
| TURIN | AB AIRLINES | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | AIR 2000 | C | 12 | 0 | 1 | 67 | 17 | 17 | 0 | 0 | 0 | 15 | 50 | 17 | 10 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 13 | 13 | 38 | 38 | 0 | 0 | 56 | 39 | 50 | 18 |
| | MONARCH AIRLINES | C | 17 | 0 | 1 | 47 | 24 | 12 | 12 | 6 | 0 | 40 | 44 | 32 | 25 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 60 | 12 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | TRANSAER | C | 8 | 2 | 0 | 13 | 25 | 50 | 13 | 0 | 0 | 31 | 56 | 25 | 9 |
| TOTAL TURIN | | | 65 | 2 | 2 | 46 | 26 | 17 | 9 | 2 | 0 | 27 | 52 | 29 | 136 |
| VENICE | ALITALIA | S | 146 | 0 | 6 | 12 | 12 | 40 | 36 | 1 | 0 | 56 | 90 | 5 | 124 |
| | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 117 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 26 | 0 | 0 | 15 | 12 | 19 | 50 | 0 | 4 | 74 | 50 | 14 | 12 |
| TOTAL VENICE | | | 174 | 0 | 6 | 12 | 11 | 36 | 39 | 1 | 1 | 60 | 83 | 10 | 162 |
| VERONA | AIR 2000 | C | 14 | 0 | 0 | 57 | 14 | 21 | 7 | 0 | 0 | 28 | 60 | 15 | 10 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 178 | 0 | 0 | 33 | 22 | 28 | 16 | 1 | 0 | 34 | 77 | 10 | 119 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 17 | 33 | 6 |
| TOTAL VERONA | | | 198 | 0 | 0 | 35 | 21 | 28 | 15 | 1 | 0 | 34 | 73 | 11 | 143 |
| TOTAL ITALY | | | 1490 | 3 | 23 | 39 | 20 | 24 | 15 | 1 | 0 | 33 | 69 | 16 | 1515 |
| IVORY COAST | | | | | | | | | | | | | | | |
| ABIDJAN | BRITISH AIRWAYS PLC | S | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL ABIDJAN | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL IVORY COAST | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| JAMAICA | | | | | | | | | | | | | | | |
| KINGSTON | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 10 | 20 | 50 | 20 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL KINGSTON | | | 10 | 0 | 0 | 10 | 20 | 50 | 20 | 0 | 0 | 44 | 0 | 0 | 0 |
| MONTEGO BAY | AIR 2000 | C | 10 | 0 | 0 | 30 | 10 | 40 | 20 | 0 | 0 | 42 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 33 | 0 | 0 | 39 | 21 | 18 | 12 | 3 | 6 | 53 | 48 | 73 | 27 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 22 | 40 | 51 | 10 |
| TOTAL MONTEGO BAY | | | 52 | 0 | 0 | 38 | 21 | 23 | 12 | 2 | 4 | 45 | 36 | 59 | 47 |
| TOTAL JAMAICA | | | 62 | 0 | 0 | 34 | 21 | 27 | 13 | 2 | 3 | 45 | 36 | 59 | 47 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | AFRICAN SAFARI AIRWAYS-ASA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 22 | 0 | 56 | 22 | 0 | 0 | 54 | 60 | 24 | 10 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 22 | 0 | 22 | 56 | 0 | 0 | 65 | 10 | 69 | 10 |
| TOTAL MOMBASA | | | 20 | 0 | 0 | 30 | 0 | 35 | 35 | 0 | 0 | 54 | 34 | 55 | 29 |
| NAIROBI | BRITISH AIRWAYS PLC | S | 17 | 1 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 4 | 39 | 16 | 18 |
| TOTAL NAIROBI | | | 17 | 1 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 4 | 39 | 16 | 18 |
| TOTAL KENYA | | | 37 | 1 | 0 | 54 | 5 | 22 | 19 | 0 | 0 | 31 | 36 | 40 | 47 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 69 | 18 | 10 | 3 | 0 | 0 | 10 | 70 | 5 | 37 |
| TOTAL RIGA | | | 62 | 0 | 0 | 69 | 18 | 10 | 3 | 0 | 0 | 10 | 79 | 4 | 75 |
| TOTAL LATVIA | | | 62 | 0 | 0 | 69 | 18 | 10 | 3 | 0 | 0 | 10 | 79 | 4 | 75 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | BRITISH AIRWAYS (EURO OPS) LG | S | 38 | 0 | 0 | 74 | 21 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL VILNIUS | | | 38 | 0 | 0 | 74 | 21 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL LITHUANIA | | | 38 | 0 | 0 | 74 | 21 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | CITY FLYER EXPRESS | S | 199 | 1 | 1 | 69 | 18 | 11 | 2 | 0 | 0 | 12 | 85 | 7 | 151 |
| TOTAL LUXEMBOURG | | | 199 | 1 | 1 | 69 | 18 | 11 | 2 | 0 | 0 | 12 | 85 | 7 | 151 |
| TOTAL LUXEMBOURG | | | 199 | 1 | 1 | 69 | 18 | 11 | 2 | 0 | 0 | 12 | 85 | 7 | 151 |
| MALAWI | | | | | | | | | | | | | | | |
| LILONGWE | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 14 | 88 | 2 | 8 |
| TOTAL LILONGWE | | | 10 | 0 | 9 | 60 | 30 | 0 | 10 | 0 | 0 | 14 | 90 | 3 | 10 |
| TOTAL MALAWI | | | 10 | 0 | 9 | 60 | 30 | 0 | 10 | 0 | 0 | 14 | 90 | 3 | 10 |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 22 | 22 | 33 | 11 | 0 | 11 | 83 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 8 | 50 | 13 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 56 | 0 | 11 | 33 | 0 | 0 | 37 | 50 | 44 | 6 |
| TOTAL MALE INTERNATIONAL | | | 27 | 0 | 0 | 52 | 7 | 22 | 15 | 0 | 4 | 43 | 50 | 107 | 26 |
| TOTAL MALDIVE ISLANDS | | | 27 | 0 | 0 | 52 | 7 | 22 | 15 | 0 | 4 | 43 | 50 | 107 | 26 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR 2000 | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 95 | 3 | 20 |
| | AIR MALTA | S | 72 | 0 | 0 | 56 | 24 | 18 | 3 | 0 | 0 | 14 | 75 | 8 | 64 |
| | AIR MALTA | C | 2 | 2 | 2 | 50 | 0 | 0 | 50 | 0 | 0 | 73 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 16 | 50 | 17 | 18 |
| | GB AIRWAYS LTD | S | 56 | 0 | 0 | 57 | 25 | 14 | 4 | 0 | 0 | 18 | 75 | 14 | 40 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 100 | 3 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 0 | 10 | 0 | 10 | 0 | 26 | 100 | 2 | 1 |
| TOTAL MALTA | | | 178 | 2 | 2 | 58 | 22 | 16 | 3 | 1 | 0 | 16 | 76 | 10 | 153 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------------|---------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | | | 178 | 2 | 2 | 58 | 22 | 16 | 3 | 1 | 0 | 16 | 76 | 10 | 153 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 46 | 23 | 15 | 15 | 0 | 0 | 28 | 44 | 20 | 27 |
| TOTAL MAURITIUS | | | 26 | 0 | 0 | 46 | 23 | 15 | 15 | 0 | 0 | 28 | 44 | 20 | 27 |
| TOTAL MAURITIUS | | | 26 | 0 | 0 | 46 | 23 | 15 | 15 | 0 | 0 | 28 | 44 | 20 | 27 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | AIR 2000 | C | 8 | 0 | 0 | 38 | 13 | 25 | 13 | 0 | 13 | 201 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 50 | 10 | 20 | 10 | 10 | 0 | 47 | 100 | 4 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 20 | 30 | 10 | 40 | 0 | 0 | 60 | 63 | 49 | 8 |
| TOTAL CANCUN | | | 30 | 0 | 0 | 33 | 17 | 20 | 23 | 3 | 3 | 93 | 75 | 26 | 16 |
| PUERTO VALLARTA | AIR 2000 | C | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 35 | 0 | 0 | 0 |
| TOTAL PUERTO VALLARTA | | | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 35 | 67 | 22 | 9 |
| TOTAL MEXICO | | | 40 | 0 | 0 | 35 | 18 | 20 | 23 | 3 | 3 | 78 | 71 | 18 | 51 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 67 | 30 | 9 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 20 | 25 | 30 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 50 | 0 | 13 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 21 | 0 | 0 | 57 | 29 | 10 | 5 | 0 | 0 | 18 | 41 | 35 | 17 |
| CASABLANCA MOHAMED V | GB AIRWAYS LTD | S | 62 | 0 | 0 | 42 | 24 | 23 | 11 | 0 | 0 | 29 | 73 | 8 | 11 |
| TOTAL CASABLANCA MOHAMED V | | | 62 | 0 | 0 | 42 | 24 | 23 | 11 | 0 | 0 | 29 | 73 | 8 | 11 |
| MARRAKESH | GB AIRWAYS LTD | S | 13 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 17 | 100 | 5 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 20 | 30 | 30 | 20 | 0 | 0 | 56 | 0 | 0 | 0 |
| TOTAL MARRAKESH | | | 24 | 0 | 0 | 42 | 29 | 17 | 13 | 0 | 0 | 34 | 100 | 5 | 8 |
| TOTAL MOROCCO | | | 107 | 0 | 0 | 45 | 26 | 19 | 10 | 0 | 0 | 28 | 64 | 20 | 36 |
| NEPAL | | | | | | | | | | | | | | | |
| KATHMANDU | ROYAL NEPAL AIRLINES | S | 4 | 0 | 10 | 0 | 75 | 0 | 25 | 0 | 0 | 34 | 0 | 51 | 18 |
| TOTAL KATHMANDU | | | 4 | 0 | 10 | 0 | 75 | 0 | 25 | 0 | 0 | 34 | 0 | 51 | 18 |
| TOTAL NEPAL | | | 4 | 0 | 10 | 0 | 75 | 0 | 25 | 0 | 0 | 34 | 0 | 51 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | CITY FLYER EXPRESS | S | 283 | 0 | 1 | 64 | 22 | 11 | 4 | 0 | 0 | 15 | 61 | 21 | 244 |
| | TRANSVIA | S | 255 | 0 | 0 | 49 | 20 | 23 | 8 | 0 | 0 | 24 | 50 | 27 | 254 |
| | TRANSBRASIL | S | 4 | 0 | 10 | 25 | 0 | 50 | 25 | 0 | 0 | 34 | 75 | 6 | 16 |
| TOTAL AMSTERDAM | | | 543 | 0 | 11 | 57 | 21 | 17 | 6 | 0 | 0 | 19 | 56 | 24 | 514 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 54 | 0 | 0 | 87 | 11 | 2 | 0 | 0 | 0 | 4 | 66 | 13 | 80 |
| TOTAL EINDHOVEN | | | 54 | 0 | 0 | 87 | 11 | 2 | 0 | 0 | 0 | 4 | 66 | 13 | 80 |
| ROTTERDAM | CITY FLYER EXPRESS | S | 154 | 0 | 0 | 82 | 11 | 5 | 1 | 0 | 0 | 6 | 90 | 4 | 157 |
| TOTAL ROTTERDAM | | | 154 | 0 | 0 | 82 | 11 | 5 | 1 | 0 | 0 | 6 | 90 | 4 | 157 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|------------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL NETHERLANDS | | | 751 | 0 | 11 | 64 | 18 | 13 | 4 | 0 | 0 | 16 | 64 | 18 | 751 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 60 | 19 | 11 | 10 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL LAGOS | | | 62 | 0 | 0 | 60 | 19 | 11 | 10 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL NIGERIA | | | 62 | 0 | 0 | 60 | 19 | 11 | 10 | 0 | 0 | 16 | 0 | 0 | 0 |
| NORWAY | | | | | | | | | | | | | | | |
| GEILO (DAGALI) | CITY FLYER EXPRESS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL GEILO (DAGALI) | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| KRISTIANSAND (KJEVIK) | MAERSK AIR | S | 54 | 0 | 0 | 63 | 24 | 9 | 4 | 0 | 0 | 17 | 68 | 15 | 53 |
| TOTAL KRISTIANSAND (KJEVIK) | | | 54 | 0 | 0 | 63 | 24 | 9 | 4 | 0 | 0 | 17 | 68 | 15 | 53 |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS (EURO OPS) LG | S | 112 | 0 | 1 | 46 | 20 | 21 | 13 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 114 | 1 | 1 | 46 | 20 | 21 | 13 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 176 | 1 | 1 | 53 | 21 | 16 | 10 | 0 | 0 | 23 | 76 | 11 | 350 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 74 | 11 | 7 | 7 | 0 | 0 | 16 | 62 | 116 | 26 |
| TOTAL ISLAMABAD | | | 27 | 0 | 0 | 74 | 11 | 7 | 7 | 0 | 0 | 16 | 62 | 116 | 26 |
| TOTAL PAKISTAN | | | 27 | 0 | 0 | 74 | 11 | 7 | 7 | 0 | 0 | 16 | 62 | 116 | 26 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | BRITISH AIRWAYS (EURO OPS) LG | S | 28 | 0 | 0 | 68 | 4 | 21 | 7 | 0 | 0 | 20 | 79 | 6 | 19 |
| | LOT-POLISH AIRLINES | S | 28 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 2 | 85 | 9 | 20 |
| TOTAL KRAKOW | | | 56 | 0 | 0 | 79 | 5 | 13 | 4 | 0 | 0 | 11 | 82 | 8 | 39 |
| WARSAW | LOT-POLISH AIRLINES | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL WARSAW | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 100 | -5 | 1 |
| TOTAL POLAND | | | 74 | 0 | 0 | 76 | 8 | 14 | 3 | 0 | 0 | 11 | 79 | 9 | 42 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 20 | 0 | 0 | 20 | 25 | 30 | 25 | 0 | 0 | 39 | 0 | 154 | 8 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 38 | 13 | 13 | 0 | 0 | 32 | 75 | 12 | 8 |
| | CALEDONIAN AIRWAYS | C | 23 | 0 | 0 | 35 | 30 | 13 | 13 | 9 | 0 | 51 | 56 | 17 | 9 |
| | EXCEL AIRWAYS LTD | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 50 | 45 | 6 |
| | GB AIRWAYS LTD | S | 72 | 0 | 0 | 50 | 26 | 14 | 10 | 0 | 0 | 21 | 70 | 13 | 80 |
| | MONARCH AIRLINES | C | 36 | 0 | 0 | 39 | 14 | 8 | 14 | 19 | 6 | 106 | 54 | 15 | 26 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 33 | 39 | 28 | 0 | 0 | 0 | 24 | 65 | 10 | 20 |
| | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 33 | 2 |
| TOTAL FARO | | | 184 | 0 | 0 | 41 | 26 | 15 | 11 | 5 | 1 | 44 | 65 | 20 | 191 |
| LISBON | GB AIRWAYS LTD | S | 97 | 0 | 0 | 48 | 26 | 16 | 8 | 1 | 0 | 26 | 100 | -2 | 4 |
| TOTAL LISBON | | | 98 | 0 | 0 | 49 | 26 | 16 | 8 | 1 | 0 | 26 | 68 | 14 | 114 |
| OPORTO | GB AIRWAYS LTD | S | 89 | 0 | 0 | 57 | 20 | 13 | 7 | 2 | 0 | 23 | 93 | 5 | 99 |
| TOTAL OPORTO | | | 89 | 0 | 0 | 57 | 20 | 13 | 7 | 2 | 0 | 23 | 93 | 5 | 99 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 371 | 0 | 0 | 47 | 25 | 15 | 9 | 3 | 1 | 34 | 73 | 14 | 404 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

| | | Reporting Airport: GATWICK (Full Analysis) | | | | | | | | | | | MAR 1998 | | | |
|-------------------------------------|-------------------------------|--|------------|----------|-----------|----------------------------|---------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | AIR 2000 | C | 10 | 1 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 31 | 100 | 3 | 10 | |
| | CALEDONIAN AIRWAYS | C | 30 | 0 | 0 | 67 | 7 | 10 | 17 | 0 | 0 | 27 | 80 | 40 | 30 | |
| | GB AIRWAYS LTD | S | 26 | 0 | 0 | 31 | 38 | 31 | 0 | 0 | 0 | 24 | 78 | 0 | 27 | |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 20 | 10 | 30 | 20 | 20 | 0 | 81 | 56 | 17 | 18 | |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 14 | 50 | 15 | 8 | |
| TOTAL FUNCHAL | | | 86 | 1 | 0 | 50 | 17 | 20 | 10 | 2 | 0 | 32 | 74 | 18 | 93 | |
| TOTAL PORTUGAL(MADEIRA) | | | 86 | 1 | 0 | 50 | 17 | 20 | 10 | 2 | 0 | 32 | 74 | 18 | 93 | |
| PUERTO RICO | | | | | | | | | | | | | | | | |
| SAN JUAN (PUERTO RICO) | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 0 | 38 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | BRITISH AIRWAYS PLC | S | 7 | 0 | 0 | 43 | 43 | 0 | 14 | 0 | 0 | 20 | 40 | 21 | 10 | |
| TOTAL SAN JUAN (PUERTO RICO) | | | 16 | 0 | 0 | 38 | 31 | 6 | 25 | 0 | 0 | 36 | 40 | 51 | 15 | |
| TOTAL PUERTO RICO | | | 16 | 0 | 0 | 38 | 31 | 6 | 25 | 0 | 0 | 36 | 40 | 51 | 15 | |
| REPUBLIC OF YEMEN | | | | | | | | | | | | | | | | |
| SANAA | YEMENIA | S | 10 | 0 | 0 | 20 | 30 | 40 | 10 | 0 | 0 | 35 | 11 | 67 | 18 | |
| TOTAL SANAA | | | 10 | 0 | 0 | 20 | 30 | 40 | 10 | 0 | 0 | 35 | 11 | 67 | 18 | |
| TOTAL REPUBLIC OF YEMEN | | | 10 | 0 | 0 | 20 | 30 | 40 | 10 | 0 | 0 | 35 | 11 | 67 | 18 | |
| RUMANIA | | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS (EURO OPS) LG | S | 71 | 0 | 0 | 56 | 21 | 11 | 11 | 0 | 0 | 20 | 81 | 6 | 89 | |
| TOTAL BUCHAREST (OTOPENI) | | | 71 | 0 | 0 | 56 | 21 | 11 | 11 | 0 | 0 | 20 | 80 | 6 | 90 | |
| TOTAL RUMANIA | | | 71 | 0 | 0 | 56 | 21 | 11 | 11 | 0 | 0 | 20 | 80 | 6 | 90 | |
| RUSSIA | | | | | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | BRITISH AIRWAYS (EURO OPS) LG | S | 62 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | -4 | 82 | 5 | 62 | |
| | TRANSAERO AIRLINES | S | 21 | 0 | 3 | 86 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 83 | 0 | 3 | 93 | 6 | 1 | 0 | 0 | 0 | -3 | 82 | 5 | 62 | |
| ST PETERSBURG | AEROFLOT | S | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 93 | 0 | 14 | |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 44 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 1 | 77 | 31 | 44 | |
| TOTAL ST PETERSBURG | | | 56 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 1 | 81 | 23 | 58 | |
| TOTAL RUSSIA | | | 139 | 0 | 3 | 88 | 8 | 4 | 0 | 0 | 0 | -1 | 82 | 14 | 120 | |
| SAINT KITTS AND NEVIS | | | | | | | | | | | | | | | | |
| ST KITTS | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 75 | 14 | 4 | |
| TOTAL ST KITTS | | | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 75 | 14 | 4 | |
| TOTAL SAINT KITTS AND NEVIS | | | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 75 | 14 | 4 | |
| SAUDI ARABIA | | | | | | | | | | | | | | | | |
| DHAHRAN | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 83 | 4 | 6 | 4 | 4 | 0 | 15 | 75 | 6 | 4 | |
| TOTAL DHAHRAN | | | 52 | 0 | 0 | 83 | 4 | 6 | 4 | 4 | 0 | 15 | 75 | 6 | 4 | |
| TOTAL SAUDI ARABIA | | | 52 | 0 | 0 | 83 | 4 | 6 | 4 | 4 | 0 | 15 | 75 | 6 | 4 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-------------------------|-------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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) |
| SEYCHELLES | | | | | | | | | | | | | | | |
| SEYCHELLES | AIR SEYCHELLES | S | 18 | 0 | 0 | 56 | 17 | 17 | 11 | 0 | 0 | 28 | 39 | 37 | 18 |
| | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 12 | 53 | 27 | 17 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 978 | 0 | 0 | 0 |
| TOTAL SEYCHELLES | | | 38 | 0 | 0 | 61 | 13 | 11 | 11 | 0 | 5 | 70 | 46 | 32 | 35 |
| TOTAL SEYCHELLES | | | 38 | 0 | 0 | 61 | 13 | 11 | 11 | 0 | 5 | 70 | 46 | 32 | 35 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | BRITISH AIRWAYS (EURO OPS) LG | S | 27 | 0 | 0 | 78 | 15 | 0 | 7 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL LJUBLJANA | | | 27 | 0 | 0 | 78 | 15 | 0 | 7 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL SLOVENIA | | | 27 | 0 | 0 | 78 | 15 | 0 | 7 | 0 | 0 | 13 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 20 | 0 | 0 | 55 | 10 | 20 | 10 | 5 | 0 | 33 | 61 | 24 | 18 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 61 | 11 | 22 | 0 | 6 | 0 | 31 | 33 | 36 | 18 |
| | CALEDONIAN AIRWAYS | C | 12 | 0 | 0 | 42 | 25 | 0 | 17 | 8 | 8 | 86 | 63 | 13 | 8 |
| | CITY FLYER EXPRESS | C | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 28 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 43 | 1 | 7 | 49 | 21 | 21 | 9 | 0 | 0 | 24 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 21 | 32 | 21 | 4 | 21 | 0 | 79 | 59 | 22 | 34 |
| | MY TRAVEL AIRWAYS UK | C | 26 | 0 | 0 | 62 | 12 | 8 | 12 | 8 | 0 | 31 | 66 | 10 | 35 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 169 | 1 | 7 | 49 | 18 | 18 | 8 | 7 | 1 | 39 | 58 | 22 | 139 |
| ALMERIA | | | | | | | | | | | | | | | |
| | CALEDONIAN AIRWAYS | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | -1 | 10 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 29 | 63 | 12 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 28 | 63 | 16 | 8 |
| TOTAL ALMERIA | | | 24 | 0 | 0 | 54 | 17 | 29 | 0 | 0 | 0 | 18 | 77 | 8 | 26 |
| ASTURIAS | | | | | | | | | | | | | | | |
| ASTURIAS | IBERIA | S | 26 | 0 | 0 | 65 | 12 | 15 | 8 | 0 | 0 | 17 | 85 | 4 | 26 |
| TOTAL ASTURIAS | | | 26 | 0 | 0 | 65 | 12 | 15 | 8 | 0 | 0 | 17 | 85 | 4 | 26 |
| BARCELONA | | | | | | | | | | | | | | | |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 124 | 0 | 0 | 62 | 19 | 10 | 10 | 0 | 0 | 19 | 75 | 11 | 122 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | DEBONAIR AIRWAYS LTD | S | 62 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 188 | 0 | 2 | 65 | 15 | 11 | 9 | 0 | 0 | 17 | 62 | 17 | 164 |
| TOTAL BILBAO | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| MADRID | | | | | | | | | | | | | | | |
| | AIR EUROPA | S | 46 | 0 | 0 | 39 | 28 | 13 | 20 | 0 | 0 | 35 | 40 | 22 | 52 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 186 | 0 | 0 | 63 | 20 | 11 | 5 | 1 | 0 | 18 | 86 | 5 | 186 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 0 | 0 | 0 |
| | IBERIA | S | 52 | 0 | 10 | 44 | 25 | 25 | 6 | 0 | 0 | 26 | 54 | 13 | 54 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 17 | 1 |
| | SPANAIR | S | 16 | 0 | 0 | 19 | 19 | 31 | 31 | 0 | 0 | 53 | 28 | 21 | 18 |
| TOTAL MADRID | | | 306 | 0 | 10 | 55 | 22 | 15 | 8 | 1 | 0 | 23 | 69 | 10 | 311 |
| MAHON | | | | | | | | | | | | | | | |
| | CITY FLYER EXPRESS | C | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 27 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 1 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-------------------------------------|---------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 MAHON | | | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 80 | 12 | 10 |
| MALAGA | AIR 2000 | C | 25 | 0 | 0 | 44 | 12 | 36 | 8 | 0 | 0 | 28 | 50 | 46 | 26 |
| | BRITANNIA AIRWAYS | C | 24 | 0 | 0 | 29 | 38 | 25 | 8 | 0 | 0 | 30 | 21 | 44 | 28 |
| | CALEDONIAN AIRWAYS | C | 58 | 0 | 1 | 81 | 9 | 0 | 7 | 0 | 3 | 22 | 70 | 23 | 33 |
| | EXCEL AIRWAYS LTD | C | 16 | 0 | 0 | 44 | 13 | 38 | 6 | 0 | 0 | 25 | 67 | 171 | 12 |
| | GB AIRWAYS LTD | S | 68 | 0 | 0 | 43 | 29 | 10 | 18 | 0 | 0 | 28 | 75 | 13 | 122 |
| | MONARCH AIRLINES | C | 56 | 2 | 0 | 39 | 13 | 20 | 20 | 4 | 5 | 75 | 60 | 20 | 62 |
| | MY TRAVEL AIRWAYS UK | C | 24 | 0 | 4 | 54 | 13 | 25 | 8 | 0 | 0 | 25 | 65 | 11 | 34 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | TRANSAER | C | 2 | 0 | 4 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 70 | 11 | 20 |
| TOTAL MALAGA | | | 281 | 2 | 9 | 51 | 18 | 16 | 12 | 1 | 2 | 35 | 63 | 26 | 366 |
| MURCIA SAN JAVIER | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 24 | 0 | 0 | 42 | 25 | 29 | 4 | 0 | 0 | 22 | 63 | 12 | 24 |
| TOTAL MURCIA SAN JAVIER | | | 26 | 0 | 0 | 46 | 23 | 27 | 4 | 0 | 0 | 20 | 63 | 12 | 24 |
| PALMA DE MALLORCA | AIR 2000 | C | 11 | 0 | 0 | 45 | 9 | 36 | 9 | 0 | 0 | 27 | 67 | 10 | 12 |
| | BRITANNIA AIRWAYS | C | 34 | 0 | 0 | 44 | 15 | 26 | 15 | 0 | 0 | 27 | 69 | 12 | 26 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | FUTURA AIRLINES | S | 28 | 0 | 0 | 36 | 25 | 25 | 14 | 0 | 0 | 29 | 54 | 18 | 28 |
| | GB AIRWAYS LTD | S | 44 | 0 | 0 | 59 | 18 | 9 | 11 | 0 | 2 | 49 | 61 | 10 | 28 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 100 | 10 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 20 | 0 | 2 | 55 | 30 | 10 | 5 | 0 | 0 | 13 | 83 | 26 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 3 | 1 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 50 | 27 | 2 |
| TOTAL PALMA DE MALLORCA | | | 153 | 1 | 5 | 52 | 18 | 18 | 10 | 0 | 1 | 30 | 65 | 17 | 124 |
| SANTIAGO DE COMPOSTELA | MONARCH AIRLINES | C | 3 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 0 | 100 | 0 | 0 | 0 |
| TOTAL SANTIAGO DE COMPOSTELA | | | 3 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 0 | 100 | 0 | 0 | 0 |
| VALENCIA | GB AIRWAYS LTD | S | 46 | 0 | 0 | 35 | 22 | 22 | 22 | 0 | 0 | 35 | 67 | 14 | 30 |
| TOTAL VALENCIA | | | 46 | 0 | 0 | 35 | 22 | 22 | 22 | 0 | 0 | 35 | 68 | 14 | 31 |
| VITORIA | EUROPEAN REGIONS AIRLINES | S | 43 | 0 | 1 | 95 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL VITORIA | | | 43 | 0 | 1 | 95 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| ZARAGOZA | IBERIA | S | 26 | 0 | 0 | 58 | 12 | 12 | 19 | 0 | 0 | 18 | 39 | 24 | 28 |
| TOTAL ZARAGOZA | | | 26 | 0 | 0 | 58 | 12 | 12 | 19 | 0 | 0 | 18 | 39 | 24 | 28 |
| TOTAL SPAIN | | | 1306 | 4 | 35 | 55 | 18 | 16 | 10 | 1 | 1 | 27 | 63 | 18 | 1285 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 35 | 0 | 1 | 66 | 14 | 9 | 11 | 0 | 0 | 20 | 65 | 13 | 26 |
| | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 16 | 37 | 26 | 21 | 0 | 0 | 44 | 33 | 36 | 18 |
| | CALEDONIAN AIRWAYS | C | 10 | 1 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 17 | 50 | 17 | 18 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 32 | 18 | 29 | 14 | 7 | 0 | 44 | 38 | 39 | 34 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 50 | 13 | 31 | 6 | 0 | 0 | 24 | 58 | 18 | 26 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 81 | 6 | 6 | 0 | 0 | 6 | 28 | 75 | 10 | 8 |
| TOTAL ARRECIFE | | | 126 | 1 | 1 | 50 | 18 | 19 | 10 | 2 | 1 | 30 | 53 | 22 | 148 |
| FUERTEVENTURA | AIR 2000 | C | 20 | 0 | 0 | 70 | 15 | 15 | 0 | 0 | 0 | 12 | 25 | 109 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|--|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 18 | 0 | 0 | 39 | 22 | 22 | 17 | 0 | 0 | 27 | 44 | 28 | 18 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 50 | 27 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 28 | 0 | 0 | 46 | 11 | 25 | 18 | 0 | 0 | 28 | 46 | 17 | 24 |
| | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | 87 | 0 | 0 | 57 | 17 | 16 | 9 | 0 | 0 | 18 | 46 | 30 | 74 |
| LAS PALMAS | AIR 2000 | C | 29 | 0 | 1 | 41 | 14 | 28 | 17 | 0 | 0 | 28 | 55 | 19 | 29 |
| | BRITANNIA AIRWAYS | C | 28 | 0 | 0 | 43 | 25 | 21 | 11 | 0 | 0 | 26 | 61 | 18 | 18 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 10 | 10 | 20 | 40 | 0 | 20 | 143 | 30 | 33 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 28 | 0 | 0 | 14 | 21 | 25 | 32 | 0 | 7 | 127 | 56 | 27 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 83 | 9 | 18 |
| TOTAL LAS PALMAS | | | 121 | 0 | 1 | 36 | 21 | 21 | 19 | 0 | 3 | 58 | 64 | 16 | 132 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 60 | 0 | 0 | 73 | 7 | 12 | 8 | 0 | 0 | 15 | 51 | 26 | 43 |
| | BRITANNIA AIRWAYS | C | 55 | 0 | 0 | 42 | 15 | 25 | 16 | 2 | 0 | 37 | 57 | 44 | 44 |
| | CALEDONIAN AIRWAYS | C | 26 | 0 | 0 | 50 | 31 | 15 | 4 | 0 | 0 | 17 | 56 | 24 | 18 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 29 | 145 | 7 |
| | MONARCH AIRLINES | C | 44 | 0 | 0 | 32 | 20 | 23 | 7 | 16 | 2 | 65 | 50 | 25 | 34 |
| | MY TRAVEL AIRWAYS UK | C | 36 | 0 | 0 | 44 | 36 | 11 | 8 | 0 | 0 | 20 | 69 | 10 | 35 |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | -5 | 78 | 7 | 18 |
| | TRANSAER | C | 8 | 0 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 66 | 13 | 61 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 261 | 0 | 0 | 51 | 19 | 18 | 9 | 3 | 0 | 29 | 57 | 28 | 269 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 595 | 1 | 2 | 49 | 19 | 18 | 11 | 2 | 1 | 33 | 56 | 24 | 623 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | MONARCH AIRLINES | C | 18 | 1 | 1 | 50 | 28 | 17 | 0 | 6 | 0 | 29 | 56 | 13 | 9 |
| TOTAL COLOMBO | | | 18 | 1 | 1 | 50 | 28 | 17 | 0 | 6 | 0 | 29 | 61 | 68 | 18 |
| TOTAL SRI LANKA | | | 18 | 1 | 1 | 50 | 28 | 17 | 0 | 6 | 0 | 29 | 61 | 68 | 18 |
| ST LUCIA | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 13 | 13 | 63 | 13 | 0 | 0 | 36 | 38 | 63 | 8 |
| | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 48 | 20 | 12 | 16 | 0 | 4 | 81 | 74 | 17 | 27 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 20 | 56 | 13 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 9 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL ST LUCIA (HEWANORRA) | | | 50 | 0 | 0 | 42 | 20 | 20 | 16 | 0 | 2 | 55 | 64 | 24 | 44 |
| TOTAL ST LUCIA | | | 50 | 0 | 0 | 42 | 20 | 20 | 16 | 0 | 2 | 55 | 64 | 24 | 44 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | BRITISH AIRWAYS (EURO OPS) LG | S | 78 | 0 | 0 | 64 | 23 | 5 | 6 | 1 | 0 | 17 | 82 | 5 | 62 |
| TOTAL GOTEBORG | | | 78 | 0 | 0 | 64 | 23 | 5 | 6 | 1 | 0 | 17 | 82 | 5 | 62 |
| OSTERSUND / FROSON | EUROPEAN AIR CHARTER | C | 2 | 0 | 6 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 60 | 14 | 10 |
| TOTAL OSTERSUND / FROSON | | | 2 | 0 | 6 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 60 | 14 | 10 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS (EURO OPS) LG | S | 186 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 9 | 79 | 6 | 73 |
| TOTAL STOCKHOLM (ARLANDA) | | | 186 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 9 | 73 | 10 | 121 |
| TOTAL SWEDEN | | | 266 | 0 | 6 | 73 | 18 | 5 | 4 | 0 | 0 | 11 | 75 | 8 | 193 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

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|----------------------------------|-------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | AIR 2000 | C | 33 | 0 | 0 | 33 | 15 | 24 | 27 | 0 | 0 | 40 | 38 | 46 | 8 |
| | BRITANNIA AIRWAYS | C | 48 | 0 | 0 | 27 | 19 | 19 | 31 | 4 | 0 | 59 | 58 | 17 | 26 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 200 | 0 | 0 | 66 | 17 | 11 | 6 | 1 | 0 | 18 | 83 | 7 | 178 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 13 | 13 | 13 | 0 | 64 | 46 | 35 | 28 |
| | MONARCH AIRLINES | C | 24 | 0 | 0 | 13 | 33 | 8 | 46 | 0 | 0 | 63 | 63 | 19 | 8 |
| TOTAL GENEVA | | | 313 | 0 | 0 | 51 | 19 | 13 | 15 | 1 | 0 | 31 | 75 | 13 | 252 |
| ZURICH | CITY FLYER EXPRESS | S | 178 | 0 | 0 | 37 | 28 | 27 | 8 | 0 | 0 | 28 | 63 | 12 | 19 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 13 | 25 | 38 | 0 | 25 | 0 | 81 | 10 | 45 | 10 |
| TOTAL ZURICH | | | 186 | 0 | 0 | 35 | 28 | 27 | 8 | 1 | 0 | 30 | 81 | 8 | 140 |
| TOTAL SWITZERLAND | | | 499 | 0 | 0 | 45 | 22 | 19 | 13 | 1 | 0 | 31 | 77 | 11 | 392 |
| TANZANIA | | | | | | | | | | | | | | | |
| DAR-ES-SALAAM | BRITISH AIRWAYS PLC | S | 17 | 1 | 0 | 65 | 6 | 24 | 6 | 0 | 0 | 20 | 77 | 8 | 26 |
| TOTAL DAR-ES-SALAAM | | | 17 | 1 | 0 | 65 | 6 | 24 | 6 | 0 | 0 | 20 | 77 | 8 | 26 |
| TOTAL TANZANIA | | | 17 | 1 | 0 | 65 | 6 | 24 | 6 | 0 | 0 | 20 | 77 | 8 | 26 |
| THAILAND | | | | | | | | | | | | | | | |
| PHUKET | BRITANNIA AIRWAYS | C | 19 | 1 | 0 | 53 | 11 | 11 | 26 | 0 | 0 | 31 | 67 | 29 | 9 |
| TOTAL PHUKET | | | 19 | 1 | 0 | 53 | 11 | 11 | 26 | 0 | 0 | 31 | 67 | 29 | 9 |
| TOTAL THAILAND | | | 19 | 1 | 0 | 53 | 11 | 11 | 26 | 0 | 0 | 31 | 67 | 29 | 9 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| TOBAGO | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 0 | 11 | 44 | 33 | 11 | 0 | 68 | 43 | 37 | 14 |
| TOTAL TOBAGO | | | 17 | 0 | 0 | 29 | 18 | 29 | 18 | 6 | 0 | 41 | 43 | 37 | 14 |
| TOTAL TRINIDAD AND TOBAGO | | | 17 | 0 | 0 | 29 | 18 | 29 | 18 | 6 | 0 | 41 | 43 | 37 | 14 |
| TUNISIA | | | | | | | | | | | | | | | |
| JERBA | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 100 | -3 | 9 |
| TOTAL JERBA | | | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 100 | -3 | 9 |
| MONASTIR | BRITANNIA AIRWAYS | C | 25 | 0 | 1 | 64 | 20 | 8 | 8 | 0 | 0 | 17 | 41 | 25 | 17 |
| | MONARCH AIRLINES | C | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 60 | 27 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 13 | 38 | 13 | 0 | 25 | 121 | 78 | 6 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 17 | 0 | 1 | 88 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | 55 | 0 | 3 | 65 | 15 | 11 | 5 | 0 | 4 | 28 | 63 | 16 | 57 |
| TUNIS | GB AIRWAYS LTD | S | 36 | 0 | 0 | 19 | 33 | 31 | 14 | 3 | 0 | 40 | 50 | 17 | 32 |
| TOTAL TUNIS | | | 36 | 0 | 0 | 19 | 33 | 31 | 14 | 3 | 0 | 40 | 50 | 17 | 32 |
| TOTAL TUNISIA | | | 100 | 0 | 3 | 50 | 20 | 19 | 8 | 1 | 2 | 31 | 62 | 15 | 98 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 0 | 55 | 45 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 11 | 0 | 0 | 55 | 45 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|----------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL DALAMAN | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL TURKEY | | | 14 | 0 | 0 | 57 | 36 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| UGANDA | | | | | | | | | | | | | | | |
| ENTEBBE | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 50 | 13 | 13 | 13 | 0 | 13 | 146 | 0 | 0 | 0 |
| TOTAL ENTEBBE | | | 8 | 0 | 0 | 50 | 13 | 13 | 13 | 0 | 13 | 146 | 0 | 0 | 0 |
| TOTAL UGANDA | | | 8 | 0 | 0 | 50 | 13 | 13 | 13 | 0 | 13 | 146 | 0 | 0 | 0 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | BRITISH AIRWAYS (EURO OPS) LG | S | 44 | 0 | 0 | 50 | 27 | 16 | 5 | 2 | 0 | 23 | 87 | 5 | 46 |
| | UKRAINE INTERNATIONAL AIRLINE | S | 42 | 0 | 0 | 64 | 19 | 17 | 0 | 0 | 0 | 13 | 84 | 5 | 44 |
| TOTAL KIEV (BORISPOL) | | | 86 | 1 | 0 | 57 | 23 | 16 | 2 | 1 | 0 | 18 | 86 | 5 | 90 |
| TOTAL UKRAINE | | | 86 | 1 | 0 | 57 | 23 | 16 | 2 | 1 | 0 | 18 | 86 | 5 | 90 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 62 | 0 | 0 | 60 | 26 | 11 | 3 | 0 | 0 | 11 | 71 | 11 | 62 |
| TOTAL DUBAI | | | 62 | 0 | 0 | 60 | 26 | 11 | 3 | 0 | 0 | 11 | 71 | 11 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 0 | 0 | 60 | 26 | 11 | 3 | 0 | 0 | 11 | 71 | 11 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS (EURO OPS) LG | S | 275 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 5 | 84 | 6 | 224 |
| TOTAL ABERDEEN | | | 275 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 5 | 84 | 6 | 224 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 290 | 2 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 5 | 93 | 2 | 343 |
| TOTAL BELFAST CITY | | | 290 | 2 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 5 | 93 | 2 | 343 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 44 | 0 | 2 | 66 | 14 | 11 | 9 | 0 | 0 | 17 | 62 | 25 | 42 |
| TOTAL BRISTOL | | | 44 | 0 | 2 | 66 | 14 | 11 | 9 | 0 | 0 | 17 | 62 | 25 | 42 |
| EDINBURGH | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 338 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 4 | 90 | 2 | 330 |
| TOTAL EDINBURGH | | | 340 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 5 | 90 | 2 | 330 |
| GLASGOW | BRITISH AIRWAYS (EURO OPS) LG | S | 348 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 4 | 84 | 7 | 287 |
| TOTAL GLASGOW | | | 348 | 1 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 4 | 84 | 7 | 287 |
| GUERNSEY | CITY FLYER EXPRESS | S | 190 | 0 | 26 | 83 | 12 | 6 | 0 | 0 | 0 | 4 | 91 | -1 | 164 |
| | FLYBE.BRITISH EUROPEAN | S | 216 | 2 | 4 | 80 | 7 | 6 | 7 | 0 | 0 | 13 | 86 | 4 | 214 |
| TOTAL GUERNSEY | | | 406 | 2 | 30 | 81 | 9 | 6 | 4 | 0 | 0 | 9 | 88 | 2 | 378 |
| INVERNESS | BRITISH REGIONAL AIRLINES LTD | S | 170 | 0 | 1 | 81 | 9 | 4 | 6 | 0 | 0 | 9 | 88 | 7 | 170 |
| TOTAL INVERNESS | | | 170 | 0 | 1 | 81 | 9 | 4 | 6 | 0 | 0 | 9 | 88 | 7 | 170 |
| JERSEY | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | CITY FLYER EXPRESS | S | 234 | 0 | 0 | 79 | 12 | 7 | 1 | 0 | 0 | 8 | 73 | 11 | 232 |
| | FLYBE.BRITISH EUROPEAN | S | 222 | 0 | 2 | 84 | 8 | 6 | 2 | 0 | 0 | 8 | 90 | 3 | 223 |
| TOTAL JERSEY | | | 458 | 0 | 2 | 82 | 10 | 7 | 2 | 0 | 0 | 8 | 81 | 7 | 455 |
| MANCHESTER | AIR 2000 | S | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 9 | 50 | 46 | 10 |
| | AIR 2000 | C | 16 | 0 | 0 | 44 | 19 | 6 | 25 | 0 | 6 | 112 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 64 | 0 | 0 | 39 | 17 | 17 | 22 | 5 | 0 | 43 | 43 | 40 | 28 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MANCHESTER | BRITISH AIRWAYS (EURO OPS) LG | S | 399 | 0 | 1 | 81 | 16 | 3 | 1 | 0 | 0 | 6 | 88 | 7 | 338 |
| | MONARCH AIRLINES | C | 8 | 0 | 1 | 75 | 0 | 25 | 0 | 0 | 13 | 18 | 57 | 11 | |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 1 | 56 | 11 | 11 | 22 | 0 | 23 | 67 | 19 | 9 | |
| TOTAL MANCHESTER | | | 506 | 1 | 3 | 74 | 16 | 5 | 5 | 1 | 0 | 15 | 81 | 12 | 413 |
| NEWCASTLE | CITY FLYER EXPRESS | S | 337 | 1 | 1 | 80 | 12 | 5 | 2 | 0 | 8 | 83 | 7 | 344 | |
| TOTAL NEWCASTLE | | | 337 | 1 | 1 | 80 | 12 | 5 | 2 | 0 | 8 | 82 | 7 | 346 | |
| NEWQUAY | BRITISH AIRWAYS CITIEXPRESS L | S | 130 | 0 | 9 | 64 | 12 | 11 | 12 | 2 | 24 | 78 | 11 | 93 | |
| TOTAL NEWQUAY | | | 130 | 0 | 9 | 64 | 12 | 11 | 12 | 2 | 24 | 78 | 11 | 93 | |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 108 | 0 | 1 | 57 | 19 | 11 | 11 | 1 | 23 | 82 | 9 | 153 | |
| TOTAL PLYMOUTH | | | 108 | 0 | 1 | 57 | 19 | 11 | 11 | 1 | 23 | 82 | 9 | 153 | |
| TOTAL UNITED KINGDOM | | | 3412 | 8 | 49 | 81 | 11 | 5 | 3 | 0 | 9 | 85 | 6 | 3417 | |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 50 | 34 | 11 | 3 | 2 | 0 | 21 | 69 | 21 | 62 |
| | DELTA AIRLINES | S | 124 | 1 | 0 | 44 | 31 | 15 | 10 | 0 | 24 | 69 | 13 | 124 | |
| TOTAL ATLANTA | | | 186 | 1 | 0 | 46 | 32 | 14 | 8 | 1 | 0 | 23 | 69 | 15 | 186 |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 76 | 11 | 8 | 3 | 2 | 0 | 13 | 85 | 5 | 62 |
| TOTAL BALTIMORE | | | 62 | 0 | 0 | 76 | 11 | 8 | 3 | 2 | 0 | 13 | 85 | 5 | 62 |
| BOSTON | AMERICAN AIRLINES | S | 62 | 0 | 0 | 71 | 18 | 3 | 6 | 2 | 0 | 14 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 73 | 15 | 6 | 5 | 2 | 0 | 14 | 79 | 2 | 62 |
| TOTAL BOSTON | | | 124 | 0 | 0 | 72 | 16 | 5 | 6 | 2 | 0 | 14 | 78 | 3 | 63 |
| CHARLOTTE | BRITISH AIRWAYS PLC | S | 62 | 1 | 0 | 66 | 16 | 16 | 2 | 0 | 15 | 81 | 11 | 62 | |
| TOTAL CHARLOTTE | | | 62 | 1 | 0 | 66 | 16 | 16 | 2 | 0 | 15 | 81 | 11 | 62 | |
| CINCINNATI | DELTA AIRLINES | S | 62 | 0 | 0 | 71 | 26 | 0 | 3 | 0 | 11 | 60 | 15 | 62 | |
| TOTAL CINCINNATI | | | 62 | 0 | 0 | 71 | 26 | 0 | 3 | 0 | 11 | 60 | 15 | 62 | |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 124 | 0 | 0 | 64 | 22 | 8 | 5 | 2 | 0 | 18 | 77 | 10 | 123 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 63 | 18 | 5 | 15 | 0 | 26 | 65 | 28 | 62 | |
| TOTAL DALLAS/FORT WORTH | | | 186 | 0 | 0 | 63 | 20 | 7 | 8 | 1 | 0 | 20 | 73 | 16 | 185 |
| DENVER INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 2 | 0 | 47 | 32 | 10 | 10 | 0 | 2 | 33 | 0 | 0 | 0 |
| TOTAL DENVER INTERNATIONAL | | | 60 | 2 | 0 | 47 | 32 | 10 | 10 | 0 | 2 | 33 | 47 | 55 | 17 |
| DETROIT | NORTHWEST AIRLINES | S | 62 | 0 | 0 | 65 | 13 | 13 | 10 | 0 | 17 | 69 | 43 | 62 | |
| TOTAL DETROIT | | | 62 | 0 | 0 | 65 | 13 | 13 | 10 | 0 | 17 | 69 | 43 | 62 | |
| HOUSTON | BRITISH AIRWAYS PLC | S | 59 | 1 | 1 | 29 | 27 | 20 | 22 | 2 | 0 | 42 | 56 | 37 | 62 |
| | CONTINENTAL AIRLINES | S | 124 | 0 | 0 | 53 | 27 | 13 | 6 | 0 | 20 | 73 | 19 | 123 | |
| TOTAL HOUSTON | | | 183 | 1 | 1 | 45 | 27 | 15 | 11 | 1 | 0 | 27 | 68 | 25 | 185 |
| LAS VEGAS | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 37 | 40 | 71 | 10 | |
| TOTAL LAS VEGAS | | | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 37 | 40 | 71 | 10 | |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 62 | 0 | 0 | 84 | 11 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 40 | 21 | 24 | 15 | 0 | 29 | 53 | 16 | 57 | |
| TOTAL MIAMI INTERNATIONAL | | | 124 | 0 | 0 | 62 | 16 | 13 | 9 | 0 | 15 | 53 | 16 | 57 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MINNEAPOLIS-ST PAUL | NORTHWEST AIRLINES | S | 62 | 0 | 0 | 74 | 16 | 3 | 5 | 2 | 0 | 7 | 74 | 13 | 62 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 62 | 0 | 0 | 74 | 16 | 3 | 5 | 2 | 0 | 7 | 74 | 13 | 62 |
| NEW ORLEANS | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL NEW ORLEANS | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 60 | 1 | 1 | 62 | 10 | 15 | 10 | 3 | 0 | 27 | 81 | 9 | 62 |
| TOTAL NEW YORK (JF KENNEDY) | | | 60 | 1 | 1 | 62 | 10 | 15 | 10 | 3 | 0 | 27 | 81 | 9 | 62 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 123 | 1 | 0 | 69 | 12 | 14 | 4 | 1 | 0 | 15 | 66 | 17 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 48 | 23 | 13 | 15 | 2 | 0 | 29 | 73 | 14 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 185 | 1 | 0 | 62 | 16 | 14 | 8 | 1 | 0 | 20 | 68 | 16 | 186 |
| ORLANDO | BRITANNIA AIRWAYS | C | 8 | 1 | 0 | 25 | 13 | 25 | 38 | 0 | 0 | 52 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 32 | 23 | 23 | 23 | 0 | 0 | 37 | 70 | 19 | 43 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 111 | 1 | 2 | 50 | 25 | 16 | 6 | 2 | 0 | 23 | 81 | 14 | 62 |
| TOTAL ORLANDO | | | 182 | 2 | 2 | 43 | 24 | 19 | 13 | 1 | 0 | 29 | 76 | 16 | 105 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 120 | 1 | 4 | 48 | 21 | 19 | 11 | 2 | 0 | 31 | 0 | 0 | 0 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 120 | 1 | 4 | 48 | 21 | 19 | 11 | 2 | 0 | 31 | 0 | 0 | 0 |
| PITTSBURGH | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 63 | 15 | 16 | 6 | 0 | 0 | 16 | 20 | 24 | 5 |
| TOTAL PITTSBURGH | | | 62 | 0 | 0 | 63 | 15 | 16 | 6 | 0 | 0 | 16 | 20 | 24 | 5 |
| RALEIGH | AMERICAN AIRLINES | S | 62 | 0 | 0 | 68 | 10 | 10 | 10 | 3 | 0 | 24 | 92 | 0 | 61 |
| TOTAL RALEIGH | | | 62 | 0 | 0 | 68 | 10 | 10 | 10 | 3 | 0 | 24 | 92 | 0 | 61 |
| SAN DIEGO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 44 | 27 | 18 | 11 | 0 | 0 | 23 | 71 | 9 | 62 |
| TOTAL SAN DIEGO | | | 62 | 0 | 0 | 44 | 27 | 18 | 11 | 0 | 0 | 23 | 71 | 9 | 62 |
| SANFORD | AIR 2000 | C | 20 | 0 | 0 | 35 | 15 | 40 | 10 | 0 | 0 | 33 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 17 | 1 | 0 | 65 | 24 | 0 | 6 | 6 | 0 | 30 | 44 | 90 | 27 |
| TOTAL SANFORD | | | 38 | 1 | 1 | 47 | 21 | 21 | 8 | 3 | 0 | 31 | 39 | 152 | 61 |
| ST LOUIS (LAMBERT) | TRANS WORLD AIRLINES | S | 62 | 0 | 54 | 35 | 15 | 32 | 18 | 0 | 0 | 37 | 60 | 56 | 62 |
| TOTAL ST LOUIS (LAMBERT) | | | 62 | 0 | 54 | 35 | 15 | 32 | 18 | 0 | 0 | 37 | 60 | 56 | 62 |
| TAMPA | BRITISH AIRWAYS PLC | S | 37 | 0 | 0 | 51 | 14 | 5 | 24 | 5 | 0 | 43 | 41 | 76 | 29 |
| TOTAL TAMPA | | | 37 | 0 | 0 | 51 | 14 | 5 | 24 | 5 | 0 | 43 | 41 | 76 | 29 |
| TOTAL USA | | | 2057 | 11 | 63 | 56 | 20 | 13 | 9 | 1 | 0 | 22 | 69 | 24 | 1646 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| SAMARKAND | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | 0 |
| TOTAL SAMARKAND | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | 0 |
| TOTAL UZBEKISTAN | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | 0 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | AIR 2000 | C | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 75 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 75 | 67 | 12 | 3 |
| TOTAL VENEZUELA | | | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 75 | 67 | 12 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

| | | Reporting Airport: GATWICK (Full Analysis) | | | | | | | | | | | MAR 1998 | | | |
|-------------------------------|---------------------|--|-------------------|-----------|-----|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|--|
| 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) | | | | | | | | | | | | |
| VIRGIN ISLANDS (U.S.A) | | | | | | | | | | | | | | | | |
| ST THOMAS ISLANDS | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 | |
| TOTAL ST THOMAS ISLANDS | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 | |
| TOTAL VIRGIN ISLANDS (U.S.A) | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 | |
| ZAMBIA | | | | | | | | | | | | | | | | |
| LUSAKA | BRITISH AIRWAYS PLC | S | 26 | 1 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 11 | 59 | 22 | 17 | |
| TOTAL LUSAKA | | | 26 | 1 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 11 | 59 | 22 | 17 | |
| TOTAL ZAMBIA | | | 26 | 1 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 11 | 59 | 22 | 17 | |
| ZIMBABWE | | | | | | | | | | | | | | | | |
| HARARE | AIR ZIMBABWE | S | 32 | 1 | 4 | 44 | 22 | 3 | 25 | 6 | 0 | 43 | 71 | 17 | 35 | |
| TOTAL HARARE | | | 32 | 1 | 4 | 44 | 22 | 3 | 25 | 6 | 0 | 43 | 75 | 15 | 52 | |
| TOTAL ZIMBABWE | | | 32 | 1 | 4 | 44 | 22 | 3 | 25 | 6 | 0 | 43 | 75 | 15 | 52 | |
| TOTAL GATWICK | | | 19135 | 62 | 330 | 62 | 17 | 13 | 7 | 1 | 0 | 21 | 73 | 14 | 18328 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------|-------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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 | 6 | 0 | 0 | 17 | 17 | 0 | 67 | 0 | 0 | 63 | 33 | 24 | 6 |
| TOTAL SALZBURG | | | 6 | 0 | 0 | 17 | 17 | 0 | 67 | 0 | 0 | 63 | 33 | 24 | 6 |
| VIENNA | | | | | | | | | | | | | | | |
| TOTAL VIENNA | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL AUSTRIA | | | 8 | 0 | 0 | 38 | 13 | 0 | 50 | 0 | 0 | 50 | 71 | 15 | 14 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 13 | 0 | 1 | 85 | 0 | 15 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | SABENA | S | 178 | 0 | 0 | 81 | 11 | 6 | 2 | 0 | 0 | 7 | 82 | 7 | 167 |
| TOTAL BRUSSELS | | | 191 | 0 | 1 | 82 | 10 | 7 | 2 | 0 | 0 | 7 | 82 | 7 | 167 |
| TOTAL BELGIUM | | | 191 | 0 | 1 | 82 | 10 | 7 | 2 | 0 | 0 | 7 | 82 | 7 | 167 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR CANADA | S | 44 | 0 | 0 | 41 | 16 | 30 | 14 | 0 | 0 | 28 | 25 | 36 | 44 |
| | CANADA 3000 AIRLINES | C | 8 | 0 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 49 | 25 | 119 | 8 |
| TOTAL TORONTO | | | 52 | 0 | 0 | 35 | 19 | 31 | 15 | 0 | 0 | 31 | 25 | 49 | 52 |
| TOTAL CANADA | | | 52 | 1 | 0 | 35 | 19 | 31 | 15 | 0 | 0 | 31 | 25 | 49 | 52 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -1 | 100 | 2 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 2 | 67 | 17 | 0 | 0 | 17 | 0 | 62 | 100 | -3 | 6 |
| TOTAL LARNACA | | | 16 | 0 | 2 | 81 | 13 | 0 | 0 | 6 | 0 | 22 | 100 | 0 | 14 |
| PAPHOS | AIR 2000 | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 50 | 27 | 8 |
| TOTAL PAPHOS | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 50 | 27 | 8 |
| TOTAL CYPRUS | | | 26 | 0 | 2 | 85 | 8 | 4 | 0 | 4 | 0 | 17 | 82 | 10 | 22 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | TRAVEL SERVICE AIRLINES | C | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 34 | 100 | -1 | 2 |
| TOTAL CZECH REPUBLIC | | | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 34 | 100 | -1 | 2 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 68 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 1 | 88 | 2 | 66 |
| TOTAL COPENHAGEN | | | 68 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 1 | 88 | 2 | 66 |
| TOTAL DENMARK | | | 68 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 1 | 88 | 2 | 66 |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | DEBONAIR AIRWAYS LTD | C | 16 | 0 | 0 | 0 | 13 | 38 | 31 | 19 | 0 | 102 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 16 | 0 | 0 | 0 | 13 | 38 | 31 | 19 | 0 | 102 | 25 | 44 | 8 |
| LYON | AIR 2000 | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 50 | 158 | 8 |
| TOTAL LYON | | | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 15 | 38 | 71 | 24 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 54 | 0 | 2 | 87 | 9 | 4 | 0 | 0 | 0 | 3 | 64 | 22 | 22 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | FLYBE.BRITISH EUROPEAN | S | 120 | 0 | 5 | 73 | 13 | 11 | 3 | 0 | 0 | 11 | 85 | 7 | 116 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 174 | 0 | 7 | 78 | 11 | 9 | 2 | 0 | 0 | 9 | 81 | 9 | 140 |
| TOULOUSE (BLAGNAC) | AIR 2000 | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 3 | 63 | 39 | 8 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 3 | 63 | 39 | 8 | |
| TOTAL FRANCE | | | 207 | 0 | 7 | 71 | 12 | 11 | 5 | 1 | 0 | 16 | 72 | 21 | 180 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| TOTAL DUSSELDORF | | | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| TOTAL FRANKFURT MAIN | | | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| HANOVER | BRITISH AIRWAYS PLC | S | 41 | 0 | 1 | 95 | 2 | 0 | 2 | 0 | 1 | 86 | 4 | 22 | |
| TOTAL HANOVER | | | 41 | 0 | 1 | 95 | 2 | 0 | 2 | 0 | 1 | 86 | 4 | 22 | |
| TOTAL GERMANY | | | 80 | 0 | 1 | 98 | 1 | 0 | 1 | 0 | -1 | 83 | 5 | 24 | |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 62 | 0 | 0 | 58 | 11 | 15 | 8 | 6 | 2 | 37 | 85 | 5 | 62 |
| TOTAL KEFLAVIK | | | 62 | 0 | 0 | 58 | 11 | 15 | 8 | 6 | 2 | 37 | 85 | 5 | 62 |
| TOTAL ICELAND | | | 62 | 0 | 0 | 58 | 11 | 15 | 8 | 6 | 2 | 37 | 85 | 5 | 62 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 186 | 0 | 0 | 89 | 4 | 3 | 3 | 0 | 4 | 97 | 0 | 172 | |
| TOTAL DUBLIN | | | 186 | 0 | 0 | 89 | 4 | 3 | 3 | 0 | 4 | 97 | 0 | 172 | |
| TOTAL IRISH REPUBLIC | | | 186 | 0 | 0 | 89 | 4 | 3 | 3 | 0 | 4 | 94 | 1 | 222 | |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 18 | 0 | 1 | 22 | 22 | 50 | 6 | 0 | 31 | 0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | 18 | 0 | 1 | 22 | 22 | 50 | 6 | 0 | 31 | 0 | 0 | 0 | |
| NAPLES | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 14 | 57 | 29 | 0 | 0 | 27 | 0 | 0 | 0 | |
| TOTAL NAPLES | | | 8 | 0 | 0 | 13 | 50 | 25 | 13 | 0 | 33 | 100 | -4 | 2 | |
| TURIN | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 29 | 60 | 19 | 10 | |
| TOTAL TURIN | | | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 29 | 60 | 19 | 10 | |
| TOTAL ITALY | | | 35 | 0 | 1 | 26 | 29 | 40 | 6 | 0 | 30 | 71 | 13 | 14 | |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -4 | 63 | 10 | 8 | |
| | AIR MALTA | C | 22 | 0 | 1 | 82 | 0 | 14 | 5 | 0 | 8 | 90 | -1 | 20 | |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 7 | 80 | 7 | 10 | |
| TOTAL MALTA | | | 40 | 0 | 1 | 83 | 5 | 10 | 3 | 0 | 6 | 82 | 4 | 38 | |
| TOTAL MALTA | | | 40 | 0 | 1 | 83 | 5 | 10 | 3 | 0 | 6 | 82 | 4 | 38 | |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 183 | 0 | 3 | 49 | 22 | 18 | 9 | 1 | 0 | 26 | 58 | 20 | 242 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 AMSTERDAM | | | 183 | 0 | 3 | 49 | 22 | 18 | 9 | 1 | 0 | 26 | 58 | 20 | 242 |
| TOTAL NETHERLANDS | | | 183 | 0 | 3 | 49 | 22 | 18 | 9 | 1 | 0 | 26 | 58 | 20 | 243 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | WIDEROE FLYVESELSKAP A/S | S | 50 | 0 | 4 | 74 | 12 | 10 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BERGEN | | | 50 | 0 | 4 | 74 | 12 | 10 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 50 | 0 | 4 | 74 | 12 | 10 | 4 | 0 | 0 | 9 | 61 | 14 | 44 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 75 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 9 | 0 | 2 | 0 | 44 | 44 | 11 | 0 | 0 | 36 | 18 | 32 | 11 |
| | DUO AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 135 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 87 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 54 | 40 | 38 | 10 |
| TOTAL FARO | | | 24 | 0 | 2 | 8 | 25 | 29 | 38 | 0 | 0 | 58 | 36 | 31 | 28 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 24 | 0 | 2 | 8 | 25 | 29 | 38 | 0 | 0 | 58 | 36 | 31 | 28 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR 2000 | C | 10 | 0 | 0 | 50 | 10 | 0 | 20 | 20 | 0 | 80 | 90 | 35 | 10 |
| | SATA | C | 8 | 2 | 2 | 63 | 13 | 25 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 18 | 2 | 2 | 56 | 11 | 11 | 11 | 11 | 0 | 47 | 90 | 35 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 18 | 2 | 2 | 56 | 11 | 11 | 11 | 11 | 0 | 47 | 90 | 35 | 10 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 31 | 31 | 13 | 25 | 0 | 0 | 39 | 76 | 52 | 25 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 56 | 0 | 13 | 31 | 0 | 0 | 37 | 47 | 38 | 17 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -1 | 75 | 11 | 8 |
| TOTAL ALICANTE | | | 40 | 1 | 0 | 53 | 13 | 13 | 23 | 0 | 0 | 30 | 66 | 36 | 59 |
| MADRID | BRITISH AIRWAYS PLC | S | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |
| TOTAL MADRID | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 51 | 100 | -11 | 2 |
| MALAGA | AIR 2000 | C | 11 | 0 | 0 | 18 | 45 | 18 | 18 | 0 | 0 | 41 | 20 | 38 | 10 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 44 | 31 | 19 | 6 | 0 | 0 | 21 | 50 | 33 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 53 | 39 | 35 | 18 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 20 | 8 |
| | VIVA | C | 4 | 0 | 4 | 50 | 0 | 25 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 47 | 0 | 4 | 38 | 34 | 15 | 13 | 0 | 0 | 30 | 44 | 33 | 54 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 70 | 0 | 5 | 20 | 5 | 0 | 31 | 50 | 16 | 18 |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 2 | 60 | 30 | 0 | 10 | 0 | 0 | 22 | 70 | 20 | 10 |
| | SPANAIR | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 55 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 36 | 0 | 2 | 64 | 8 | 8 | 17 | 3 | 0 | 28 | 55 | 21 | 38 |
| TOTAL SPAIN | | | 128 | 1 | 6 | 49 | 19 | 13 | 19 | 1 | 0 | 31 | 56 | 30 | 153 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

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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) | | | | | | | | | | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 11 | 8 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 16 | 90 | 10 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 50 | 13 | 0 | 25 | 0 | 76 | 38 | 127 | 8 |
| | SPANAIR | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 88 | 1 | 8 |
| | VIVA | C | 8 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 77 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 50 | 0 | 0 | 50 | 18 | 20 | 8 | 4 | 0 | 29 | 74 | 36 | 34 |
| LAS PALMAS | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 12 | 70 | 17 | 10 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 70 | 22 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 40 | 30 | 0 | 0 | 0 | 23 | 30 | 58 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 7 | 1 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 75 | 10 | 8 |
| TOTAL LAS PALMAS | | | 37 | 1 | 0 | 68 | 19 | 11 | 3 | 0 | 0 | 12 | 61 | 28 | 38 |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 50 | 46 | 18 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 28 | 33 | 28 | 0 | 11 | 0 | 43 | 38 | 21 | 16 |
| | FUTURA AIRLINES | C | 12 | 0 | 0 | 50 | 17 | 25 | 8 | 0 | 0 | 20 | 17 | 41 | 12 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 15 | 39 | 70 | 18 |
| | SPANAIR | C | 8 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 39 | 25 | 64 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -1 | 81 | 4 | 16 |
| | VIVA | C | 4 | 2 | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 191 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 94 | 2 | 4 | 54 | 22 | 14 | 5 | 4 | 0 | 25 | 45 | 40 | 100 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 181 | 3 | 4 | 56 | 20 | 15 | 6 | 3 | 0 | 23 | 55 | 36 | 182 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | | | | | | | | | | | | | | | |
| | AIR 2000 | C | 8 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 52 | 75 | 4 | 8 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 0 | 38 | 0 | 63 | 0 | 0 | 80 | 25 | 37 | 8 |
| | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 25 | 0 | 50 | 13 | 13 | 0 | 68 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 24 | 0 | 0 | 17 | 13 | 25 | 42 | 4 | 0 | 66 | 56 | 18 | 18 |
| TOTAL SWITZERLAND | | | 24 | 0 | 0 | 17 | 13 | 25 | 42 | 4 | 0 | 66 | 56 | 18 | 18 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | NOUVELAIR TUNISIE | C | 13 | 0 | 1 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 40 | 54 | 10 |
| TOTAL MONASTIR | | | 13 | 0 | 1 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 40 | 54 | 10 |
| TOTAL TUNISIA | | | 13 | 0 | 1 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 40 | 54 | 10 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | | | | | | | | | | | | | | | |
| | BRITISH REGIONAL AIRLINES LTD | S | 79 | 0 | 1 | 87 | 4 | 6 | 3 | 0 | 0 | 3 | 95 | -1 | 87 |
| TOTAL ABERDEEN | | | 79 | 0 | 1 | 87 | 4 | 6 | 3 | 0 | 0 | 3 | 95 | -1 | 87 |
| BARRA | | | | | | | | | | | | | | | |
| | LOGANAIR | S | 34 | 15 | 15 | 76 | 21 | 0 | 3 | 0 | 0 | 9 | 76 | 7 | 49 |
| TOTAL BARRA | | | 34 | 15 | 15 | 76 | 21 | 0 | 3 | 0 | 0 | 9 | 76 | 7 | 49 |
| BELFAST CITY | | | | | | | | | | | | | | | |
| | BRITISH REGIONAL AIRLINES LTD | S | 180 | 2 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 6 | 90 | 4 | 166 |
| TOTAL BELFAST CITY | | | 180 | 2 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 6 | 90 | 4 | 166 |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | |
| | BRITISH REGIONAL AIRLINES LTD | S | 172 | 0 | 0 | 87 | 5 | 4 | 3 | 0 | 0 | 7 | 95 | 3 | 213 |
| TOTAL BELFAST INTERNATIONAL | | | 172 | 0 | 0 | 87 | 5 | 4 | 3 | 0 | 0 | 7 | 93 | 3 | 221 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BENBECULA | BRITISH REGIONAL AIRLINES LTD | S | 52 | 0 | 2 | 88 | 8 | 4 | 0 | 0 | 0 | 2 | 77 | 13 | 52 |
| TOTAL BENBECULA | | | 52 | 1 | 2 | 88 | 8 | 4 | 0 | 0 | 0 | 2 | 77 | 13 | 52 |
| BIRMINGHAM | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 221 | 1 | 2 | 94 | 3 | 2 | 2 | 0 | 0 | 3 | 82 | 9 | 399 |
| | FLYBE.BRITISH EUROPEAN | S | 21 | 0 | 0 | 76 | 10 | 14 | 0 | 0 | 0 | 11 | 75 | 14 | 4 |
| TOTAL BIRMINGHAM | | | 244 | 1 | 2 | 92 | 3 | 3 | 2 | 0 | 0 | 3 | 82 | 9 | 403 |
| BOURNEMOUTH | GILL AIRWAYS | S | 62 | 0 | 0 | 89 | 2 | 0 | 8 | 0 | 2 | 14 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | 62 | 0 | 6 | 89 | 2 | 0 | 8 | 0 | 2 | 14 | 94 | 0 | 70 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 295 | 0 | 4 | 88 | 4 | 5 | 3 | 0 | 0 | 5 | 81 | 9 | 291 |
| TOTAL BRISTOL | | | 295 | 0 | 4 | 88 | 4 | 5 | 3 | 0 | 0 | 5 | 81 | 9 | 291 |
| CAMPBELTOWN | LOGANAIR | S | 62 | 18 | 18 | 71 | 2 | 10 | 18 | 0 | 0 | 21 | 86 | 2 | 86 |
| TOTAL CAMPBELTOWN | | | 62 | 18 | 18 | 71 | 2 | 10 | 18 | 0 | 0 | 21 | 86 | 2 | 86 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 134 | 0 | 12 | 90 | 5 | 3 | 2 | 0 | 0 | 5 | 82 | 9 | 136 |
| TOTAL CARDIFF WALES | | | 134 | 0 | 12 | 90 | 5 | 3 | 2 | 0 | 0 | 5 | 82 | 9 | 136 |
| EAST MIDLANDS | BMI BRITISH MIDLAND | S | 198 | 2 | 0 | 87 | 10 | 2 | 1 | 0 | 0 | 7 | 86 | 5 | 194 |
| TOTAL EAST MIDLANDS | | | 198 | 2 | 0 | 87 | 10 | 2 | 1 | 0 | 0 | 7 | 86 | 5 | 194 |
| GATWICK | BRITISH AIRWAYS (EURO OPS) LG | S | 348 | 0 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 4 | 76 | 10 | 287 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 17 | 6 |
| TOTAL GATWICK | | | 356 | 1 | 0 | 88 | 9 | 3 | 0 | 0 | 0 | 4 | 76 | 11 | 294 |
| GUERNSEY | FLYBE.BRITISH EUROPEAN | S | 42 | 0 | 5 | 71 | 14 | 10 | 5 | 0 | 0 | 13 | 87 | 10 | 45 |
| TOTAL GUERNSEY | | | 42 | 0 | 5 | 71 | 14 | 10 | 5 | 0 | 0 | 13 | 87 | 10 | 45 |
| HEATHROW | BMI BRITISH MIDLAND | S | 475 | 4 | 2 | 69 | 19 | 10 | 1 | 0 | 0 | 12 | 78 | 10 | 477 |
| | BRITISH AIRWAYS PLC | S | 669 | 2 | 4 | 90 | 7 | 2 | 1 | 0 | 0 | 4 | 82 | 8 | 661 |
| TOTAL HEATHROW | | | 1144 | 6 | 6 | 82 | 12 | 5 | 1 | 0 | 0 | 8 | 80 | 9 | 1138 |
| INVERNESS | LOGANAIR | S | 88 | 0 | 4 | 91 | 7 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | 88 | 0 | 4 | 91 | 7 | 1 | 1 | 0 | 0 | 2 | 73 | 11 | 51 |
| ISLAY | LOGANAIR | S | 94 | 0 | 6 | 79 | 10 | 3 | 9 | 0 | 0 | 13 | 89 | 7 | 94 |
| TOTAL ISLAY | | | 94 | 0 | 6 | 79 | 10 | 3 | 9 | 0 | 0 | 13 | 89 | 7 | 94 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 61 | 1 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | 3 | 85 | 9 | 62 |
| TOTAL ISLE OF MAN | | | 61 | 1 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | 3 | 85 | 9 | 62 |
| LEEDS BRADFORD | BMI REGIONAL | S | 143 | 0 | 3 | 92 | 4 | 1 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL LEEDS BRADFORD | | | 143 | 0 | 3 | 92 | 4 | 1 | 2 | 0 | 0 | 7 | 91 | 7 | 140 |
| LONDON CITY | KLM UK LTD | S | 120 | 0 | 14 | 89 | 9 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | SCOT AIRWAYS | S | 24 | 0 | 0 | 75 | 21 | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL LONDON CITY | | | 144 | 0 | 14 | 87 | 11 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| LONDONDERRY | LOGANAIR | S | 57 | 0 | 5 | 65 | 23 | 11 | 2 | 0 | 0 | 14 | 78 | 8 | 60 |
| TOTAL LONDONDERRY | | | 57 | 0 | 5 | 65 | 23 | 11 | 2 | 0 | 0 | 14 | 78 | 8 | 60 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 230 | 1 | 1 | 86 | 5 | 4 | 5 | 0 | 0 | 8 | 78 | 11 | 220 |
| TOTAL LUTON | | | 230 | 1 | 1 | 86 | 5 | 4 | 5 | 0 | 0 | 8 | 78 | 11 | 220 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--------------------------------|-------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | BMI REGIONAL | S | 193 | 0 | 7 | 87 | 11 | 1 | 1 | 0 | 0 | 8 | 87 | 4 | 126 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 196 | 4 | 0 | 84 | 8 | 6 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 57 | 5 | 4 | 75 | 7 | 12 | 5 | 0 | 0 | 11 | 85 | 9 | 249 |
| TOTAL MANCHESTER | | | 446 | 9 | 11 | 84 | 9 | 4 | 2 | 0 | 0 | 8 | 85 | 5 | 418 |
| NEWCASTLE | AIR 2000 | C | 9 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 100 | -3 | 4 |
| TOTAL NEWCASTLE | | | 9 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 100 | -3 | 4 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 22 | 0 | 3 | 77 | 5 | 18 | 0 | 0 | 0 | 11 | 74 | 7 | 19 |
| TOTAL PLYMOUTH | | | 22 | 0 | 3 | 77 | 5 | 18 | 0 | 0 | 0 | 11 | 74 | 7 | 19 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 185 | 3 | 7 | 89 | 6 | 3 | 2 | 0 | 0 | 4 | 95 | -10 | 186 |
| TOTAL SOUTHAMPTON | | | 185 | 3 | 7 | 89 | 6 | 3 | 2 | 0 | 0 | 4 | 95 | -10 | 186 |
| STANSTED | KLM UK LTD | S | 219 | 2 | 5 | 64 | 15 | 12 | 9 | 0 | 0 | 19 | 79 | 8 | 280 |
| TOTAL STANSTED | | | 219 | 2 | 5 | 64 | 15 | 12 | 9 | 0 | 0 | 19 | 79 | 8 | 280 |
| STORNOWAY | BRITISH REGIONAL AIRLINES LTD | S | 109 | 0 | 0 | 89 | 5 | 4 | 3 | 0 | 0 | 7 | 72 | 16 | 105 |
| TOTAL STORNOWAY | | | 109 | 0 | 0 | 89 | 5 | 4 | 3 | 0 | 0 | 7 | 72 | 16 | 105 |
| SUMBURGH | BRITISH REGIONAL AIRLINES LTD | S | 53 | 0 | 1 | 77 | 17 | 2 | 4 | 0 | 0 | 8 | 75 | 13 | 105 |
| | LOGANAIR | S | 53 | 0 | 1 | 91 | 8 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SUMBURGH | | | 106 | 0 | 2 | 84 | 12 | 2 | 2 | 0 | 0 | 7 | 75 | 13 | 105 |
| TIREE | LOGANAIR | S | 40 | 12 | 14 | 63 | 15 | 3 | 20 | 0 | 0 | 23 | 86 | 6 | 50 |
| TOTAL TIREE | | | 40 | 12 | 14 | 63 | 15 | 3 | 20 | 0 | 0 | 23 | 86 | 6 | 50 |
| TOTAL UNITED KINGDOM | | | 5007 | 76 | 147 | 84 | 9 | 4 | 3 | 0 | 0 | 7 | 83 | 7 | 5041 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 62 | 0 | 0 | 58 | 15 | 19 | 8 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 58 | 15 | 19 | 8 | 0 | 0 | 20 | 0 | 0 | 0 |
| SANFORD | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 18 | 8 |
| TOTAL SANFORD | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 50 | 18 | 8 |
| TOTAL USA | | | 71 | 0 | 0 | 61 | 15 | 17 | 7 | 0 | 0 | 19 | 63 | 28 | 41 |
| TOTAL GLASGOW | | | 6659 | 85 | 182 | 80 | 10 | 6 | 4 | 0 | 0 | 10 | 80 | 10 | 6639 |

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) | | | | | | | | | | |
| ALGERIA | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 26 | 0 | 0 | 8 | 15 | 19 | 50 | 8 | 0 | 81 | 21 | 39 | 28 |
| TOTAL ALGIERS | | | 26 | 0 | 0 | 8 | 15 | 19 | 50 | 8 | 0 | 81 | 21 | 39 | 28 |
| TOTAL ALGERIA | | | 26 | 0 | 0 | 8 | 15 | 19 | 50 | 8 | 0 | 81 | 21 | 39 | 28 |
| AUSTRALIA | | | | | | | | | | | | | | | |
| BRISBANE | BRITISH AIRWAYS PLC | S | 61 | 0 | 0 | 80 | 10 | 7 | 2 | 2 | 0 | 12 | 61 | 22 | 46 |
| TOTAL BRISBANE | | | 61 | 0 | 0 | 80 | 10 | 7 | 2 | 2 | 0 | 12 | 61 | 22 | 46 |
| MELBOURNE | BRITISH AIRWAYS PLC | S | 57 | 0 | 0 | 86 | 11 | 2 | 2 | 0 | 3 | 70 | 11 | 61 | |
| | QANTAS | S | 54 | 0 | 0 | 85 | 6 | 6 | 2 | 2 | 0 | 8 | 61 | 14 | 49 |
| TOTAL MELBOURNE | | | 111 | 0 | 0 | 86 | 8 | 4 | 2 | 1 | 0 | 6 | 66 | 13 | 110 |
| PERTH (AUSTRALIA) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 11 | 2 | 5 | 0 | 7 | 74 | 8 | 62 | |
| TOTAL PERTH (AUSTRALIA) | | | 62 | 0 | 0 | 82 | 11 | 2 | 5 | 0 | 7 | 74 | 8 | 62 | |
| SYDNEY | BRITISH AIRWAYS PLC | S | 31 | 0 | 0 | 74 | 6 | 6 | 10 | 0 | 3 | 24 | 0 | 0 | 0 |
| | QANTAS | S | 70 | 0 | 0 | 74 | 14 | 9 | 3 | 0 | 9 | 56 | 30 | 75 | |
| TOTAL SYDNEY | | | 101 | 0 | 0 | 74 | 12 | 8 | 5 | 0 | 1 | 14 | 56 | 30 | 75 |
| TOTAL AUSTRALIA | | | 335 | 0 | 0 | 81 | 10 | 5 | 3 | 1 | 0 | 9 | 65 | 17 | 293 |
| AUSTRIA | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 232 | 0 | 2 | 89 | 8 | 2 | 1 | 0 | 1 | 79 | 8 | 228 | |
| | BRITISH AIRWAYS PLC | S | 185 | 0 | 0 | 81 | 14 | 4 | 1 | 1 | 0 | 6 | 76 | 10 | 186 |
| TOTAL VIENNA | | | 417 | 0 | 2 | 85 | 11 | 3 | 1 | 0 | 3 | 77 | 9 | 414 | |
| TOTAL AUSTRIA | | | 417 | 0 | 2 | 85 | 11 | 3 | 1 | 0 | 3 | 77 | 9 | 414 | |
| BAHRAIN | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 53 | 0 | 3 | 72 | 13 | 9 | 6 | 0 | 0 | 10 | 76 | 22 | 49 |
| TOTAL BAHRAIN | | | 53 | 0 | 3 | 72 | 13 | 9 | 6 | 0 | 0 | 10 | 76 | 22 | 49 |
| TOTAL BAHRAIN | | | 53 | 0 | 3 | 72 | 13 | 9 | 6 | 0 | 0 | 10 | 76 | 22 | 49 |
| BANGLADESH | | | | | | | | | | | | | | | |
| DACCA | BIMAN BANGLADESH AIRLINES | S | 48 | 0 | 2 | 23 | 17 | 25 | 21 | 6 | 8 | 91 | 46 | 31 | 46 |
| | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 91 | 5 | 0 | 2 | 0 | 2 | 24 | 84 | 7 | 44 |
| TOTAL DACCA | | | 92 | 0 | 2 | 55 | 11 | 13 | 12 | 3 | 5 | 59 | 64 | 19 | 90 |
| TOTAL BANGLADESH | | | 92 | 0 | 2 | 55 | 11 | 13 | 12 | 3 | 5 | 59 | 64 | 19 | 90 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 16 | 1 | 0 | 75 | 6 | 0 | 13 | 6 | 0 | 31 | 56 | 30 | 18 |
| TOTAL BRIDGETOWN | | | 16 | 1 | 0 | 75 | 6 | 0 | 13 | 6 | 0 | 31 | 56 | 30 | 18 |
| TOTAL BARBADOS | | | 16 | 1 | 0 | 75 | 6 | 0 | 13 | 6 | 0 | 31 | 56 | 30 | 18 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 372 | 0 | 3 | 64 | 19 | 13 | 4 | 0 | 0 | 15 | 73 | 10 | 369 |
| | BRITISH AIRWAYS PLC | S | 302 | 0 | 0 | 79 | 13 | 5 | 2 | 0 | 0 | 6 | 81 | 6 | 288 |
| | SABENA | S | 518 | 2 | 3 | 51 | 22 | 19 | 7 | 0 | 0 | 21 | 73 | 11 | 520 |

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 BRUSSELS | | | 1192 | 2 | 6 | 62 | 19 | 14 | 5 | 0 | 0 | 15 | 75 | 9 | 1177 |
| TOTAL BELGIUM | | | 1192 | 2 | 6 | 62 | 19 | 14 | 5 | 0 | 0 | 15 | 75 | 9 | 1177 |
| BOTSWANA | | | | | | | | | | | | | | | |
| GABORONE | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 0 | 82 | 48 | 17 |
| TOTAL GABORONE | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 0 | 82 | 48 | 17 |
| TOTAL BOTSWANA | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 0 | 82 | 48 | 17 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | VARIG | S | 34 | 0 | 0 | 53 | 12 | 21 | 15 | 0 | 0 | 27 | 48 | 23 | 33 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 34 | 0 | 0 | 53 | 12 | 21 | 15 | 0 | 0 | 27 | 48 | 23 | 33 |
| SAO PAULO (GUARULHOS) | VARIG | S | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 25 | 50 | 18 | 8 |
| TOTAL SAO PAULO (GUARULHOS) | | | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 25 | 50 | 18 | 8 |
| TOTAL BRAZIL | | | 42 | 0 | 0 | 55 | 12 | 17 | 17 | 0 | 0 | 26 | 49 | 22 | 41 |
| BRUNEI | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 62 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 18 | 74 | 14 | 62 |
| TOTAL BANDAR SERI BEGAWAN | | | 62 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 18 | 74 | 14 | 62 |
| TOTAL BRUNEI | | | 62 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 18 | 74 | 14 | 62 |
| BULGARIA | | | | | | | | | | | | | | | |
| SOFIA | BALKAN BULGARIAN AIRLINES | S | 44 | 0 | 0 | 43 | 9 | 11 | 16 | 20 | 0 | 73 | 43 | 55 | 44 |
| TOTAL SOFIA | | | 44 | 0 | 0 | 43 | 9 | 11 | 16 | 20 | 0 | 73 | 43 | 55 | 44 |
| TOTAL BULGARIA | | | 44 | 0 | 0 | 43 | 9 | 11 | 16 | 20 | 0 | 73 | 43 | 55 | 44 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 56 | 2 | 0 | 64 | 21 | 9 | 5 | 0 | 0 | 16 | 71 | 13 | 35 |
| | CANADIAN AIRLINES INT/L | S | 62 | 0 | 0 | 76 | 15 | 10 | 0 | 0 | 0 | 7 | 67 | 27 | 60 |
| TOTAL CALGARY | | | 118 | 2 | 0 | 70 | 18 | 9 | 3 | 0 | 0 | 11 | 68 | 22 | 95 |
| HALIFAX INT | AIR CANADA | S | 43 | 0 | 0 | 58 | 16 | 9 | 14 | 2 | 0 | 26 | 45 | 28 | 42 |
| TOTAL HALIFAX INT | | | 43 | 0 | 0 | 58 | 16 | 9 | 14 | 2 | 0 | 26 | 45 | 28 | 42 |
| MONTREAL (DORVAL) | AIR CANADA | S | 30 | 4 | 5 | 47 | 17 | 20 | 17 | 0 | 0 | 34 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 61 | 2 | 1 | 77 | 11 | 3 | 8 | 0 | 0 | 10 | 60 | 12 | 5 |
| TOTAL MONTREAL (DORVAL) | | | 91 | 6 | 6 | 67 | 13 | 9 | 11 | 0 | 0 | 18 | 60 | 12 | 5 |
| OTTAWA INTERNATIONAL | AIR CANADA | S | 58 | 5 | 4 | 48 | 21 | 17 | 12 | 2 | 0 | 29 | 31 | 41 | 62 |
| TOTAL OTTAWA INTERNATIONAL | | | 58 | 5 | 4 | 48 | 21 | 17 | 12 | 2 | 0 | 29 | 31 | 41 | 62 |
| TORONTO | AIR CANADA | S | 141 | 0 | 0 | 52 | 21 | 21 | 6 | 1 | 0 | 21 | 54 | 21 | 142 |
| | BRITISH AIRWAYS PLC | S | 66 | 0 | 0 | 74 | 14 | 8 | 5 | 0 | 0 | 13 | 58 | 19 | 62 |
| | CANADIAN AIRLINES INT/L | S | 178 | 0 | 0 | 66 | 22 | 8 | 3 | 0 | 0 | 11 | 60 | 22 | 124 |
| TOTAL TORONTO | | | 385 | 0 | 0 | 62 | 21 | 13 | 4 | 0 | 0 | 15 | 57 | 21 | 328 |
| VANCOUVER | AIR CANADA | S | 61 | 1 | 1 | 67 | 25 | 8 | 0 | 0 | 0 | 8 | 42 | 32 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 81 | 8 | 3 | 8 | 0 | 0 | 8 | 76 | 7 | 62 |
| TOTAL VANCOUVER | | | 123 | 1 | 1 | 74 | 16 | 6 | 4 | 0 | 0 | 8 | 59 | 19 | 124 |

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|-------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL CANADA | | | 818 | 14 | 13 | 64 | 18 | 11 | 6 | 0 | 0 | 15 | 57 | 23 | 683 |
| CHINA | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 25 | 1 | 1 | 92 | 0 | 0 | 8 | 0 | 0 | -15 | 95 | -11 | 37 |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 85 | 0 | 4 | 4 | 0 | 7 | 97 | 89 | -1 | 27 |
| TOTAL BEIJING | | | 52 | 1 | 1 | 88 | 0 | 2 | 6 | 0 | 4 | 43 | 92 | -7 | 64 |
| TOTAL CHINA | | | 52 | 1 | 1 | 88 | 0 | 2 | 6 | 0 | 4 | 43 | 92 | -7 | 64 |
| COLOMBIA | | | | | | | | | | | | | | | |
| BOGOTA | AVIANCA COLOMBIA | S | 18 | 0 | 0 | 83 | 6 | 6 | 0 | 6 | 0 | 24 | 39 | 46 | 18 |
| TOTAL BOGOTA | | | 18 | 0 | 0 | 83 | 6 | 6 | 0 | 6 | 0 | 24 | 39 | 46 | 18 |
| TOTAL COLOMBIA | | | 18 | 0 | 0 | 83 | 6 | 6 | 0 | 6 | 0 | 24 | 39 | 46 | 18 |
| CROATIA | | | | | | | | | | | | | | | |
| SPLIT | CROATIA AIRLINES | S | 6 | 0 | 2 | 67 | 17 | 17 | 0 | 0 | 0 | 10 | 75 | 11 | 8 |
| TOTAL SPLIT | | | 6 | 0 | 2 | 67 | 17 | 17 | 0 | 0 | 0 | 10 | 75 | 11 | 8 |
| ZAGREB | CROATIA AIRLINES | S | 61 | 0 | 1 | 56 | 16 | 15 | 10 | 3 | 0 | 31 | 68 | 11 | 62 |
| TOTAL ZAGREB | | | 61 | 0 | 1 | 56 | 16 | 15 | 10 | 3 | 0 | 31 | 68 | 11 | 62 |
| TOTAL CROATIA | | | 67 | 0 | 3 | 57 | 16 | 15 | 9 | 3 | 0 | 29 | 69 | 11 | 70 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 57 | 0 | 0 | 60 | 25 | 5 | 7 | 4 | 0 | 22 | 67 | 11 | 63 |
| | CYPRUS AIRWAYS | S | 95 | 1 | 0 | 36 | 23 | 23 | 18 | 0 | 0 | 33 | 56 | 17 | 87 |
| TOTAL LARNACA | | | 152 | 1 | 0 | 45 | 24 | 16 | 14 | 1 | 0 | 29 | 61 | 14 | 150 |
| TOTAL CYPRUS | | | 152 | 1 | 0 | 45 | 24 | 16 | 14 | 1 | 0 | 29 | 61 | 14 | 150 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BMI BRITISH MIDLAND | S | 80 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 10 | 75 | 10 | 80 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 78 | 11 | 5 | 6 | 0 | 0 | 8 | 85 | 2 | 124 |
| | CSA | S | 124 | 0 | 0 | 87 | 9 | 3 | 1 | 0 | 0 | 4 | 89 | 4 | 124 |
| TOTAL PRAGUE | | | 328 | 0 | 0 | 79 | 14 | 5 | 2 | 0 | 0 | 7 | 84 | 5 | 328 |
| TOTAL CZECH REPUBLIC | | | 328 | 0 | 0 | 79 | 14 | 5 | 2 | 0 | 0 | 7 | 84 | 5 | 328 |
| DENMARK | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | SAS | S | 62 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 6 | 77 | 11 | 62 |
| TOTAL AARHUS (TIRSTRUP) | | | 62 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 6 | 77 | 11 | 62 |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 53 | 0 | 1 | 68 | 15 | 11 | 6 | 0 | 0 | 16 | 69 | 11 | 54 |
| | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | 7 | 84 | 4 | 246 |
| | SAS | S | 292 | 0 | 0 | 75 | 13 | 10 | 3 | 0 | 0 | 11 | 71 | 13 | 306 |
| | VARIG | S | 26 | 0 | 0 | 31 | 35 | 12 | 19 | 4 | 0 | 42 | 40 | 25 | 25 |
| TOTAL COPENHAGEN | | | 619 | 0 | 1 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 74 | 10 | 631 |
| TOTAL DENMARK | | | 681 | 0 | 1 | 79 | 11 | 7 | 3 | 0 | 0 | 10 | 75 | 10 | 693 |
| EGYPT | | | | | | | | | | | | | | | |
| ALEXANDRIA (NOUZHA) | BRITISH MEDITERRANEAN AIRWA | S | 16 | 0 | 1 | 75 | 6 | 13 | 6 | 0 | 0 | 16 | 100 | -11 | 2 |

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|--|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL ALEXANDRIA (NOUZHA) | | | 16 | 0 | 1 | 75 | 6 | 13 | 6 | 0 | 0 | 16 | 100 | -11 | 2 |
| CAIRO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 10 | 3 | 5 | 0 | 0 | 11 | 74 | 29 | 62 |
| | EGYPT AIR | S | 62 | 0 | 1 | 5 | 11 | 31 | 52 | 2 | 0 | 71 | 15 | 50 | 62 |
| TOTAL CAIRO | | | 124 | 0 | 1 | 44 | 10 | 17 | 28 | 1 | 0 | 41 | 44 | 39 | 124 |
| LUXOR | EGYPT AIR | S | 10 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 80 | 0 | 143 | 10 |
| TOTAL LUXOR | | | 10 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 80 | 0 | 143 | 10 |
| TOTAL EGYPT | | | 150 | 0 | 2 | 44 | 11 | 15 | 29 | 1 | 0 | 41 | 42 | 46 | 136 |
| ETHIOPIA | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 27 | 1 | 0 | 26 | 7 | 22 | 41 | 4 | 0 | 71 | 37 | 31 | 46 |
| TOTAL ADDIS ABABA | | | 27 | 1 | 0 | 26 | 7 | 22 | 41 | 4 | 0 | 71 | 37 | 31 | 46 |
| TOTAL ETHIOPIA | | | 27 | 1 | 0 | 26 | 7 | 22 | 41 | 4 | 0 | 71 | 37 | 31 | 46 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITISH AIRWAYS PLC | S | 102 | 0 | 0 | 74 | 18 | 6 | 3 | 0 | 0 | 9 | 76 | 6 | 123 |
| | FINNAIR | S | 170 | 0 | 0 | 73 | 14 | 11 | 2 | 0 | 0 | 9 | 80 | 6 | 187 |
| TOTAL HELSINKI | | | 272 | 0 | 0 | 73 | 15 | 9 | 2 | 0 | 0 | 9 | 79 | 6 | 310 |
| TOTAL FINLAND | | | 272 | 0 | 0 | 73 | 15 | 9 | 2 | 0 | 0 | 9 | 79 | 6 | 313 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 81 | 8 | 9 | 3 | 1 | 0 | 7 | 85 | 5 | 186 |
| | FLYBE.BRITISH EUROPEAN | S | 163 | 1 | 4 | 74 | 15 | 10 | 1 | 0 | 0 | 9 | 84 | 6 | 158 |
| TOTAL LYON | | | 349 | 1 | 4 | 77 | 11 | 9 | 2 | 0 | 0 | 8 | 85 | 6 | 344 |
| NICE | BMI BRITISH MIDLAND | S | 124 | 0 | 0 | 51 | 21 | 21 | 7 | 0 | 0 | 21 | 72 | 10 | 122 |
| | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 67 | 13 | 14 | 6 | 0 | 0 | 15 | 75 | 8 | 239 |
| TOTAL NICE | | | 372 | 0 | 0 | 62 | 15 | 16 | 7 | 0 | 0 | 17 | 74 | 9 | 361 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 777 | 4 | 2 | 66 | 19 | 12 | 2 | 0 | 0 | 13 | 60 | 19 | 724 |
| | BMI BRITISH MIDLAND | S | 440 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 9 | 70 | 13 | 484 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 99 | 50 | 13 | 2 |
| | BRITISH AIRWAYS PLC | S | 424 | 0 | 0 | 83 | 8 | 7 | 2 | 0 | 0 | 3 | 73 | 13 | 414 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 1643 | 4 | 2 | 73 | 15 | 9 | 2 | 0 | 0 | 9 | 67 | 16 | 1624 |
| PARIS (ORLY) | AIR LIB | S | 186 | 0 | 0 | 74 | 15 | 11 | 1 | 0 | 0 | 11 | 72 | 16 | 186 |
| | BRITISH AIRWAYS PLC | S | 177 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 5 | 79 | 6 | 178 |
| TOTAL PARIS (ORLY) | | | 364 | 0 | 0 | 78 | 13 | 8 | 1 | 0 | 0 | 8 | 75 | 11 | 364 |
| TOULOUSE (BLAGNAC) | FLYBE.BRITISH EUROPEAN | S | 170 | 0 | 0 | 82 | 12 | 2 | 3 | 0 | 0 | 6 | 75 | 6 | 170 |
| TOTAL TOULOUSE (BLAGNAC) | | | 170 | 0 | 0 | 82 | 12 | 2 | 3 | 0 | 0 | 6 | 75 | 6 | 170 |
| TOTAL FRANCE | | | 2898 | 5 | 6 | 73 | 14 | 9 | 3 | 0 | 0 | 10 | 71 | 12 | 2866 |
| GEORGIA | | | | | | | | | | | | | | | |
| TBILISI | BRITISH MEDITERRANEAN AIRWA | S | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 6 | 100 | 7 | 2 |
| TOTAL TBILISI | | | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 6 | 100 | 7 | 2 |
| TOTAL GEORGIA | | | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 6 | 100 | 7 | 2 |

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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) |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH AIRWAYS PLC | S | 300 | 0 | 2 | 91 | 6 | 2 | 1 | 0 | 0 | 1 | 84 | 5 | 294 |
| TOTAL BERLIN (TEGEL) | | | 300 | 0 | 2 | 91 | 6 | 2 | 1 | 0 | 0 | 1 | 84 | 5 | 294 |
| COLOGNE (BONN) | BMI BRITISH MIDLAND | S | 78 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 2 | 84 | 8 | 80 |
| | BRITISH AIRWAYS PLC | S | 114 | 0 | 0 | 89 | 7 | 4 | 1 | 0 | 0 | 3 | 77 | 10 | 114 |
| TOTAL COLOGNE (BONN) | | | 192 | 0 | 0 | 88 | 8 | 4 | 1 | 0 | 0 | 3 | 80 | 9 | 194 |
| DRESDEN | BMI BRITISH MIDLAND | S | 46 | 0 | 0 | 87 | 11 | 2 | 0 | 0 | 0 | 6 | 77 | 10 | 44 |
| | LUFTHANSA | S | 23 | 0 | 0 | 87 | 9 | 0 | 4 | 0 | 0 | 10 | 81 | 6 | 27 |
| TOTAL DRESDEN | | | 69 | 0 | 0 | 87 | 10 | 1 | 1 | 0 | 0 | 7 | 79 | 9 | 71 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 290 | 0 | 0 | 89 | 8 | 2 | 0 | 0 | 0 | 1 | 87 | 4 | 278 |
| | LUFTHANSA | S | 186 | 0 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 2 | 83 | 6 | 194 |
| TOTAL DUSSELDORF | | | 476 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 2 | 85 | 5 | 472 |
| FRANKFURT MAIN | BMI BRITISH MIDLAND | S | 240 | 0 | 0 | 71 | 13 | 14 | 2 | 0 | 0 | 12 | 80 | 9 | 239 |
| | BRITISH AIRWAYS PLC | S | 289 | 0 | 2 | 72 | 14 | 11 | 2 | 0 | 0 | 10 | 77 | 7 | 292 |
| | LUFTHANSA | S | 488 | 0 | 0 | 68 | 17 | 11 | 4 | 0 | 0 | 13 | 82 | 4 | 435 |
| TOTAL FRANKFURT MAIN | | | 1017 | 0 | 2 | 70 | 15 | 12 | 3 | 0 | 0 | 12 | 80 | 6 | 966 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 92 | 5 | 1 | 2 | 0 | 0 | 2 | 80 | 7 | 186 |
| | LUFTHANSA | S | 240 | 0 | 0 | 88 | 8 | 3 | 0 | 0 | 0 | 2 | 85 | 2 | 237 |
| TOTAL HAMBURG | | | 426 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 2 | 83 | 4 | 423 |
| HANOVER | BMI BRITISH MIDLAND | S | 24 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 150 | 0 | 0 | 85 | 9 | 5 | 1 | 0 | 0 | 3 | 82 | 4 | 131 |
| | LUFTHANSA | S | 108 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 2 | 85 | 6 | 124 |
| TOTAL HANOVER | | | 282 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 2 | 84 | 5 | 255 |
| MUNICH | BRITISH AIRWAYS PLC | S | 294 | 0 | 0 | 85 | 10 | 4 | 1 | 0 | 0 | 5 | 80 | 7 | 298 |
| | LUFTHANSA | S | 285 | 0 | 0 | 74 | 17 | 7 | 2 | 0 | 0 | 8 | 78 | 8 | 317 |
| TOTAL MUNICH | | | 579 | 0 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 7 | 79 | 7 | 615 |
| NUREMBERG | LUFTHANSA | S | 62 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 3 | 90 | 1 | 62 |
| TOTAL NUREMBERG | | | 62 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 3 | 90 | 1 | 62 |
| STUTTGART | BMI BRITISH MIDLAND | S | 24 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 184 | 0 | 0 | 85 | 8 | 7 | 1 | 0 | 0 | 3 | 83 | 5 | 175 |
| | LUFTHANSA | S | 106 | 0 | 2 | 83 | 12 | 4 | 1 | 0 | 0 | 4 | 80 | 6 | 123 |
| TOTAL STUTTGART | | | 314 | 0 | 2 | 85 | 9 | 5 | 1 | 0 | 0 | 3 | 82 | 5 | 298 |
| TOTAL GERMANY | | | 3717 | 0 | 6 | 82 | 11 | 6 | 1 | 0 | 0 | 6 | 81 | 6 | 3788 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | GHANA AIRWAYS | S | 31 | 1 | 1 | 26 | 26 | 10 | 16 | 6 | 16 | 145 | 0 | 60 | 25 |
| TOTAL ACCRA | | | 31 | 1 | 1 | 26 | 26 | 10 | 16 | 6 | 16 | 145 | 0 | 60 | 25 |
| TOTAL GHANA | | | 31 | 1 | 1 | 26 | 26 | 10 | 16 | 6 | 16 | 145 | 0 | 60 | 25 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 44 | 0 | 0 | 68 | 7 | 14 | 11 | 0 | 0 | 21 | 92 | -3 | 36 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 75 | 13 | 8 | 4 | 0 | 0 | 7 | 84 | 2 | 120 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ATHENS | OLYMPIC AIRWAYS | S | 142 | 0 | 0 | 42 | 30 | 18 | 11 | 0 | 0 | 25 | 47 | 31 | 145 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 63 | 0 | 0 | 78 | 13 | 3 | 6 | 0 | 0 | 4 | 84 | 1 | 61 |
| TOTAL ATHENS | | | 373 | 0 | 0 | 62 | 18 | 12 | 8 | 0 | 0 | 15 | 70 | 13 | 362 |
| SALONIKA | AEGEAN AIRLINES | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 90 | -2 | 10 |
| TOTAL SALONIKA | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 90 | -2 | 10 |
| TOTAL GREECE | | | 377 | 0 | 0 | 62 | 19 | 12 | 8 | 0 | 0 | 15 | 70 | 13 | 372 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 95 | 3 | 2 | 0 | 0 | 0 | -5 | 90 | -2 | 62 |
| | CATHAY PACIFIC AIRWAYS | S | 122 | 0 | 2 | 81 | 10 | 7 | 1 | 0 | 1 | 10 | 85 | -2 | 89 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 63 | 27 | 6 | 3 | 0 | 0 | 10 | 74 | 8 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 0 | 5 | 77 | 4 | 62 |
| TOTAL HONG KONG (CHEP LAP KOK) | | | 308 | 0 | 2 | 80 | 13 | 6 | 1 | 0 | 0 | 6 | 82 | 2 | 275 |
| TOTAL HONG KONG | | | 308 | 0 | 2 | 80 | 13 | 6 | 1 | 0 | 0 | 6 | 82 | 2 | 275 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 123 | 0 | 1 | 82 | 11 | 3 | 4 | 0 | 0 | 8 | 81 | 7 | 124 |
| | MALEV (HUNGARIAN AIRLINES) | S | 124 | 0 | 0 | 71 | 14 | 6 | 9 | 0 | 0 | 14 | 65 | 18 | 124 |
| TOTAL BUDAPEST | | | 247 | 0 | 1 | 77 | 12 | 5 | 6 | 0 | 0 | 11 | 73 | 12 | 248 |
| TOTAL HUNGARY | | | 247 | 0 | 1 | 77 | 12 | 5 | 6 | 0 | 0 | 11 | 73 | 12 | 248 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 80 | 6 | 0 | 43 | 29 | 26 | 3 | 0 | 0 | 21 | 59 | 29 | 80 |
| TOTAL KEFLAVIK | | | 80 | 6 | 0 | 43 | 29 | 26 | 3 | 0 | 0 | 21 | 59 | 29 | 80 |
| TOTAL ICELAND | | | 80 | 6 | 0 | 43 | 29 | 26 | 3 | 0 | 0 | 21 | 59 | 29 | 80 |
| INDIA | | | | | | | | | | | | | | | |
| CALCUTTA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 2 | 78 | 9 | 18 |
| TOTAL CALCUTTA | | | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 2 | 78 | 9 | 18 |
| DELHI | AIR CANADA | S | 22 | 3 | 3 | 55 | 27 | 9 | 9 | 0 | 0 | 17 | 44 | 53 | 36 |
| TOTAL DELHI | | | 22 | 3 | 3 | 55 | 27 | 9 | 9 | 0 | 0 | 17 | 44 | 53 | 36 |
| MADRAS/CHENNAI | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 72 | 6 | 11 | 11 | 0 | 0 | 16 | 67 | 20 | 18 |
| TOTAL MADRAS/CHENNAI | | | 18 | 0 | 0 | 72 | 6 | 11 | 11 | 0 | 0 | 16 | 67 | 20 | 18 |
| MUMBAI | AIR INDIA | S | 89 | 0 | 0 | 27 | 19 | 35 | 16 | 1 | 2 | 51 | 38 | 29 | 89 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 77 | 10 | 8 | 5 | 0 | 0 | 11 | 69 | 12 | 62 |
| TOTAL MUMBAI | | | 151 | 0 | 0 | 48 | 15 | 24 | 11 | 1 | 1 | 34 | 51 | 22 | 151 |
| TOTAL INDIA | | | 209 | 3 | 3 | 54 | 15 | 19 | 11 | 0 | 1 | 28 | 53 | 26 | 223 |
| INDONESIA | | | | | | | | | | | | | | | |
| JAKARTA (SOEKARNO-HATTA INTNL) | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 77 | 9 | 43 |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 77 | 9 | 43 |
| TOTAL INDONESIA | | | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 77 | 9 | 43 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------------|---------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|-------------|--|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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) | |
| IRAN | | | | | | | | | | | | | | | | |
| TEHRAN | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 3 | 56 | 15 | 27 | |
| | IRAN AIR | S | 26 | 0 | 0 | 46 | 42 | 12 | 0 | 0 | 0 | 15 | 29 | 43 | 28 | |
| TOTAL TEHRAN | | | 53 | 0 | 0 | 64 | 26 | 9 | 0 | 0 | 0 | 9 | 42 | 29 | 55 | |
| TOTAL IRAN | | | 53 | 0 | 0 | 64 | 26 | 9 | 0 | 0 | 0 | 9 | 42 | 29 | 55 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 194 | 0 | 0 | 77 | 15 | 7 | 0 | 1 | 0 | 10 | 75 | 10 | 192 | |
| TOTAL CORK | | | 194 | 0 | 0 | 77 | 15 | 7 | 0 | 1 | 0 | 10 | 75 | 10 | 192 | |
| DUBLIN | AER LINGUS | S | 744 | 1 | 6 | 77 | 16 | 4 | 3 | 1 | 0 | 12 | 79 | 8 | 694 | |
| | BMI BRITISH MIDLAND | S | 492 | 0 | 0 | 66 | 19 | 11 | 3 | 0 | 0 | 16 | 65 | 14 | 517 | |
| | BMI BRITISH MIDLAND | C | 6 | 0 | 1 | 50 | 0 | 17 | 33 | 0 | 0 | 29 | 0 | 0 | 0 | |
| TOTAL DUBLIN | | | 1242 | 1 | 7 | 72 | 17 | 7 | 3 | 0 | 0 | 13 | 73 | 11 | 1211 | |
| SHANNON | AER LINGUS | S | 192 | 0 | 0 | 79 | 7 | 6 | 4 | 3 | 0 | 18 | 78 | 11 | 200 | |
| TOTAL SHANNON | | | 192 | 0 | 0 | 79 | 7 | 6 | 4 | 3 | 0 | 18 | 78 | 11 | 200 | |
| TOTAL IRISH REPUBLIC | | | 1628 | 1 | 7 | 74 | 16 | 7 | 3 | 1 | 0 | 13 | 74 | 11 | 1603 | |
| ISRAEL | | | | | | | | | | | | | | | | |
| OVDA | EL AL | S | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 6 | 81 | 6 | 16 | |
| TOTAL OVDA | | | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 6 | 81 | 6 | 16 | |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 78 | 0 | 0 | 88 | 6 | 5 | 0 | 0 | 0 | -1 | 83 | 7 | 70 | |
| | EL AL | S | 79 | 1 | 1 | 68 | 13 | 9 | 10 | 0 | 0 | 18 | 70 | 10 | 76 | |
| TOTAL TEL AVIV | | | 157 | 1 | 1 | 78 | 10 | 7 | 5 | 0 | 0 | 9 | 76 | 8 | 146 | |
| TOTAL ISRAEL | | | 175 | 1 | 1 | 78 | 10 | 7 | 5 | 0 | 0 | 8 | 77 | 8 | 162 | |
| ITALY | | | | | | | | | | | | | | | | |
| BOLOGNA | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 37 | 25 | 18 | 20 | 0 | 0 | 32 | 84 | 4 | 120 | |
| TOTAL BOLOGNA | | | 120 | 0 | 0 | 37 | 25 | 18 | 20 | 0 | 0 | 32 | 84 | 4 | 120 | |
| CATANIA (FONTANAROSSA) | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 73 | 0 | 0 | 0 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 73 | 0 | 0 | 0 | |
| MILAN (LINATE) | ALITALIA | S | 177 | 0 | 0 | 29 | 19 | 32 | 19 | 1 | 0 | 36 | 64 | 14 | 430 | |
| | BRITISH AIRWAYS PLC | S | 192 | 0 | 0 | 54 | 17 | 17 | 11 | 1 | 0 | 27 | 78 | 9 | 308 | |
| TOTAL MILAN (LINATE) | | | 369 | 0 | 0 | 42 | 18 | 24 | 15 | 1 | 0 | 31 | 70 | 12 | 738 | |
| MILAN (MALPENSA) | ALITALIA | S | 252 | 0 | 2 | 33 | 17 | 30 | 19 | 1 | 0 | 38 | 0 | 0 | 0 | |
| | BRITISH AIRWAYS PLC | S | 104 | 0 | 0 | 38 | 26 | 29 | 7 | 0 | 0 | 25 | 0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | 356 | 0 | 2 | 35 | 20 | 29 | 15 | 1 | 0 | 34 | 0 | 0 | 0 | |
| ROME (FIUMICINO) | ALITALIA | S | 300 | 1 | 5 | 37 | 25 | 25 | 13 | 0 | 0 | 28 | 60 | 16 | 312 | |
| | BRITISH AIRWAYS PLC | S | 308 | 0 | 0 | 63 | 19 | 12 | 5 | 1 | 0 | 18 | 71 | 10 | 310 | |
| TOTAL ROME (FIUMICINO) | | | 608 | 1 | 5 | 50 | 22 | 19 | 9 | 0 | 0 | 23 | 65 | 13 | 622 | |
| VENICE | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 55 | 13 | 21 | 11 | 0 | 0 | 20 | 74 | 9 | 124 | |
| TOTAL VENICE | | | 124 | 0 | 0 | 55 | 13 | 21 | 11 | 0 | 0 | 20 | 74 | 9 | 124 | |
| TOTAL ITALY | | | 1579 | 1 | 7 | 44 | 20 | 23 | 13 | 1 | 0 | 28 | 69 | 12 | 1604 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|----------------------|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|--|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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) | |
| JAMAICA | | | | | | | | | | | | | | | | |
| KINGSTON | AIR JAMAICA | S | 44 | 0 | 0 | 32 | 9 | 20 | 30 | 2 | 7 | 75 | 32 | 107 | 34 | |
| TOTAL KINGSTON | | | 44 | 0 | 0 | 32 | 9 | 20 | 30 | 2 | 7 | 75 | 32 | 107 | 34 | |
| TOTAL JAMAICA | | | 44 | 0 | 0 | 32 | 9 | 20 | 30 | 2 | 7 | 75 | 32 | 107 | 34 | |
| JAPAN | | | | | | | | | | | | | | | | |
| NAGOYA (AFB) | JAPAN AIRLINES | S | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL NAGOYA (AFB) | | | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 0 | 89 | -2 | 18 | |
| OSAKA (KANSAI) | ALL NIPPON AIRWAYS | S | 44 | 0 | 0 | 77 | 16 | 7 | 0 | 0 | 0 | 3 | 76 | 1 | 38 | |
| | JAPAN AIRLINES | S | 62 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 5 | 63 | 12 | 46 | |
| TOTAL OSAKA (KANSAI) | | | 106 | 0 | 0 | 78 | 14 | 8 | 0 | 0 | 0 | 4 | 71 | 8 | 128 | |
| TOKYO (NARITA) | AEROFLOT | S | 18 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 74 | 9 | 19 | |
| | ALL NIPPON AIRWAYS | S | 70 | 0 | 0 | 90 | 7 | 0 | 3 | 0 | 0 | 1 | 73 | 12 | 62 | |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 87 | 7 | 2 | 3 | 0 | 0 | 0 | 66 | 10 | 103 | |
| | JAPAN AIRLINES | S | 72 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | -1 | 64 | 10 | 84 | |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 54 | 8 | 8 | 74 | 19 | 7 | 0 | 0 | 0 | -7 | 63 | 10 | 54 | |
| TOTAL TOKYO (NARITA) | | | 338 | 8 | 9 | 85 | 10 | 4 | 2 | 0 | 0 | -2 | 67 | 10 | 322 | |
| TOTAL JAPAN | | | 462 | 8 | 9 | 83 | 11 | 5 | 1 | 0 | 0 | 0 | 69 | 9 | 468 | |
| JORDAN | | | | | | | | | | | | | | | | |
| AMMAN | BRITISH MEDITERRANEAN AIRWA | S | 38 | 0 | 0 | 79 | 8 | 5 | 5 | 3 | 0 | 17 | 73 | 13 | 49 | |
| | ROYAL JORDANIAN | S | 63 | 0 | 0 | 51 | 25 | 14 | 8 | 2 | 0 | 23 | 75 | 11 | 65 | |
| | ROYAL JORDANIAN | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 357 | 0 | 0 | 0 | |
| TOTAL AMMAN | | | 103 | 0 | 0 | 60 | 18 | 11 | 7 | 3 | 1 | 27 | 75 | 12 | 114 | |
| TOTAL JORDAN | | | 103 | 0 | 0 | 60 | 18 | 11 | 7 | 3 | 1 | 27 | 75 | 12 | 114 | |
| KAZAKHSTAN | | | | | | | | | | | | | | | | |
| ALMA ATA | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -7 | 83 | -5 | 18 | |
| TOTAL ALMA ATA | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -7 | 83 | -5 | 18 | |
| TOTAL KAZAKHSTAN | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -7 | 83 | -5 | 18 | |
| KENYA | | | | | | | | | | | | | | | | |
| NAIROBI | KENYA AIRWAYS | S | 70 | 0 | 0 | 60 | 19 | 14 | 7 | 0 | 0 | 17 | 34 | 61 | 58 | |
| TOTAL NAIROBI | | | 70 | 0 | 0 | 60 | 19 | 14 | 7 | 0 | 0 | 17 | 34 | 61 | 58 | |
| TOTAL KENYA | | | 70 | 0 | 0 | 60 | 19 | 14 | 7 | 0 | 0 | 17 | 34 | 61 | 58 | |
| KUWAIT | | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 61 | 0 | 0 | 85 | 10 | 3 | 2 | 0 | 0 | 4 | 89 | 7 | 62 | |
| | KUWAIT AIRWAYS | S | 62 | 0 | 0 | 63 | 15 | 16 | 6 | 0 | 0 | 18 | 65 | 12 | 62 | |
| TOTAL KUWAIT | | | 123 | 0 | 0 | 74 | 12 | 10 | 4 | 0 | 0 | 11 | 77 | 9 | 124 | |
| TOTAL KUWAIT | | | 123 | 0 | 0 | 74 | 12 | 10 | 4 | 0 | 0 | 11 | 77 | 9 | 124 | |
| KYRGYZSTAN | | | | | | | | | | | | | | | | |
| BISHKEK (FRUNZE) | BRITISH MEDITERRANEAN AIRWA | S | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 7 | 83 | -2 | 6 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 BISHKEK (FRUNZE) | | | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 7 | 83 | -2 | 6 |
| TOTAL KYRGYZSTAN | | | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 7 | 83 | -2 | 6 |
| LEBANON | | | | | | | | | | | | | | | |
| BEIRUT | BRITISH MEDITERRANEAN AIRWA | S | 62 | 0 | 0 | 81 | 11 | 5 | 2 | 2 | 0 | 7 | 79 | 9 | 57 |
| | MEA | S | 44 | 0 | 0 | 43 | 34 | 14 | 9 | 0 | 0 | 25 | 64 | 17 | 44 |
| TOTAL BEIRUT | | | 106 | 0 | 0 | 65 | 21 | 8 | 5 | 1 | 0 | 14 | 72 | 12 | 101 |
| TOTAL LEBANON | | | 106 | 0 | 0 | 65 | 21 | 8 | 5 | 1 | 0 | 14 | 72 | 12 | 101 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | LITHUANIA AIRLINES | S | 54 | 0 | 0 | 87 | 6 | 4 | 4 | 0 | 0 | 4 | 87 | 29 | 46 |
| TOTAL VILNIUS | | | 54 | 0 | 0 | 87 | 6 | 4 | 4 | 0 | 0 | 4 | 87 | 29 | 46 |
| TOTAL LITHUANIA | | | 54 | 0 | 0 | 87 | 6 | 4 | 4 | 0 | 0 | 4 | 87 | 29 | 46 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 78 | 11 | 9 | 2 | 0 | 0 | 6 | 81 | 3 | 54 |
| | LUXAIR | S | 124 | 0 | 0 | 83 | 14 | 3 | 0 | 0 | 0 | 6 | 85 | 4 | 124 |
| TOTAL LUXEMBOURG | | | 178 | 0 | 0 | 81 | 13 | 5 | 1 | 0 | 0 | 6 | 84 | 4 | 178 |
| TOTAL LUXEMBOURG | | | 178 | 0 | 0 | 81 | 13 | 5 | 1 | 0 | 0 | 6 | 84 | 4 | 178 |
| MALAYSIA | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALAYSIAN AIRLINES SYSTEM-MA | S | 124 | 0 | 0 | 69 | 15 | 11 | 3 | 2 | 1 | 21 | 69 | 10 | 124 |
| TOTAL KUALA LUMPUR (SEPANG) | | | 124 | 0 | 0 | 69 | 15 | 11 | 3 | 2 | 1 | 21 | 69 | 10 | 124 |
| TOTAL MALAYSIA | | | 124 | 0 | 0 | 69 | 15 | 11 | 3 | 2 | 1 | 21 | 69 | 10 | 124 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 108 | 0 | 0 | 65 | 25 | 6 | 4 | 1 | 0 | 13 | 75 | 9 | 108 |
| TOTAL MALTA | | | 108 | 0 | 0 | 65 | 25 | 6 | 4 | 1 | 0 | 13 | 75 | 9 | 108 |
| TOTAL MALTA | | | 108 | 0 | 0 | 65 | 25 | 6 | 4 | 1 | 0 | 13 | 75 | 9 | 108 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 16 | 0 | 0 | 31 | 31 | 25 | 13 | 0 | 0 | 35 | 22 | 33 | 18 |
| TOTAL MAURITIUS | | | 16 | 0 | 0 | 31 | 31 | 25 | 13 | 0 | 0 | 35 | 22 | 33 | 18 |
| TOTAL MAURITIUS | | | 16 | 0 | 0 | 31 | 31 | 25 | 13 | 0 | 0 | 35 | 22 | 33 | 18 |
| MEXICO | | | | | | | | | | | | | | | |
| MEXICO CITY | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 74 | 20 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL MEXICO CITY | | | 35 | 0 | 0 | 74 | 20 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL MEXICO | | | 35 | 0 | 0 | 74 | 20 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| MOROCCO | | | | | | | | | | | | | | | |
| CASABLANCA MOHAMED V | ROYAL AIR MAROC | S | 62 | 0 | 0 | 45 | 23 | 13 | 16 | 3 | 0 | 32 | 63 | 12 | 62 |
| TOTAL CASABLANCA MOHAMED V | | | 62 | 0 | 0 | 45 | 23 | 13 | 16 | 3 | 0 | 32 | 72 | 10 | 116 |
| TANGIERS (IBN BATUTA) | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------------|---------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 TANGIERS (IBN BATUTA) | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL MOROCCO | | | 64 | 0 | 0 | 45 | 22 | 13 | 17 | 3 | 0 | 33 | 72 | 10 | 116 |
| NAMIBIA | | | | | | | | | | | | | | | |
| WINDHOEK | AIR NAMIBIA | S | 24 | 0 | 0 | 54 | 21 | 21 | 4 | 0 | 0 | 20 | 52 | 19 | 23 |
| TOTAL WINDHOEK | | | 24 | 0 | 0 | 54 | 21 | 21 | 4 | 0 | 0 | 20 | 52 | 19 | 23 |
| TOTAL NAMIBIA | | | 24 | 0 | 0 | 54 | 21 | 21 | 4 | 0 | 0 | 20 | 52 | 19 | 23 |
| NATIONALIST CHINA (TAIWAN) | | | | | | | | | | | | | | | |
| TAIPEI | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 70 | 15 | 7 | 7 | 0 | 0 | 14 | 92 | 7 | 26 |
| | EVA AIR | S | 26 | 0 | 0 | 77 | 12 | 8 | 4 | 0 | 0 | 0 | 58 | 21 | 26 |
| TOTAL TAIPEI | | | 53 | 0 | 0 | 74 | 13 | 8 | 6 | 0 | 0 | 7 | 75 | 14 | 52 |
| TOTAL NATIONALIST CHINA (TAIWAN) | | | 53 | 0 | 0 | 74 | 13 | 8 | 6 | 0 | 0 | 7 | 75 | 14 | 52 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BMI BRITISH MIDLAND | S | 480 | 0 | 0 | 71 | 15 | 9 | 4 | 0 | 0 | 12 | 61 | 25 | 470 |
| | BRITISH AIRWAYS PLC | S | 408 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 5 | 67 | 16 | 408 |
| | KLM | S | 533 | 0 | 0 | 73 | 13 | 9 | 5 | 0 | 0 | 12 | 69 | 15 | 496 |
| | UNITED AIRLINES | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 60 | 11 | 5 |
| TOTAL AMSTERDAM | | | 1429 | 0 | 0 | 76 | 13 | 8 | 4 | 0 | 0 | 10 | 66 | 19 | 1379 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | KLM | S | 90 | 0 | 1 | 59 | 21 | 6 | 8 | 4 | 2 | 42 | 60 | 19 | 85 |
| TOTAL EINDHOVEN | | | 103 | 0 | 1 | 61 | 20 | 6 | 7 | 4 | 2 | 38 | 60 | 19 | 85 |
| ROTTERDAM | KLM | S | 218 | 2 | 4 | 88 | 8 | 3 | 2 | 0 | 0 | 0 | 83 | 5 | 260 |
| TOTAL ROTTERDAM | | | 218 | 2 | 4 | 88 | 8 | 3 | 2 | 0 | 0 | 0 | 83 | 5 | 260 |
| TOTAL NETHERLANDS | | | 1750 | 2 | 5 | 76 | 13 | 7 | 4 | 0 | 0 | 10 | 68 | 17 | 1724 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | AIR NEW ZEALAND LTD | S | 62 | 0 | 0 | 55 | 23 | 8 | 15 | 0 | 0 | 18 | 75 | 6 | 44 |
| TOTAL AUCKLAND INTERNATIONAL | | | 62 | 0 | 0 | 55 | 23 | 8 | 15 | 0 | 0 | 18 | 75 | 6 | 44 |
| TOTAL NEW ZEALAND | | | 62 | 0 | 0 | 55 | 23 | 8 | 15 | 0 | 0 | 18 | 75 | 6 | 44 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 70 | 15 | 7 | 7 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL LAGOS | | | 27 | 0 | 0 | 70 | 15 | 7 | 7 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL NIGERIA | | | 27 | 0 | 0 | 70 | 15 | 7 | 7 | 0 | 0 | 15 | 0 | 0 | 0 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BMI BRITISH MIDLAND | S | 54 | 0 | 6 | 69 | 20 | 7 | 4 | 0 | 0 | 13 | 65 | 15 | 62 |
| TOTAL BERGEN | | | 54 | 0 | 6 | 69 | 20 | 7 | 4 | 0 | 0 | 13 | 65 | 15 | 62 |
| OSLO (GARDERMOEN) | BMI BRITISH MIDLAND | S | 43 | 0 | 1 | 49 | 14 | 12 | 23 | 2 | 0 | 39 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 247 | 0 | 3 | 55 | 21 | 13 | 11 | 1 | 0 | 25 | 0 | 0 | 0 |
| | SAS | S | 324 | 0 | 6 | 47 | 18 | 17 | 16 | 2 | 0 | 33 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 614 | 0 | 10 | 50 | 19 | 15 | 15 | 1 | 0 | 30 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 76 | 12 | 5 | 7 | 0 | 0 | 10 | 67 | 8 | 6 |
| | SAS | S | 120 | 0 | 4 | 82 | 15 | 3 | 1 | 0 | 0 | 4 | 77 | 8 | 123 |
| TOTAL STAVANGER | | | 162 | 0 | 4 | 80 | 14 | 3 | 2 | 0 | 6 | 77 | 8 | 129 | |
| TOTAL NORWAY | | | 830 | 0 | 20 | 57 | 18 | 12 | 12 | 1 | 24 | 76 | 10 | 727 | |
| OMAN | | | | | | | | | | | | | | | |
| MUSCAT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 13 | 3 | 2 | 0 | 0 | 6 | 76 | 8 | 62 |
| | GULF AIR | S | 61 | 2 | 0 | 59 | 25 | 10 | 5 | 2 | 0 | 18 | 64 | 16 | 75 |
| TOTAL MUSCAT | | | 123 | 2 | 0 | 71 | 19 | 7 | 3 | 1 | 12 | 69 | 12 | 137 | |
| TOTAL OMAN | | | 123 | 2 | 0 | 71 | 19 | 7 | 3 | 1 | 12 | 69 | 12 | 137 | |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 22 | 17 | 33 | 28 | 0 | 0 | 53 | 6 | 65 | 17 |
| TOTAL ISLAMABAD | | | 18 | 0 | 0 | 22 | 17 | 33 | 28 | 0 | 0 | 53 | 6 | 65 | 17 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 28 | 22 | 44 | 6 | 0 | 0 | 28 | 29 | 26 | 17 |
| TOTAL KARACHI | | | 18 | 0 | 0 | 28 | 22 | 44 | 6 | 0 | 0 | 28 | 29 | 26 | 17 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 22 | 39 | 28 | 11 | 0 | 0 | 33 | 6 | 60 | 16 |
| TOTAL LAHORE | | | 18 | 0 | 0 | 22 | 39 | 28 | 11 | 0 | 0 | 33 | 6 | 60 | 16 |
| TOTAL PAKISTAN | | | 54 | 0 | 0 | 24 | 26 | 35 | 15 | 0 | 0 | 38 | 14 | 50 | 50 |
| PHILIPPINES | | | | | | | | | | | | | | | |
| MANILA | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 89 | 3 | 6 | 3 | 0 | 0 | 2 | 86 | 8 | 36 |
| TOTAL MANILA | | | 35 | 0 | 0 | 89 | 3 | 6 | 3 | 0 | 0 | 2 | 73 | 29 | 63 |
| TOTAL PHILIPPINES | | | 35 | 0 | 0 | 89 | 3 | 6 | 3 | 0 | 0 | 2 | 73 | 29 | 63 |
| POLAND | | | | | | | | | | | | | | | |
| WARSAW | BMI BRITISH MIDLAND | S | 62 | 0 | 0 | 85 | 8 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 119 | 0 | 0 | 92 | 6 | 1 | 2 | 0 | 0 | -2 | 85 | 3 | 124 |
| | LOT-POLISH AIRLINES | S | 162 | 0 | 0 | 89 | 7 | 4 | 1 | 0 | 0 | -1 | 85 | 3 | 127 |
| TOTAL WARSAW | | | 343 | 0 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | -1 | 85 | 3 | 251 |
| TOTAL POLAND | | | 343 | 0 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | -1 | 85 | 3 | 251 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR PORTUGAL | S | 62 | 0 | 0 | 66 | 23 | 8 | 3 | 0 | 0 | 13 | 50 | 20 | 38 |
| | GB AIRWAYS LTD | S | 46 | 0 | 0 | 54 | 24 | 20 | 2 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL FARO | | | 108 | 0 | 0 | 61 | 23 | 13 | 3 | 0 | 0 | 15 | 50 | 20 | 38 |
| LISBON | AIR PORTUGAL | S | 162 | 0 | 0 | 52 | 23 | 15 | 9 | 0 | 0 | 21 | 64 | 17 | 162 |
| | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 83 | 9 | 4 | 3 | 1 | 0 | 8 | 78 | 9 | 186 |
| TOTAL LISBON | | | 348 | 0 | 0 | 69 | 16 | 9 | 6 | 1 | 0 | 14 | 71 | 13 | 348 |
| OPORTO | AIR PORTUGAL | S | 98 | 0 | 2 | 67 | 17 | 10 | 5 | 0 | 0 | 15 | 74 | 15 | 62 |
| TOTAL OPORTO | | | 98 | 0 | 2 | 67 | 17 | 10 | 5 | 0 | 0 | 15 | 74 | 15 | 62 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 554 | 0 | 2 | 67 | 17 | 10 | 5 | 0 | 0 | 14 | 70 | 14 | 448 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

| | | Reporting Airport: HEATHROW (Full Analysis) | | | | | | | | | | | MAR 1998 | | |
|---------------------------------|-----------------------------|---|-----------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | NUMBER OF FLIGHTS | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR PORTUGAL | S | 16 | 0 | 0 | 50 | 31 | 19 | 0 | 0 | 0 | 17 | 44 | 41 | 18 |
| TOTAL FUNCHAL | | | 16 | 0 | 0 | 50 | 31 | 19 | 0 | 0 | 0 | 17 | 44 | 41 | 18 |
| TOTAL PORTUGAL(MADEIRA) | | | 16 | 0 | 0 | 50 | 31 | 19 | 0 | 0 | 0 | 17 | 44 | 41 | 18 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 94 | 2 | 3 | 2 | 0 | 0 | -2 | 80 | 3 | 5 |
| | GULF AIR | S | 7 | 0 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 31 | 0 | 0 | 0 |
| | QATAR AIRWAYS | S | 62 | 0 | 0 | 65 | 16 | 15 | 2 | 3 | 0 | 17 | 63 | 17 | 62 |
| TOTAL DOHA | | | 131 | 0 | 0 | 79 | 8 | 9 | 2 | 2 | 0 | 9 | 64 | 16 | 67 |
| TOTAL QATAR | | | 131 | 0 | 0 | 79 | 8 | 9 | 2 | 2 | 0 | 9 | 64 | 16 | 67 |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | |
| SEOUL (KIMPO) | KOREAN AIR | S | 44 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 5 | 77 | 3 | 44 |
| TOTAL SEOUL (KIMPO) | | | 44 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 5 | 77 | 4 | 60 |
| TOTAL REPUBLIC OF KOREA | | | 44 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 5 | 77 | 4 | 60 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 90 | 6 | 0 | 4 | 0 | 0 | 7 | 69 | 10 | 45 |
| | SOUTH AFRICAN AIRWAYS | S | 52 | 2 | 0 | 83 | 13 | 2 | 2 | 0 | 0 | 4 | 71 | 12 | 31 |
| TOTAL CAPE TOWN | | | 104 | 2 | 0 | 87 | 10 | 1 | 3 | 0 | 0 | 5 | 70 | 11 | 76 |
| DURBAN | BRITISH AIRWAYS PLC | S | 32 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 1 | 71 | 11 | 35 |
| | SOUTH AFRICAN AIRWAYS | S | 23 | 1 | 0 | 78 | 17 | 4 | 0 | 0 | 0 | 7 | 35 | 33 | 26 |
| TOTAL DURBAN | | | 55 | 1 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 3 | 56 | 20 | 61 |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 67 | 0 | 0 | 84 | 7 | 3 | 4 | 1 | 0 | 9 | 79 | 10 | 62 |
| | SOUTH AFRICAN AIRWAYS | S | 82 | 0 | 3 | 76 | 11 | 10 | 4 | 0 | 0 | 10 | 46 | 26 | 67 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 61 | 0 | 1 | 87 | 10 | 3 | 0 | 0 | 0 | 3 | 60 | 17 | 62 |
| TOTAL JOHANNESBURG | | | 210 | 0 | 4 | 81 | 10 | 6 | 3 | 0 | 0 | 8 | 61 | 18 | 191 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 369 | 3 | 4 | 84 | 9 | 4 | 2 | 0 | 0 | 6 | 62 | 17 | 328 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | TAROM | S | 62 | 0 | 0 | 60 | 18 | 13 | 8 | 2 | 0 | 22 | 45 | 24 | 62 |
| TOTAL BUCHAREST (OTOPENI) | | | 62 | 0 | 0 | 60 | 18 | 13 | 8 | 2 | 0 | 22 | 45 | 24 | 62 |
| TOTAL RUMANIA | | | 62 | 0 | 0 | 60 | 18 | 13 | 8 | 2 | 0 | 22 | 45 | 24 | 62 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | AEROFLOT | S | 86 | 0 | 0 | 64 | 22 | 7 | 3 | 2 | 1 | 24 | 70 | 12 | 89 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -11 | 89 | -3 | 62 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 148 | 0 | 0 | 78 | 14 | 4 | 2 | 1 | 1 | 9 | 77 | 6 | 151 |
| ST PETERSBURG | AEROFLOT | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -1 | 8 |
| TOTAL ST PETERSBURG | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -1 | 8 |
| TOTAL RUSSIA | | | 156 | 0 | 0 | 79 | 13 | 4 | 2 | 1 | 1 | 9 | 79 | 6 | 159 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-------------------------------------|------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| DHAHRAN | SAUDI ARABIAN AIRLINES | S | 15 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 0 | 8 | 61 | 26 | 18 |
| TOTAL DHAHRAN | | | 15 | 0 | 0 | 80 | 7 | 7 | 7 | 0 | 0 | 8 | 79 | 9 | 67 |
| JEDDAH | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 67 | 17 | 8 | 8 | 0 | 0 | 16 | 69 | 9 | 35 |
| | SAUDI ARABIAN AIRLINES | S | 47 | 0 | 0 | 55 | 21 | 15 | 9 | 0 | 0 | 22 | 74 | 19 | 35 |
| | SAUDI ARABIAN AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 33 | 24 | 3 |
| TOTAL JEDDAH | | | 85 | 0 | 0 | 60 | 19 | 13 | 8 | 0 | 0 | 19 | 70 | 14 | 73 |
| MEDINA | SAUDI ARABIAN AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 63 | 0 | 38 | 1 |
| TOTAL MEDINA | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 63 | 0 | 38 | 1 |
| RIYADH | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -1 | 96 | -8 | 27 |
| | SAUDI ARABIAN AIRLINES | S | 28 | 0 | 0 | 36 | 32 | 21 | 11 | 0 | 0 | 29 | 75 | 10 | 8 |
| TOTAL RIYADH | | | 55 | 0 | 0 | 62 | 22 | 11 | 5 | 0 | 0 | 14 | 91 | -4 | 35 |
| TOTAL SAUDI ARABIA | | | 157 | 0 | 0 | 62 | 18 | 11 | 8 | 0 | 0 | 17 | 77 | 9 | 176 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 154 | 0 | 0 | 75 | 14 | 10 | 1 | 0 | 0 | 4 | 70 | 14 | 126 |
| TOTAL SINGAPORE | | | 154 | 0 | 0 | 75 | 14 | 10 | 1 | 0 | 0 | 4 | 70 | 14 | 126 |
| TOTAL SINGAPORE | | | 154 | 0 | 0 | 75 | 14 | 10 | 1 | 0 | 0 | 4 | 70 | 14 | 126 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | ADRIA AIRWAYS | S | 54 | 0 | 0 | 54 | 24 | 20 | 2 | 0 | 0 | 17 | 76 | 7 | 46 |
| TOTAL LJUBLJANA | | | 54 | 0 | 0 | 54 | 24 | 20 | 2 | 0 | 0 | 17 | 76 | 7 | 46 |
| TOTAL SLOVENIA | | | 54 | 0 | 0 | 54 | 24 | 20 | 2 | 0 | 0 | 17 | 76 | 7 | 46 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | IBERIA | S | 61 | 0 | 0 | 51 | 15 | 25 | 10 | 0 | 0 | 24 | 58 | 18 | 62 |
| TOTAL ALICANTE | | | 61 | 0 | 0 | 51 | 15 | 25 | 10 | 0 | 0 | 24 | 58 | 18 | 62 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 188 | 0 | 0 | 68 | 13 | 10 | 9 | 0 | 0 | 16 | 85 | 5 | 188 |
| | IBERIA | S | 186 | 0 | 0 | 66 | 17 | 8 | 9 | 1 | 0 | 17 | 83 | 5 | 186 |
| TOTAL BARCELONA | | | 374 | 0 | 0 | 67 | 15 | 9 | 9 | 0 | 0 | 16 | 84 | 5 | 374 |
| BILBAO | BRITISH AIRWAYS PLC | S | 123 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 3 | 86 | 2 | 124 |
| | IBERIA | S | 61 | 0 | 0 | 69 | 13 | 11 | 7 | 0 | 0 | 14 | 82 | 4 | 62 |
| TOTAL BILBAO | | | 184 | 0 | 0 | 82 | 9 | 5 | 4 | 0 | 0 | 6 | 85 | 3 | 186 |
| MADRID | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 65 | 26 | 8 | 1 | 0 | 0 | 11 | 77 | 8 | 247 |
| | IBERIA | S | 305 | 0 | 1 | 67 | 18 | 10 | 4 | 1 | 0 | 15 | 76 | 10 | 301 |
| TOTAL MADRID | | | 553 | 0 | 1 | 66 | 22 | 9 | 3 | 1 | 0 | 13 | 76 | 9 | 548 |
| MALAGA | GB AIRWAYS LTD | S | 62 | 0 | 0 | 29 | 26 | 27 | 18 | 0 | 0 | 34 | 57 | 17 | 7 |
| | IBERIA | S | 62 | 0 | 0 | 13 | 13 | 45 | 29 | 0 | 0 | 48 | 29 | 32 | 62 |
| TOTAL MALAGA | | | 124 | 0 | 0 | 21 | 19 | 36 | 23 | 0 | 0 | 41 | 32 | 30 | 69 |
| PALMA DE MALLORCA | BMI BRITISH MIDLAND | S | 62 | 0 | 0 | 34 | 26 | 29 | 11 | 0 | 0 | 32 | 79 | 10 | 70 |
| TOTAL PALMA DE MALLORCA | | | 62 | 0 | 0 | 34 | 26 | 29 | 11 | 0 | 0 | 32 | 79 | 10 | 70 |
| SANTIAGO DE COMPOSTELA | IBERIA | S | 62 | 0 | 0 | 66 | 13 | 13 | 8 | 0 | 0 | 15 | 73 | 12 | 62 |
| TOTAL SANTIAGO DE COMPOSTELA | | | 62 | 0 | 0 | 66 | 13 | 13 | 8 | 0 | 0 | 15 | 73 | 12 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

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|----------------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SEVILLE | IBERIA | S | 62 | 0 | 0 | 31 | 31 | 24 | 15 | 0 | 0 | 31 | 69 | 9 | 62 |
| TOTAL SEVILLE | | | 62 | 0 | 0 | 31 | 31 | 24 | 15 | 0 | 0 | 31 | 69 | 9 | 64 |
| VALENCIA | IBERIA | S | 62 | 0 | 0 | 47 | 24 | 19 | 10 | 0 | 0 | 26 | 92 | 2 | 62 |
| TOTAL VALENCIA | | | 62 | 0 | 0 | 47 | 24 | 19 | 10 | 0 | 0 | 26 | 92 | 2 | 62 |
| TOTAL SPAIN | | | 1544 | 0 | 1 | 60 | 18 | 13 | 8 | 0 | 0 | 18 | 77 | 8 | 1497 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | SRILANKAN AIRLINES | S | 54 | 0 | 0 | 52 | 13 | 9 | 22 | 0 | 4 | 46 | 61 | 17 | 44 |
| TOTAL COLOMBO | | | 54 | 0 | 0 | 52 | 13 | 9 | 22 | 0 | 4 | 46 | 60 | 18 | 60 |
| TOTAL SRI LANKA | | | 54 | 0 | 0 | 52 | 13 | 9 | 22 | 0 | 4 | 46 | 60 | 18 | 60 |
| SUDAN | | | | | | | | | | | | | | | |
| KHARTOUM | SUDAN AIRWAYS | S | 7 | 0 | 1 | 0 | 0 | 14 | 71 | 14 | 0 | 98 | 0 | 0 | 0 |
| TOTAL KHARTOUM | | | 7 | 0 | 1 | 0 | 0 | 14 | 71 | 14 | 0 | 98 | 0 | 0 | 0 |
| TOTAL SUDAN | | | 7 | 0 | 1 | 0 | 0 | 14 | 71 | 14 | 0 | 98 | 0 | 0 | 0 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | BRITISH AIRWAYS PLC | S | 108 | 0 | 0 | 86 | 6 | 6 | 2 | 0 | 0 | 4 | 83 | 6 | 124 |
| | SAS | S | 130 | 0 | 0 | 78 | 18 | 2 | 2 | 1 | 0 | 10 | 71 | 10 | 134 |
| TOTAL GOTEBORG | | | 238 | 0 | 0 | 82 | 13 | 4 | 2 | 0 | 0 | 7 | 77 | 8 | 258 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS PLC | S | 308 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 1 | 11 | 83 | 7 | 307 |
| | SAS | S | 288 | 0 | 0 | 80 | 11 | 8 | 1 | 0 | 0 | 8 | 75 | 12 | 301 |
| TOTAL STOCKHOLM (ARLANDA) | | | 596 | 0 | 0 | 80 | 13 | 5 | 1 | 0 | 0 | 10 | 79 | 9 | 608 |
| TOTAL SWEDEN | | | 834 | 0 | 0 | 81 | 13 | 5 | 1 | 0 | 0 | 9 | 78 | 9 | 866 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | BRITISH AIRWAYS PLC | S | 123 | 0 | 1 | 39 | 33 | 23 | 6 | 0 | 0 | 24 | 81 | 7 | 124 |
| | SWISS AIRLINES | S | 181 | 1 | 0 | 54 | 25 | 20 | 1 | 1 | 0 | 17 | 72 | 9 | 181 |
| TOTAL BASLE MULHOUSE | | | 304 | 1 | 1 | 48 | 28 | 21 | 3 | 0 | 0 | 19 | 76 | 8 | 305 |
| GENEVA | BMI BRITISH MIDLAND | C | 16 | 0 | 0 | 19 | 13 | 50 | 19 | 0 | 0 | 45 | 11 | 41 | 9 |
| | BRITISH AIRWAYS PLC | S | 300 | 0 | 0 | 62 | 18 | 15 | 5 | 0 | 0 | 17 | 76 | 9 | 314 |
| | SWISSAIR | S | 247 | 0 | 1 | 61 | 19 | 12 | 8 | 0 | 0 | 18 | 74 | 7 | 248 |
| TOTAL GENEVA | | | 563 | 2 | 1 | 60 | 18 | 15 | 7 | 0 | 0 | 18 | 74 | 9 | 571 |
| SION | SWISS AIRLINES | S | 9 | 0 | 0 | 0 | 22 | 33 | 11 | 33 | 0 | 120 | 63 | 27 | 8 |
| TOTAL SION | | | 9 | 0 | 0 | 0 | 22 | 33 | 11 | 33 | 0 | 120 | 63 | 27 | 8 |
| ZURICH | BRITISH AIRWAYS PLC | S | 299 | 0 | 0 | 63 | 22 | 11 | 4 | 0 | 0 | 14 | 78 | 8 | 244 |
| | SWISSAIR | S | 375 | 0 | 0 | 48 | 29 | 17 | 7 | 0 | 0 | 21 | 75 | 8 | 372 |
| TOTAL ZURICH | | | 674 | 0 | 0 | 54 | 26 | 14 | 6 | 0 | 0 | 18 | 76 | 9 | 811 |
| TOTAL SWITZERLAND | | | 1550 | 3 | 2 | 55 | 24 | 16 | 5 | 0 | 0 | 19 | 75 | 9 | 1695 |
| SYRIA | | | | | | | | | | | | | | | |
| DAMASCUS | SYRIANAIR | S | 27 | 0 | 0 | 15 | 26 | 15 | 30 | 11 | 4 | 105 | 41 | 84 | 27 |
| TOTAL DAMASCUS | | | 27 | 0 | 0 | 15 | 26 | 15 | 30 | 11 | 4 | 105 | 57 | 46 | 56 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 SYRIA | | | 27 | 0 | 0 | 15 | 26 | 15 | 30 | 11 | 4 | 105 | 57 | 46 | 56 |
| TANZANIA | | | | | | | | | | | | | | | |
| DAR-ES-SALAAM | ALLIANCE | S | 16 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 28 | 30 | 18 |
| TOTAL DAR-ES-SALAAM | | | 16 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 28 | 30 | 18 |
| TOTAL TANZANIA | | | 16 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 18 | 37 | 28 |
| THAILAND | | | | | | | | | | | | | | | |
| BANGKOK | THAI AIRWAYS INTERNATIONAL | S | 88 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 7 | 66 | 14 | 62 |
| TOTAL BANGKOK | | | 88 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 7 | 66 | 14 | 62 |
| TOTAL THAILAND | | | 88 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 7 | 66 | 14 | 62 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BWIA | S | 62 | 0 | 0 | 53 | 18 | 24 | 5 | 0 | 0 | 19 | 66 | 10 | 58 |
| TOTAL PORT OF SPAIN | | | 62 | 0 | 0 | 53 | 18 | 24 | 5 | 0 | 0 | 19 | 66 | 10 | 58 |
| TOTAL TRINIDAD AND TOBAGO | | | 62 | 0 | 0 | 53 | 18 | 24 | 5 | 0 | 0 | 19 | 66 | 10 | 58 |
| TUNISIA | | | | | | | | | | | | | | | |
| JERBA | TUNISAIR | S | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL JERBA | | | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TUNIS | TUNISAIR | S | 34 | 0 | 0 | 35 | 26 | 24 | 15 | 0 | 0 | 31 | 22 | 25 | 36 |
| TOTAL TUNIS | | | 34 | 0 | 0 | 35 | 26 | 24 | 15 | 0 | 0 | 31 | 22 | 25 | 36 |
| TOTAL TUNISIA | | | 42 | 0 | 0 | 38 | 29 | 21 | 12 | 0 | 0 | 28 | 22 | 25 | 36 |
| TURKEY | | | | | | | | | | | | | | | |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 86 | 9 | 2 | 2 | 0 | 0 | 2 | 75 | 9 | 124 |
| | ISTANBUL HAVA YOLLARI | S | 26 | 0 | 0 | 27 | 31 | 15 | 23 | 4 | 0 | 43 | 0 | 0 | 0 |
| | THY TURK HAVA YOLLARI TURKIS | S | 186 | 0 | 0 | 78 | 13 | 8 | 1 | 0 | 0 | 5 | 62 | 15 | 143 |
| TOTAL ISTANBUL | | | 336 | 0 | 4 | 77 | 13 | 6 | 3 | 0 | 0 | 7 | 65 | 13 | 287 |
| IZMIR (ADNAM MENDERES) | THY TURK HAVA YOLLARI TURKIS | S | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 14 | 72 | 9 | 18 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 14 | 72 | 9 | 18 |
| TOTAL TURKEY | | | 354 | 0 | 4 | 77 | 13 | 6 | 3 | 0 | 0 | 7 | 65 | 13 | 305 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | BRITISH MEDITERRANEAN AIRWA | S | 17 | 0 | 0 | 76 | 18 | 0 | 6 | 0 | 0 | -12 | 0 | 0 | 0 |
| | TURKMENISTAN AIRLINES | S | 9 | 0 | 1 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 67 | 11 | 6 |
| TOTAL ASHKHABAD | | | 26 | 0 | 1 | 73 | 19 | 4 | 4 | 0 | 0 | -4 | 67 | 11 | 6 |
| TOTAL TURKMENISTAN | | | 26 | 0 | 1 | 73 | 19 | 4 | 4 | 0 | 0 | -4 | 67 | 11 | 6 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | GULF AIR | S | 48 | 5 | 0 | 60 | 13 | 15 | 6 | 6 | 0 | 31 | 68 | 28 | 72 |
| TOTAL ABU DHABI INTERNATIONAL | | | 48 | 5 | 0 | 60 | 13 | 15 | 6 | 6 | 0 | 31 | 77 | 21 | 128 |
| DUBAI | BRITISH AIRWAYS PLC | S | 70 | 0 | 0 | 81 | 14 | 0 | 4 | 0 | 0 | 7 | 90 | 3 | 21 |
| | EMIRATES | S | 124 | 0 | 0 | 50 | 27 | 19 | 4 | 0 | 0 | 19 | 52 | 19 | 124 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 DUBAI | | | 194 | 0 | 0 | 61 | 22 | 12 | 4 | 0 | 0 | 14 | 57 | 17 | 145 |
| TOTAL UNITED ARAB EMIRATES | | | 242 | 5 | 0 | 61 | 20 | 13 | 5 | 1 | 0 | 18 | 66 | 19 | 273 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 391 | 0 | 1 | 91 | 6 | 2 | 1 | 0 | 0 | 1 | 85 | 3 | 384 |
| TOTAL ABERDEEN | | | 391 | 0 | 1 | 91 | 6 | 2 | 1 | 0 | 0 | 1 | 85 | 3 | 384 |
| BELFAST INTERNATIONAL | BMI BRITISH MIDLAND | S | 488 | 1 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 7 | 81 | 5 | 560 |
| | BRITISH AIRWAYS PLC | S | 357 | 1 | 0 | 89 | 8 | 2 | 1 | 0 | 0 | 3 | 85 | 3 | 361 |
| TOTAL BELFAST INTERNATIONAL | | | 845 | 2 | 0 | 84 | 10 | 4 | 2 | 0 | 0 | 6 | 83 | 4 | 921 |
| EDINBURGH | BMI BRITISH MIDLAND | S | 506 | 2 | 1 | 76 | 13 | 10 | 1 | 0 | 0 | 9 | 78 | 8 | 522 |
| | BRITISH AIRWAYS PLC | S | 669 | 0 | 1 | 90 | 7 | 2 | 1 | 0 | 0 | 1 | 86 | 3 | 671 |
| TOTAL EDINBURGH | | | 1175 | 2 | 2 | 84 | 10 | 5 | 1 | 0 | 0 | 4 | 82 | 5 | 1193 |
| GLASGOW | BMI BRITISH MIDLAND | S | 479 | 1 | 0 | 69 | 20 | 10 | 2 | 0 | 0 | 13 | 79 | 8 | 477 |
| | BRITISH AIRWAYS PLC | S | 669 | 1 | 2 | 92 | 6 | 1 | 1 | 0 | 0 | 1 | 86 | 4 | 660 |
| TOTAL GLASGOW | | | 1148 | 2 | 2 | 82 | 11 | 5 | 1 | 0 | 0 | 6 | 83 | 6 | 1137 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 168 | 2 | 0 | 86 | 12 | 2 | 0 | 0 | 0 | 4 | 79 | 11 | 168 |
| TOTAL ISLE OF MAN | | | 168 | 2 | 0 | 86 | 12 | 2 | 0 | 0 | 0 | 4 | 79 | 11 | 168 |
| JERSEY | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 91 | 7 | 2 | 1 | 0 | 0 | 0 | 87 | 3 | 231 |
| TOTAL JERSEY | | | 248 | 0 | 0 | 91 | 7 | 2 | 1 | 0 | 0 | 0 | 87 | 3 | 231 |
| LEEDS BRADFORD | BMI BRITISH MIDLAND | S | 282 | 0 | 2 | 83 | 11 | 5 | 1 | 0 | 0 | 6 | 74 | 11 | 279 |
| TOTAL LEEDS BRADFORD | | | 282 | 0 | 2 | 83 | 11 | 5 | 1 | 0 | 0 | 6 | 74 | 11 | 279 |
| MANCHESTER | BMI BRITISH MIDLAND | S | 492 | 0 | 0 | 82 | 11 | 7 | 1 | 0 | 0 | 5 | 83 | 3 | 46 |
| | BRITISH AIRWAYS PLC | S | 649 | 0 | 0 | 88 | 8 | 2 | 2 | 0 | 0 | 3 | 82 | 5 | 659 |
| TOTAL MANCHESTER | | | 1143 | 0 | 1 | 85 | 9 | 4 | 1 | 0 | 0 | 4 | 82 | 5 | 705 |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 339 | 0 | 1 | 90 | 7 | 2 | 1 | 0 | 0 | 1 | 84 | 3 | 334 |
| TOTAL NEWCASTLE | | | 339 | 0 | 1 | 90 | 7 | 2 | 1 | 0 | 0 | 1 | 84 | 3 | 334 |
| TEESSIDE | BMI BRITISH MIDLAND | S | 282 | 0 | 0 | 80 | 12 | 5 | 2 | 1 | 0 | 7 | 87 | 3 | 286 |
| TOTAL TEESSIDE | | | 282 | 0 | 0 | 80 | 12 | 5 | 2 | 1 | 0 | 7 | 87 | 3 | 286 |
| TOTAL UNITED KINGDOM | | | 6023 | 8 | 9 | 85 | 10 | 4 | 1 | 0 | 0 | 4 | 83 | 5 | 5846 |
| USA | | | | | | | | | | | | | | | |
| BOSTON | AMERICAN AIRLINES | S | 121 | 0 | 0 | 62 | 17 | 11 | 9 | 2 | 0 | 23 | 79 | 6 | 124 |
| | BRITISH AIRWAYS PLC | S | 182 | 0 | 0 | 79 | 10 | 8 | 2 | 1 | 0 | 9 | 81 | 4 | 164 |
| TOTAL BOSTON | | | 303 | 0 | 0 | 72 | 13 | 9 | 5 | 1 | 0 | 14 | 80 | 5 | 288 |
| CHICAGO (O'HARE) | AIR INDIA | S | 27 | 0 | 0 | 52 | 11 | 26 | 11 | 0 | 0 | 27 | 52 | 24 | 27 |
| | AMERICAN AIRLINES | S | 188 | 0 | 1 | 68 | 13 | 13 | 5 | 2 | 0 | 18 | 73 | 13 | 186 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 80 | 13 | 2 | 4 | 1 | 0 | 9 | 82 | 4 | 122 |
| | UNITED AIRLINES | S | 179 | 0 | 0 | 60 | 14 | 11 | 10 | 4 | 0 | 29 | 61 | 19 | 122 |
| TOTAL CHICAGO (O'HARE) | | | 518 | 0 | 1 | 67 | 13 | 11 | 7 | 2 | 0 | 20 | 71 | 13 | 457 |
| DETROIT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 8 | 3 | 5 | 2 | 0 | 12 | 90 | 1 | 61 |
| TOTAL DETROIT | | | 62 | 0 | 0 | 82 | 8 | 3 | 5 | 2 | 0 | 12 | 90 | 1 | 61 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---|-----------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LOS ANGELES INTERNATIONAL | AMERICAN AIRLINES | S | 62 | 0 | 0 | 82 | 8 | 6 | 3 | 0 | 0 | 3 | 77 | 2 | 62 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 78 | 18 | 4 | 0 | 0 | 0 | 5 | 71 | 9 | 119 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 74 | 13 | 2 | 11 | 0 | 0 | 12 | 60 | 15 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 124 | 0 | 0 | 75 | 17 | 6 | 2 | 0 | 0 | 4 | 77 | 3 | 124 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 372 | 0 | 0 | 77 | 15 | 5 | 3 | 0 | 0 | 6 | 72 | 7 | 367 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 62 | 0 | 0 | 71 | 18 | 8 | 2 | 2 | 0 | 13 | 66 | 37 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 69 | 27 | 3 | 0 | 0 | 0 | 8 | 71 | 7 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 55 | 19 | 11 | 11 | 3 | 0 | 31 | 63 | 18 | 62 |
| TOTAL MIAMI INTERNATIONAL | | | 186 | 0 | 0 | 65 | 22 | 8 | 4 | 2 | 0 | 17 | 67 | 21 | 186 |
| NEW YORK (JF KENNEDY) | AIR INDIA | S | 60 | 0 | 2 | 20 | 30 | 28 | 22 | 0 | 0 | 40 | 37 | 33 | 62 |
| | AMERICAN AIRLINES | S | 363 | 0 | 2 | 61 | 20 | 12 | 6 | 1 | 0 | 21 | 76 | 6 | 370 |
| | BRITISH AIRWAYS PLC | S | 423 | 0 | 0 | 74 | 14 | 8 | 4 | 0 | 0 | 15 | 80 | 6 | 415 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | KUWAIT AIRWAYS | S | 26 | 0 | 0 | 65 | 12 | 19 | 4 | 0 | 0 | 7 | 77 | 8 | 26 |
| | UNITED AIRLINES | S | 183 | 0 | 0 | 70 | 15 | 11 | 3 | 1 | 0 | 12 | 84 | 5 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 124 | 0 | 0 | 60 | 25 | 10 | 3 | 0 | 1 | 23 | 55 | 24 | 124 |
| TOTAL NEW YORK (JF KENNEDY) | | | 1181 | 0 | 4 | 65 | 18 | 11 | 5 | 0 | 0 | 18 | 74 | 9 | 1121 |
| NEW YORK (NEWARK) | AMERICAN AIRLINES | S | 60 | 0 | 0 | 58 | 13 | 22 | 3 | 3 | 0 | 26 | 63 | 27 | 57 |
| | BRITISH AIRWAYS PLC | S | 67 | 2 | 0 | 76 | 13 | 4 | 6 | 0 | 0 | 10 | 74 | 7 | 62 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 58 | 10 | 18 | 13 | 2 | 0 | 28 | 66 | 16 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 61 | 21 | 15 | 3 | 0 | 0 | 13 | 85 | 3 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 251 | 2 | 0 | 64 | 14 | 14 | 6 | 1 | 0 | 19 | 72 | 13 | 243 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 119 | 1 | 0 | 71 | 20 | 5 | 3 | 0 | 0 | 10 | 59 | 14 | 61 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 119 | 1 | 0 | 71 | 20 | 5 | 3 | 0 | 0 | 10 | 59 | 14 | 61 |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 110 | 0 | 0 | 79 | 14 | 5 | 1 | 1 | 0 | 7 | 79 | 4 | 87 |
| | UNITED AIRLINES | S | 122 | 0 | 0 | 85 | 5 | 7 | 3 | 0 | 0 | 1 | 80 | 6 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 6 | 71 | 16 | 62 |
| TOTAL SAN FRANCISCO | | | 294 | 0 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 4 | 78 | 7 | 273 |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 2 | 87 | -1 | 62 |
| TOTAL SEATTLE (TACOMA) | | | 62 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 2 | 87 | -1 | 62 |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 70 | 18 | 6 | 6 | 1 | 0 | 14 | 79 | 8 | 106 |
| | UNITED AIRLINES | S | 124 | 0 | 0 | 56 | 20 | 13 | 6 | 5 | 1 | 29 | 65 | 14 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 65 | 19 | 8 | 5 | 3 | 0 | 21 | 85 | 3 | 62 |
| TOTAL WASHINGTON (DULLES) | | | 310 | 0 | 0 | 63 | 19 | 9 | 5 | 3 | 0 | 22 | 74 | 10 | 292 |
| TOTAL USA | | | 3658 | 3 | 5 | 69 | 16 | 9 | 5 | 1 | 0 | 15 | 74 | 10 | 3467 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 34 | 0 | 2 | 85 | 9 | 6 | 0 | 0 | 0 | 1 | 75 | 20 | 36 |
| TOTAL TASHKENT | | | 34 | 0 | 2 | 85 | 9 | 6 | 0 | 0 | 0 | 1 | 75 | 20 | 36 |
| TOTAL UZBEKISTAN | | | 34 | 0 | 2 | 85 | 9 | 6 | 0 | 0 | 0 | 1 | 75 | 20 | 36 |
| TOTAL HEATHROW | | | 37271 | 72 | 132 | 72 | 14 | 9 | 4 | 0 | 0 | 12 | 74 | 10 | 36533 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|-----------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | VLM (BELGIUM) | S | 240 | 0 | 14 | 76 | 16 | 7 | 1 | 0 | 0 | 11 | 72 | 10 | 246 |
| TOTAL ANTWERP | | | 240 | 0 | 14 | 76 | 16 | 7 | 1 | 0 | 0 | 11 | 72 | 10 | 246 |
| BRUSSELS | SABENA | S | 282 | 0 | 16 | 68 | 23 | 7 | 2 | 0 | 0 | 14 | 68 | 13 | 277 |
| TOTAL BRUSSELS | | | 282 | 0 | 16 | 68 | 23 | 7 | 2 | 0 | 0 | 14 | 68 | 13 | 277 |
| TOTAL BELGIUM | | | 522 | 0 | 30 | 71 | 20 | 7 | 2 | 0 | 0 | 12 | 70 | 12 | 523 |
| FRANCE | | | | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 176 | 0 | 8 | 71 | 19 | 9 | 2 | 0 | 0 | 12 | 69 | 16 | 194 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 176 | 0 | 8 | 71 | 19 | 9 | 2 | 0 | 0 | 12 | 69 | 16 | 194 |
| STRASBOURG | AIR FRANCE | S | 152 | 0 | 2 | 51 | 26 | 18 | 5 | 0 | 0 | 20 | 59 | 15 | 128 |
| TOTAL STRASBOURG | | | 152 | 0 | 2 | 51 | 26 | 18 | 5 | 0 | 0 | 20 | 59 | 15 | 128 |
| TOTAL FRANCE | | | 328 | 0 | 10 | 62 | 22 | 13 | 3 | 0 | 0 | 16 | 65 | 16 | 322 |
| GERMANY | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | AUGSBURG AIRWAYS GMBH | S | 46 | 0 | 0 | 70 | 20 | 4 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| | LUFTHANSA CITY LINE | S | 98 | 0 | 2 | 48 | 30 | 19 | 3 | 0 | 0 | 19 | 75 | 12 | 134 |
| TOTAL FRANKFURT MAIN | | | 144 | 0 | 2 | 55 | 26 | 15 | 4 | 0 | 0 | 19 | 75 | 12 | 134 |
| MOENCHENGLADBACH | VLM (BELGIUM) | S | 206 | 0 | 10 | 71 | 21 | 7 | 0 | 0 | 0 | 11 | 55 | 17 | 204 |
| TOTAL MOENCHENGLADBACH | | | 206 | 0 | 10 | 71 | 21 | 7 | 0 | 0 | 0 | 11 | 55 | 17 | 205 |
| TOTAL GERMANY | | | 350 | 1 | 12 | 64 | 23 | 10 | 2 | 0 | 0 | 14 | 63 | 15 | 339 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | CITY JET | S | 310 | 0 | 26 | 83 | 12 | 3 | 2 | 0 | 0 | 7 | 66 | 16 | 352 |
| TOTAL DUBLIN | | | 310 | 0 | 26 | 83 | 12 | 3 | 2 | 0 | 0 | 7 | 66 | 16 | 352 |
| TOTAL IRISH REPUBLIC | | | 310 | 0 | 26 | 83 | 12 | 3 | 2 | 0 | 0 | 7 | 66 | 16 | 352 |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (LINATE) | ALITALIA | S | 92 | 0 | 8 | 9 | 24 | 28 | 39 | 0 | 0 | 57 | 65 | 10 | 84 |
| TOTAL MILAN (LINATE) | | | 92 | 0 | 8 | 9 | 24 | 28 | 39 | 0 | 0 | 57 | 65 | 10 | 84 |
| TOTAL ITALY | | | 92 | 0 | 8 | 9 | 24 | 28 | 39 | 0 | 0 | 57 | 61 | 13 | 142 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | VLM (BELGIUM) | S | 148 | 0 | 6 | 80 | 16 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL LUXEMBOURG | | | 148 | 0 | 6 | 80 | 16 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL LUXEMBOURG | | | 148 | 0 | 6 | 80 | 16 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 240 | 0 | 12 | 46 | 23 | 16 | 15 | 0 | 0 | 26 | 65 | 20 | 233 |
| TOTAL AMSTERDAM | | | 240 | 0 | 12 | 46 | 23 | 16 | 15 | 0 | 0 | 26 | 65 | 20 | 233 |
| ROTTERDAM | VLM (BELGIUM) | S | 242 | 0 | 12 | 83 | 14 | 3 | 0 | 0 | 0 | 6 | 91 | 4 | 247 |
| TOTAL ROTTERDAM | | | 242 | 0 | 12 | 83 | 14 | 3 | 0 | 0 | 0 | 6 | 91 | 4 | 247 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|----------------------|----------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL NETHERLANDS | | | 482 | 0 | 24 | 65 | 18 | 10 | 7 | 0 | 0 | 16 | 79 | 12 | 480 |
| SWEDEN | | | | | | | | | | | | | | | |
| MALMO | BRAATHENS ASA | S | 108 | 0 | 0 | 79 | 18 | 2 | 2 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL MALMO | | | 108 | 0 | 0 | 79 | 18 | 2 | 2 | 0 | 0 | 8 | 76 | 8 | 106 |
| TOTAL SWEDEN | | | 108 | 0 | 0 | 79 | 18 | 2 | 2 | 0 | 0 | 8 | 75 | 9 | 114 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 166 | 0 | 4 | 35 | 33 | 29 | 4 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL BASLE MULHOUSE | | | 166 | 0 | 4 | 35 | 33 | 29 | 4 | 0 | 0 | 24 | 0 | 0 | 0 |
| BERNE | AIR ENGIADINA | S | 144 | 0 | 6 | 28 | 28 | 35 | 8 | 1 | 0 | 31 | 47 | 21 | 114 |
| TOTAL BERNE | | | 144 | 0 | 6 | 28 | 28 | 35 | 8 | 1 | 0 | 31 | 47 | 21 | 114 |
| GENEVA | SWISS AIRLINES | S | 166 | 0 | 2 | 48 | 23 | 23 | 5 | 1 | 0 | 23 | 65 | 13 | 166 |
| TOTAL GENEVA | | | 166 | 0 | 2 | 48 | 23 | 23 | 5 | 1 | 0 | 23 | 65 | 13 | 166 |
| ZURICH | SWISS AIRLINES | S | 228 | 0 | 1 | 17 | 31 | 39 | 12 | 1 | 0 | 36 | 59 | 14 | 160 |
| TOTAL ZURICH | | | 228 | 0 | 1 | 17 | 31 | 39 | 12 | 1 | 0 | 36 | 59 | 14 | 160 |
| TOTAL SWITZERLAND | | | 704 | 0 | 13 | 31 | 29 | 32 | 8 | 1 | 0 | 29 | 58 | 15 | 440 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| EDINBURGH | KLM UK LTD | S | 153 | 1 | 9 | 78 | 17 | 5 | 0 | 0 | 0 | 4 | 71 | 11 | 202 |
| TOTAL EDINBURGH | | | 153 | 1 | 9 | 78 | 17 | 5 | 0 | 0 | 0 | 4 | 71 | 11 | 202 |
| GLASGOW | KLM UK LTD | S | 120 | 0 | 14 | 80 | 16 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | SCOT AIRWAYS | S | 23 | 0 | 1 | 61 | 26 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | 143 | 0 | 15 | 77 | 17 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| MANCHESTER | KLM UK LTD | S | 144 | 0 | 2 | 92 | 8 | 0 | 1 | 0 | 0 | -1 | 90 | -2 | 179 |
| TOTAL MANCHESTER | | | 144 | 0 | 2 | 92 | 8 | 0 | 1 | 0 | 0 | -1 | 90 | -2 | 179 |
| TOTAL UNITED KINGDOM | | | 440 | 1 | 26 | 82 | 14 | 4 | 0 | 0 | 0 | 3 | 80 | 5 | 381 |
| TOTAL LONDON CITY | | | 3484 | 2 | 155 | 62 | 20 | 13 | 5 | 0 | 0 | 16 | 69 | 13 | 3093 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

| | | Reporting Airport: LUTON (Full Analysis) | | | | | | | | | | | MAR 1998 | | | |
|---------------------------------|-----------------------------|--|-------------------|------------------|------------------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------------|--|
| 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) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | | | | | | | | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | |
| AUSTRIA | | | | | | | | | | | | | | | | |
| SALZBURG | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 60 | 13 | 5 | |
| TOTAL SALZBURG | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 60 | 13 | 5 | |
| TOTAL AUSTRIA | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 57 | 13 | 7 | |
| CYPRUS | | | | | | | | | | | | | | | | |
| PAPHOS | BRITANNIA AIRWAYS | C | 10 | 0 | 3 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | -1 | 8 | |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | MONARCH AIRLINES | C | 12 | 1 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 89 | -1 | 9 | |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | |
| TOTAL PAPHOS | | | 39 | 1 | 3 | 69 | 15 | 15 | 0 | 0 | 0 | 11 | 80 | 6 | 25 | |
| TOTAL CYPRUS | | | 39 | 1 | 3 | 69 | 15 | 15 | 0 | 0 | 0 | 11 | 61 | 12 | 33 | |
| FRANCE | | | | | | | | | | | | | | | | |
| LIMOGES | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL LIMOGES | | | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| LYON | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 25 | 38 | 0 | 13 | 0 | 69 | 13 | 38 | 8 | |
| TOTAL LYON | | | 8 | 0 | 0 | 25 | 25 | 38 | 0 | 13 | 0 | 69 | 31 | 27 | 16 | |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 186 | 0 | 2 | 77 | 9 | 6 | 7 | 0 | 0 | 10 | 73 | 12 | 169 | |
| TOTAL NICE | | | 186 | 1 | 2 | 77 | 9 | 6 | 7 | 0 | 0 | 10 | 71 | 13 | 198 | |
| PARIS (CHARLES DE GAULLE) | SCOT AIRWAYS | S | 197 | 1 | 1 | 73 | 19 | 7 | 0 | 1 | 0 | 10 | 55 | 22 | 157 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 197 | 1 | 1 | 73 | 19 | 7 | 0 | 1 | 0 | 10 | 55 | 22 | 157 | |
| PARIS (ORLY) | AIR LIB | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| TOTAL PARIS (ORLY) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| PONTOISE | DEBONAIR AIRWAYS LTD | S | 151 | 2 | 2 | 31 | 19 | 35 | 15 | 1 | 0 | 36 | 0 | 0 | 0 | |
| TOTAL PONTOISE | | | 151 | 2 | 2 | 31 | 19 | 35 | 15 | 1 | 0 | 36 | 0 | 0 | 0 | |
| TOTAL FRANCE | | | 548 | 4 | 5 | 62 | 16 | 15 | 6 | 1 | 0 | 18 | 63 | 18 | 371 | |
| GERMANY | | | | | | | | | | | | | | | | |
| MOENCHENGLADBACH | DEBONAIR AIRWAYS LTD | S | 99 | 3 | 0 | 45 | 30 | 19 | 5 | 0 | 0 | 21 | 82 | 8 | 130 | |
| TOTAL MOENCHENGLADBACH | | | 99 | 3 | 0 | 45 | 30 | 19 | 5 | 0 | 0 | 21 | 82 | 8 | 130 | |
| MUNICH | DEBONAIR AIRWAYS LTD | S | 113 | 1 | 0 | 39 | 27 | 14 | 19 | 1 | 0 | 34 | 70 | 9 | 83 | |
| TOTAL MUNICH | | | 113 | 1 | 0 | 39 | 27 | 14 | 19 | 1 | 0 | 34 | 70 | 9 | 83 | |
| TOTAL GERMANY | | | 212 | 4 | 0 | 42 | 28 | 17 | 13 | 0 | 0 | 28 | 76 | 9 | 216 | |
| GIBRALTAR | | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 28 | 0 | 0 | 68 | 25 | 7 | 0 | 0 | 0 | 12 | 69 | 9 | 26 | |
| TOTAL GIBRALTAR | | | 28 | 0 | 0 | 68 | 25 | 7 | 0 | 0 | 0 | 12 | 69 | 9 | 26 | |
| TOTAL GIBRALTAR | | | 28 | 0 | 0 | 68 | 25 | 7 | 0 | 0 | 0 | 12 | 69 | 9 | 26 | |
| GREECE | | | | | | | | | | | | | | | | |
| ATHENS | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 75 | 10 | 8 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 ATHENS | | | 124 | 0 | 0 | 75 | 10 | 8 | 6 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL GREECE | | | 125 | 0 | 0 | 74 | 10 | 8 | 7 | 0 | 0 | 9 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 249 | 3 | 25 | 90 | 6 | 4 | 1 | 0 | 0 | 2 | 92 | 2 | 261 |
| TOTAL DUBLIN | | | 249 | 3 | 25 | 90 | 6 | 4 | 1 | 0 | 0 | 2 | 92 | 2 | 261 |
| TOTAL IRISH REPUBLIC | | | 249 | 3 | 25 | 90 | 6 | 4 | 1 | 0 | 0 | 2 | 92 | 2 | 261 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 10 | 30 | 30 | 30 | 0 | 0 | 42 | 90 | 38 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 50 | 13 | 13 | 0 | 0 | 25 | 50 | 11 | 10 |
| TOTAL OVDA | | | 19 | 0 | 0 | 21 | 37 | 21 | 21 | 0 | 0 | 33 | 70 | 24 | 20 |
| TOTAL ISRAEL | | | 19 | 0 | 0 | 21 | 37 | 21 | 21 | 0 | 0 | 33 | 70 | 24 | 20 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 61 | 67 | 62 | 6 |
| TOTAL NAPLES | | | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 61 | 67 | 62 | 6 |
| PALERMO | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 84 | 0 | 0 | 0 |
| TOTAL PALERMO | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 84 | 0 | 0 | 0 |
| ROME (CIAMPINO) | DEBONAIR AIRWAYS LTD | S | 58 | 5 | 1 | 41 | 17 | 22 | 12 | 7 | 0 | 44 | 70 | 16 | 111 |
| TOTAL ROME (CIAMPINO) | | | 58 | 5 | 1 | 41 | 17 | 22 | 12 | 7 | 0 | 44 | 70 | 16 | 111 |
| TURIN | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 22 | 27 | 9 |
| TOTAL TURIN | | | 8 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 22 | 27 | 9 |
| TOTAL ITALY | | | 76 | 6 | 1 | 41 | 17 | 20 | 17 | 5 | 0 | 43 | 68 | 15 | 180 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 2 | 2 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL MALTA | | | 18 | 2 | 2 | 72 | 28 | 0 | 0 | 0 | 0 | -1 | 38 | 34 | 8 |
| TOTAL MALTA | | | 18 | 2 | 2 | 72 | 28 | 0 | 0 | 0 | 0 | -1 | 38 | 34 | 8 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 171 | 0 | 0 | 82 | 10 | 4 | 5 | 0 | 0 | 6 | 60 | 22 | 167 |
| TOTAL AMSTERDAM | | | 171 | 0 | 0 | 82 | 10 | 4 | 5 | 0 | 0 | 6 | 60 | 22 | 167 |
| TOTAL NETHERLANDS | | | 171 | 3 | 1 | 82 | 10 | 4 | 5 | 0 | 0 | 6 | 60 | 22 | 167 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | MONARCH AIRLINES | C | 3 | 1 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL KRAKOW | | | 3 | 1 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| WARSAW | LOT-POLISH AIRLINES | C | 3 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL WARSAW | | | 3 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL POLAND | | | 6 | 2 | 3 | 67 | 33 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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) |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 38 | 30 | 16 | 10 |
| TOTAL FARO | | | 8 | 8 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 38 | 30 | 16 | 10 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 8 | 8 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 38 | 30 | 16 | 10 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | MONARCH AIRLINES | C | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 20 | 100 | 2 | 8 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 20 | 100 | 2 | 8 |
| TOTAL PORTUGAL(MADEIRA) | | | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 20 | 100 | 2 | 8 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 10 | 1 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 60 | 4 | 10 |
| | MONARCH AIRLINES | S | 34 | 1 | 1 | 32 | 18 | 38 | 12 | 0 | 0 | 31 | 42 | 22 | 26 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 52 | 2 | 1 | 52 | 12 | 29 | 8 | 0 | 0 | 22 | 47 | 17 | 36 |
| BARCELONA | DEBONAIR AIRWAYS LTD | S | 58 | 6 | 0 | 60 | 16 | 12 | 12 | 0 | 0 | 22 | 77 | 9 | 70 |
| | EASYJET AIRLINE COMPANY LTD | S | 131 | 2 | 0 | 79 | 16 | 2 | 2 | 1 | 0 | 8 | 75 | 9 | 76 |
| TOTAL BARCELONA | | | 189 | 8 | 0 | 73 | 16 | 5 | 5 | 1 | 0 | 13 | 76 | 9 | 146 |
| IBIZA | CORSAIR | C | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| MADRID | DEBONAIR AIRWAYS LTD | S | 61 | 2 | 0 | 26 | 18 | 26 | 30 | 0 | 0 | 44 | 85 | 5 | 46 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 61 | 15 | 2 | 21 | 2 | 0 | 30 | 0 | 0 | 0 |
| TOTAL MADRID | | | 123 | 2 | 0 | 44 | 16 | 14 | 25 | 1 | 0 | 37 | 85 | 5 | 46 |
| MAHON | MONARCH AIRLINES | S | 10 | 0 | 0 | 30 | 30 | 30 | 10 | 0 | 0 | 36 | 71 | 5 | 17 |
| TOTAL MAHON | | | 10 | 0 | 0 | 30 | 30 | 30 | 10 | 0 | 0 | 36 | 71 | 5 | 17 |
| MALAGA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 0 | 38 | 25 | 0 | 0 | 61 | 80 | 4 | 10 |
| | MONARCH AIRLINES | S | 54 | 0 | 0 | 56 | 24 | 13 | 7 | 0 | 0 | 19 | 81 | 7 | 36 |
| TOTAL MALAGA | | | 62 | 0 | 0 | 53 | 21 | 16 | 10 | 0 | 0 | 24 | 83 | 5 | 54 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 29 | 13 | 28 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 81 | 8 | 6 | 5 | 0 | 0 | 5 | 66 | 15 | 64 |
| | MONARCH AIRLINES | S | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 20 | 100 | 1 | 8 |
| TOTAL PALMA DE MALLORCA | | | 78 | 0 | 0 | 73 | 12 | 12 | 4 | 0 | 0 | 9 | 64 | 15 | 80 |
| TOTAL SPAIN | | | 522 | 12 | 1 | 60 | 16 | 13 | 11 | 0 | 0 | 21 | 73 | 10 | 379 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 46 | 90 | 5 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 15 | 75 | 4 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 24 | 0 | 0 | 50 | 21 | 21 | 8 | 0 | 0 | 24 | 73 | 30 | 26 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 51 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 75 | 57 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | 26 | 0 | 0 | 77 | 4 | 12 | 0 | 8 | 0 | 21 | 75 | 57 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: LUTON (Full Analysis)

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|--|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 63 | 15 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 21 | 70 | 14 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL LAS PALMAS | | | 28 | 0 | 0 | 61 | 18 | 21 | 0 | 0 | 0 | 16 | 67 | 14 | 18 |
| TENERIFE (SURREINA SOFIA) | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 30 | 25 | 117 | 8 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 65 | 15 | 12 | 8 | 0 | 0 | 20 | 72 | 13 | 18 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 26 | 60 | 21 | 15 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 66 | 0 | 0 | 58 | 20 | 15 | 8 | 0 | 0 | 19 | 55 | 34 | 55 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 144 | 0 | 0 | 60 | 17 | 17 | 5 | 1 | 0 | 20 | 63 | 31 | 107 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | BRITANNIA AB | C | 16 | 2 | 0 | 13 | 6 | 50 | 19 | 6 | 6 | 87 | 0 | 0 | 0 |
| TOTAL STOCKHOLM (ARLANDA) | | | 16 | 2 | 0 | 13 | 6 | 50 | 19 | 6 | 6 | 87 | 0 | 0 | 0 |
| TOTAL SWEDEN | | | 16 | 2 | 0 | 13 | 6 | 50 | 19 | 6 | 6 | 87 | 0 | 0 | 0 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 67 | 0 | 4 | 73 | 16 | 6 | 4 | 0 | 0 | 10 | 72 | 13 | 115 |
| | EASYJET SWITZERLAND | S | 177 | 2 | 0 | 49 | 19 | 21 | 10 | 1 | 0 | 25 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 245 | 3 | 5 | 56 | 18 | 17 | 9 | 0 | 0 | 21 | 72 | 13 | 115 |
| ZURICH | EASYJET SWITZERLAND | S | 184 | 0 | 0 | 44 | 21 | 28 | 7 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL ZURICH | | | 184 | 0 | 0 | 44 | 21 | 28 | 7 | 0 | 0 | 21 | 53 | 21 | 34 |
| TOTAL SWITZERLAND | | | 429 | 3 | 5 | 51 | 20 | 22 | 8 | 0 | 0 | 21 | 68 | 15 | 149 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 8 | 1 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 75 | 12 | 8 |
| TOTAL MONASTIR | | | 8 | 1 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 75 | 12 | 8 |
| TOTAL TUNISIA | | | 8 | 1 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 75 | 12 | 8 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 81 | 6 | 6 | 7 | 0 | 0 | 11 | 72 | 32 | 58 |
| TOTAL ABERDEEN | | | 70 | 0 | 0 | 81 | 6 | 6 | 7 | 0 | 0 | 11 | 72 | 32 | 58 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 170 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 170 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 278 | 0 | 3 | 81 | 8 | 7 | 4 | 0 | 0 | 8 | 81 | 14 | 280 |
| TOTAL EDINBURGH | | | 278 | 0 | 3 | 81 | 8 | 7 | 4 | 0 | 0 | 8 | 81 | 14 | 280 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 231 | 0 | 0 | 84 | 6 | 4 | 5 | 0 | 0 | 8 | 81 | 10 | 218 |
| TOTAL GLASGOW | | | 231 | 0 | 0 | 84 | 6 | 4 | 5 | 0 | 0 | 8 | 81 | 10 | 218 |
| GUERNSEY | FLYBE.BRITISH EUROPEAN | S | 50 | 0 | 4 | 84 | 0 | 8 | 8 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL GUERNSEY | | | 50 | 0 | 4 | 84 | 0 | 8 | 8 | 0 | 0 | 8 | 0 | 0 | 0 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 84 | 6 | 3 | 3 | 3 | 0 | 12 | 82 | 11 | 61 |
| TOTAL INVERNESS | | | 62 | 1 | 0 | 84 | 6 | 3 | 3 | 3 | 0 | 12 | 82 | 11 | 61 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 62 | 0 | 0 | 94 | 2 | 2 | 3 | 0 | 0 | 2 | 89 | 3 | 28 |

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 ISLE OF MAN | | | 62 | 0 | 0 | 94 | 2 | 2 | 3 | 0 | 0 | 2 | 89 | 3 | 28 |
| JERSEY | FLYBE.BRITISH EUROPEAN | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| MANCHESTER | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 10 | 1 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 27 | 0 | 27 | 1 |
| NORWICH | SCOT AIRWAYS | S | 50 | 0 | 0 | 56 | 26 | 18 | 0 | 0 | 0 | 13 | 67 | 10 | 36 |
| TOTAL NORWICH | | | 50 | 0 | 0 | 56 | 26 | 18 | 0 | 0 | 0 | 13 | 68 | 10 | 37 |
| TOTAL UNITED KINGDOM | | | 991 | 5 | 7 | 82 | 7 | 6 | 4 | 0 | 0 | 7 | 80 | 13 | 742 |
| TOTAL LUTON | | | 3623 | 59 | 53 | 67 | 14 | 12 | 7 | 0 | 0 | 15 | 73 | 13 | 2699 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|----------------------------|---------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 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) |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 30 | 20 | 10 | 30 | 10 | 0 | 56 | 0 | 0 | 0 |
| TOTAL ANTIGUA | | | 10 | 0 | 0 | 30 | 20 | 10 | 30 | 10 | 0 | 56 | 0 | 0 | 0 |
| TOTAL ANTIGUA AND BARBUDA | | | 10 | 0 | 0 | 30 | 20 | 10 | 30 | 10 | 0 | 56 | 0 | 0 | 0 |
| AUSTRALIA | | | | | | | | | | | | | | | |
| SYDNEY | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 17 | 0 | 50 | 17 | 17 | 0 | 60 | 88 | 20 | 8 |
| TOTAL SYDNEY | | | 6 | 0 | 0 | 17 | 0 | 50 | 17 | 17 | 0 | 60 | 88 | 20 | 8 |
| TOTAL AUSTRALIA | | | 6 | 0 | 0 | 17 | 0 | 50 | 17 | 17 | 0 | 60 | 80 | 33 | 10 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | AIR 2000 | C | 16 | 0 | 0 | 13 | 13 | 19 | 50 | 6 | 0 | 83 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 0 | 13 | 13 | 0 | 46 | 50 | 15 | 4 |
| TOTAL INNSBRUCK | | | 24 | 0 | 0 | 25 | 17 | 13 | 38 | 8 | 0 | 71 | 65 | 23 | 20 |
| SALZBURG | AIR 2000 | C | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 39 | 88 | 4 | 16 |
| | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 57 | 56 | 58 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 22 | 0 | 0 | 45 | 0 | 23 | 32 | 0 | 0 | 42 | 78 | 22 | 27 |
| VIENNA | LAUDA-AIR | S | 100 | 0 | 0 | 77 | 17 | 6 | 0 | 0 | 0 | 8 | 61 | 17 | 98 |
| TOTAL VIENNA | | | 100 | 0 | 0 | 77 | 17 | 6 | 0 | 0 | 0 | 8 | 61 | 17 | 98 |
| TOTAL AUSTRIA | | | 146 | 0 | 0 | 64 | 14 | 10 | 11 | 1 | 0 | 23 | 65 | 19 | 145 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 12 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 17 | 38 | 51 | 13 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 1 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 50 | 56 | 10 |
| TOTAL BRIDGETOWN | | | 21 | 1 | 0 | 57 | 24 | 19 | 0 | 0 | 0 | 15 | 38 | 60 | 26 |
| TOTAL BARBADOS | | | 21 | 1 | 0 | 57 | 24 | 19 | 0 | 0 | 0 | 15 | 38 | 60 | 26 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 180 | 0 | 2 | 57 | 22 | 12 | 9 | 1 | 1 | 23 | 76 | 12 | 126 |
| | SABENA | S | 282 | 0 | 6 | 74 | 13 | 8 | 5 | 0 | 0 | 12 | 87 | 4 | 230 |
| TOTAL BRUSSELS | | | 462 | 0 | 8 | 68 | 16 | 10 | 6 | 0 | 0 | 16 | 83 | 7 | 356 |
| TOTAL BELGIUM | | | 462 | 0 | 8 | 68 | 16 | 10 | 6 | 0 | 0 | 16 | 83 | 7 | 356 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | AIR 2000 | C | 5 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 95 | 0 | 0 | 0 |
| | AIR VIA BULGARIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 2 | 90 | 0 | 10 |
| TOTAL PLOVDIV | | | 13 | 0 | 0 | 46 | 8 | 8 | 38 | 0 | 0 | 37 | 90 | 0 | 10 |
| SOFIA | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 77 | 50 | 9 | 4 |
| TOTAL SOFIA | | | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 77 | 33 | 29 | 15 |
| TOTAL BULGARIA | | | 17 | 0 | 0 | 47 | 6 | 6 | 41 | 0 | 0 | 47 | 56 | 18 | 25 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | MY TRAVEL AIRWAYS UK | C | 16 | 1 | 1 | 69 | 6 | 0 | 25 | 0 | 0 | 38 | 82 | 1 | 17 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: MANCHESTER (Full Analysis)

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|-----------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL CALGARY | | | 16 | 1 | 1 | 69 | 6 | 0 | 25 | 0 | 0 | 38 | 82 | 1 | 17 |
| TORONTO | AIR CANADA | S | 44 | 0 | 0 | 36 | 30 | 23 | 11 | 0 | 0 | 28 | 86 | 5 | 44 |
| | AIR TRANSAT | C | 8 | 0 | 0 | 0 | 13 | 25 | 63 | 0 | 0 | 74 | 29 | 87 | 7 |
| | CANADA 3000 AIRLINES | C | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 39 | 25 | 106 | 8 |
| TOTAL TORONTO | | | 60 | 0 | 0 | 28 | 30 | 22 | 20 | 0 | 0 | 36 | 71 | 29 | 59 |
| TOTAL CANADA | | | 76 | 1 | 1 | 37 | 25 | 17 | 21 | 0 | 0 | 36 | 69 | 25 | 85 |
| CUBA | | | | | | | | | | | | | | | |
| HAVANA | CUBANA | S | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 38 | 32 | 8 |
| TOTAL HAVANA | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 38 | 32 | 8 |
| TOTAL CUBA | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 38 | 32 | 8 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | S | 10 | 0 | 0 | 60 | 30 | 0 | 10 | 0 | 0 | 3 | 60 | 47 | 10 |
| | AIR FOYLE PASSENGER AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 231 | 0 | 0 | 0 |
| | CYPRUS AIRWAYS | S | 18 | 0 | 0 | 50 | 28 | 6 | 17 | 0 | 0 | 22 | 81 | 14 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 18 | 50 | 65 | 16 |
| | THOMAS COOK AIRLINES LTD | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 4 | 88 | -10 | 8 |
| TOTAL LARNACA | | | 58 | 0 | 0 | 55 | 21 | 12 | 9 | 3 | 0 | 22 | 66 | 35 | 62 |
| PAPHOS | AIR 2000 | S | 12 | 0 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 13 | 38 | 63 | 8 |
| | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 32 | 26 | 32 | 0 | 5 | 5 | 57 | 82 | 16 | 17 |
| | CALEDONIAN AIRWAYS | C | 12 | 0 | 0 | 58 | 0 | 17 | 25 | 0 | 0 | 23 | 50 | 82 | 10 |
| | EUROCYPRIA AIRLINES LTD | C | 19 | 0 | 1 | 47 | 21 | 0 | 21 | 11 | 0 | 58 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 22 | 11 | 22 | 33 | 0 | 11 | 99 | 17 | 158 | 6 |
| | THOMAS COOK AIRLINES LTD | C | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 88 | 0 | 1 | 43 | 17 | 15 | 18 | 3 | 3 | 53 | 56 | 62 | 41 |
| TOTAL CYPRUS | | | 146 | 0 | 1 | 48 | 18 | 14 | 14 | 3 | 2 | 40 | 62 | 46 | 103 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA | S | 46 | 0 | 0 | 74 | 20 | 7 | 0 | 0 | 0 | 10 | 76 | 8 | 45 |
| TOTAL PRAGUE | | | 46 | 0 | 0 | 74 | 20 | 7 | 0 | 0 | 0 | 10 | 76 | 8 | 45 |
| TOTAL CZECH REPUBLIC | | | 46 | 0 | 0 | 74 | 20 | 7 | 0 | 0 | 0 | 10 | 76 | 8 | 45 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 98 | 0 | 2 | 85 | 8 | 7 | 0 | 0 | 0 | 2 | 65 | 10 | 94 |
| TOTAL BILLUND | | | 98 | 0 | 2 | 85 | 8 | 7 | 0 | 0 | 0 | 2 | 65 | 10 | 94 |
| COPENHAGEN | SAS | S | 178 | 0 | 0 | 80 | 12 | 5 | 2 | 0 | 0 | 7 | 73 | 9 | 165 |
| TOTAL COPENHAGEN | | | 178 | 0 | 0 | 80 | 12 | 5 | 2 | 0 | 0 | 7 | 73 | 9 | 167 |
| TOTAL DENMARK | | | 276 | 0 | 2 | 82 | 11 | 6 | 1 | 0 | 0 | 5 | 70 | 9 | 261 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | AIR 2000 | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 27 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 38 | 111 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 50 | 0 | 0 | 17 | 0 | 33 | 315 | 63 | 14 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

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|---------------------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL PUERTO PLATA | | | 20 | 0 | 0 | 70 | 10 | 0 | 10 | 0 | 10 | 103 | 55 | 49 | 20 |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 17 | 39 | 41 | 23 |
| TOTAL SANTO DOMINGO | | | 10 | 0 | 1 | 80 | 0 | 0 | 20 | 0 | 0 | 25 | 34 | 81 | 38 |
| TOTAL DOMINICAN REPUBLIC | | | 30 | 0 | 1 | 73 | 7 | 0 | 13 | 0 | 7 | 77 | 41 | 70 | 58 |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | EGYPT AIR | C | 12 | 0 | 0 | 17 | 8 | 0 | 75 | 0 | 0 | 72 | 22 | 53 | 9 |
| TOTAL CAIRO | | | 12 | 0 | 0 | 17 | 8 | 0 | 75 | 0 | 0 | 72 | 22 | 53 | 9 |
| LUXOR | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 18 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 22 | 63 | 17 | 8 |
| TOTAL LUXOR | | | 18 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 19 | 63 | 17 | 8 |
| TOTAL EGYPT | | | 30 | 0 | 0 | 40 | 17 | 7 | 37 | 0 | 0 | 40 | 41 | 36 | 17 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 53 | 1 | 1 | 81 | 13 | 2 | 4 | 0 | 0 | 9 | 94 | 10 | 62 |
| TOTAL HELSINKI | | | 53 | 1 | 1 | 81 | 13 | 2 | 4 | 0 | 0 | 9 | 94 | 10 | 62 |
| TOTAL FINLAND | | | 53 | 1 | 1 | 81 | 13 | 2 | 4 | 0 | 0 | 9 | 94 | 10 | 62 |
| FRANCE | | | | | | | | | | | | | | | |
| BEAUVAIS | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 61 | 11 | 0 | 28 | 0 | 0 | 31 | 89 | -2 | 18 |
| TOTAL BEAUVAIS | | | 18 | 0 | 0 | 61 | 11 | 0 | 28 | 0 | 0 | 31 | 89 | -2 | 18 |
| CHAMBERY | AER LINGUS | C | 7 | 1 | 0 | 29 | 14 | 43 | 14 | 0 | 0 | 34 | 86 | 10 | 7 |
| TOTAL CHAMBERY | | | 7 | 1 | 0 | 29 | 14 | 43 | 14 | 0 | 0 | 34 | 78 | 9 | 9 |
| GRENOBLE | AIR 2000 | C | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 21 | 47 | 19 | 15 |
| TOTAL GRENOBLE | | | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 21 | 47 | 19 | 15 |
| LYON | AIR 2000 | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 0 | 63 | 17 | 8 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 32 | 67 | 11 | 12 |
| | BRITISH AIRWAYS PLC | C | 24 | 0 | 0 | 54 | 8 | 29 | 8 | 0 | 0 | 22 | 59 | 14 | 17 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 13 | 75 | 13 | 0 | 0 | 0 | 24 | 25 | 30 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 38 | 13 | 25 | 13 | 0 | 65 | 13 | 40 | 8 |
| TOTAL LYON | | | 57 | 0 | 0 | 44 | 26 | 19 | 9 | 2 | 0 | 27 | 51 | 20 | 57 |
| NICE | TRANSAER | C | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 162 | 33 | 111 | 3 |
| TOTAL NICE | | | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 162 | 33 | 44 | 21 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 248 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 9 | 69 | 14 | 242 |
| | BRITISH AIRWAYS PLC | S | 258 | 2 | 0 | 67 | 11 | 13 | 7 | 0 | 0 | 18 | 66 | 16 | 250 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 506 | 2 | 0 | 72 | 12 | 11 | 5 | 0 | 0 | 13 | 67 | 15 | 492 |
| TOULOUSE (BLAGNAC) | AERIS | C | 6 | 2 | 0 | 33 | 0 | 0 | 33 | 0 | 33 | 158 | 0 | 0 | 0 |
| | AIR 2000 | C | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 25 | 60 | 7 | 10 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 0 | 38 | 25 | 0 | 0 | 47 | 50 | 24 | 10 |
| | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | -1 | 100 | 2 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 49 | 67 | 11 | 9 |
| TOTAL TOULOUSE (BLAGNAC) | | | 40 | 2 | 1 | 53 | 18 | 13 | 13 | 0 | 5 | 42 | 69 | 11 | 39 |

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 FRANCE | | | 638 | 5 | 1 | 67 | 14 | 12 | 6 | 0 | 0 | 17 | 65 | 16 | 651 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 24 | 50 | 17 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 38 | 13 | 38 | 0 | 0 | 48 | 25 | 27 | 8 |
| TOTAL BANJUL | | | 16 | 0 | 0 | 25 | 38 | 19 | 19 | 0 | 0 | 36 | 38 | 22 | 16 |
| TOTAL GAMBIA | | | 16 | 0 | 0 | 25 | 38 | 19 | 19 | 0 | 0 | 36 | 38 | 22 | 16 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH REGIONAL AIRLINES LTD | S | 54 | 0 | 0 | 76 | 22 | 0 | 2 | 0 | 0 | 8 | 78 | 10 | 97 |
| TOTAL BERLIN (TEGEL) | | | 54 | 0 | 0 | 76 | 22 | 0 | 2 | 0 | 0 | 8 | 78 | 10 | 97 |
| DUSSELDORF | BMI BRITISH MIDLAND | S | 162 | 0 | 0 | 93 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 170 | 0 | 0 | 87 | 8 | 2 | 2 | 0 | 0 | 3 | 93 | 4 | 167 |
| TOTAL DUSSELDORF | | | 332 | 0 | 0 | 90 | 8 | 2 | 1 | 0 | 0 | 2 | 86 | 5 | 273 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 217 | 0 | 1 | 75 | 13 | 10 | 3 | 0 | 0 | 8 | 77 | 11 | 170 |
| | LUFTHANSA | S | 187 | 0 | 0 | 73 | 11 | 8 | 9 | 0 | 0 | 14 | 94 | 1 | 184 |
| TOTAL FRANKFURT MAIN | | | 404 | 0 | 1 | 74 | 12 | 9 | 5 | 0 | 0 | 11 | 86 | 5 | 354 |
| HAMBURG | LUFTHANSA CITY LINE | S | 108 | 0 | 0 | 91 | 8 | 1 | 0 | 0 | 0 | 0 | 81 | 6 | 57 |
| TOTAL HAMBURG | | | 108 | 0 | 0 | 91 | 8 | 1 | 0 | 0 | 0 | 0 | 81 | 6 | 57 |
| HANOVER | BRITISH REGIONAL AIRLINES LTD | S | 56 | 0 | 0 | 55 | 20 | 21 | 4 | 0 | 0 | 18 | 92 | 7 | 53 |
| TOTAL HANOVER | | | 56 | 1 | 0 | 55 | 20 | 21 | 4 | 0 | 0 | 18 | 91 | 8 | 55 |
| MUNICH | LUFTHANSA | S | 23 | 1 | 0 | 57 | 13 | 13 | 17 | 0 | 0 | 24 | 0 | 0 | 0 |
| | LUFTHANSA CITY LINE | S | 150 | 0 | 4 | 82 | 11 | 5 | 1 | 1 | 0 | 5 | 80 | 7 | 177 |
| TOTAL MUNICH | | | 173 | 1 | 4 | 79 | 12 | 6 | 3 | 1 | 0 | 7 | 80 | 7 | 179 |
| STUTT GART | LUFTHANSA CITY LINE | S | 46 | 0 | 0 | 57 | 9 | 30 | 4 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL STUTT GART | | | 46 | 0 | 0 | 57 | 9 | 30 | 4 | 0 | 0 | 19 | 100 | 6 | 3 |
| TOTAL GERMANY | | | 1173 | 2 | 5 | 79 | 11 | 7 | 3 | 0 | 0 | 7 | 84 | 6 | 1018 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 8 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 49 | 100 | 2 | 10 |
| TOTAL GIBRALTAR | | | 8 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 49 | 100 | 2 | 10 |
| TOTAL GIBRALTAR | | | 8 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 49 | 100 | 2 | 10 |
| GREECE | | | | | | | | | | | | | | | |
| HERAKLION | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL HERAKLION | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 50 | 19 | 2 |
| RHODES | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL RHODES | | | 5 | 1 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL GREECE | | | 11 | 1 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 5 | 50 | 19 | 2 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 62 | 0 | 0 | 77 | 11 | 8 | 3 | 0 | 0 | 7 | 68 | 19 | 60 |

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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 HONG KONG (CHEP LAP KOK) | | | 62 | 0 | 0 | 77 | 11 | 8 | 3 | 0 | 0 | 7 | 68 | 19 | 60 |
| TOTAL HONG KONG | | | 62 | 0 | 0 | 77 | 11 | 8 | 3 | 0 | 0 | 7 | 68 | 19 | 60 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | -13 | 2 |
| TOTAL KEFLAVIK | | | 2 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 0 | 5 |
| TOTAL ICELAND | | | 2 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 0 | 5 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 50 | 0 | 13 | 31 | 6 | 0 | 58 | 50 | 20 | 8 |
| | CALEDONIAN AIRWAYS | C | 7 | 1 | 1 | 0 | 43 | 14 | 43 | 0 | 0 | 58 | 63 | 33 | 8 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | -2 | 100 | -2 | 8 |
| TOTAL GOA | | | 31 | 1 | 1 | 45 | 10 | 13 | 29 | 3 | 0 | 43 | 72 | 14 | 32 |
| MUMBAI | AIR INDIA | S | 36 | 0 | 0 | 39 | 17 | 19 | 22 | 0 | 3 | 69 | 28 | 59 | 18 |
| TOTAL MUMBAI | | | 36 | 0 | 0 | 39 | 17 | 19 | 22 | 0 | 3 | 69 | 28 | 59 | 18 |
| TOTAL INDIA | | | 67 | 1 | 1 | 42 | 13 | 16 | 25 | 1 | 1 | 57 | 56 | 30 | 50 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | BRITISH REGIONAL AIRLINES LTD | S | 36 | 0 | 0 | 86 | 6 | 6 | 3 | 0 | 0 | 4 | 91 | 9 | 35 |
| TOTAL CONNAUGHT | | | 36 | 0 | 0 | 86 | 6 | 6 | 3 | 0 | 0 | 4 | 92 | 7 | 37 |
| CORK | BRITISH REGIONAL AIRLINES LTD | S | 105 | 1 | 3 | 79 | 10 | 5 | 3 | 2 | 1 | 16 | 83 | 13 | 121 |
| TOTAL CORK | | | 105 | 1 | 3 | 79 | 10 | 5 | 3 | 2 | 1 | 16 | 82 | 13 | 125 |
| DUBLIN | AER LINGUS | S | 301 | 3 | 1 | 86 | 7 | 5 | 2 | 0 | 0 | 4 | 83 | 3 | 240 |
| | LUXAIR | S | 46 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | RYANAIR | S | 269 | 0 | 0 | 90 | 7 | 1 | 2 | 0 | 0 | 4 | 83 | 5 | 296 |
| TOTAL DUBLIN | | | 616 | 3 | 1 | 88 | 7 | 3 | 2 | 0 | 0 | 3 | 83 | 4 | 536 |
| SHANNON | BRITISH REGIONAL AIRLINES LTD | S | 108 | 0 | 0 | 86 | 8 | 0 | 4 | 2 | 0 | 9 | 83 | 5 | 105 |
| TOTAL SHANNON | | | 108 | 0 | 0 | 86 | 8 | 0 | 4 | 2 | 0 | 9 | 83 | 5 | 105 |
| TOTAL IRISH REPUBLIC | | | 865 | 4 | 4 | 87 | 7 | 3 | 2 | 1 | 0 | 6 | 83 | 6 | 803 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 0 | 40 | 10 | 0 | 0 | 24 | 80 | 29 | 10 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL OVDA | | | 18 | 0 | 0 | 61 | 6 | 28 | 6 | 0 | 0 | 19 | 80 | 29 | 10 |
| TEL AVIV | EL AL | S | 18 | 0 | 0 | 56 | 17 | 22 | 6 | 0 | 0 | 19 | 83 | 4 | 18 |
| TOTAL TEL AVIV | | | 19 | 0 | 0 | 58 | 16 | 21 | 5 | 0 | 0 | 18 | 83 | 4 | 18 |
| TOTAL ISRAEL | | | 37 | 0 | 0 | 59 | 11 | 24 | 5 | 0 | 0 | 19 | 82 | 13 | 28 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | AIR 2000 | C | 6 | 0 | 0 | 0 | 17 | 0 | 83 | 0 | 0 | 99 | 90 | -1 | 10 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 88 | -3 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 0 | 13 | 50 | 0 | 0 | 51 | 43 | 24 | 7 |
| TOTAL BERGAMO | | | 22 | 0 | 0 | 32 | 14 | 14 | 41 | 0 | 0 | 52 | 76 | 6 | 25 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|----------------------------------|----------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BRESCIA/MONTICHIARI | AIR 2000 | C | 6 | 0 | 0 | 17 | 33 | 17 | 17 | 17 | 0 | 74 | 0 | 0 | 0 |
| TOTAL BRESCIA/MONTICHIARI | | | 6 | 0 | 0 | 17 | 33 | 17 | 17 | 17 | 0 | 74 | 0 | 0 | 0 |
| MILAN (LINATE) | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL MILAN (LINATE) | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 78 | 10 | 104 |
| MILAN (MALPENSA) | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 90 | 0 | 0 | 0 |
| | ALITALIA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 104 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 157 | 1 | 0 | 54 | 20 | 16 | 8 | 2 | 0 | 23 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 6 | 0 | 0 | 17 | 0 | 33 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| | EUROFLY SPA | C | 5 | 1 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 50 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 181 | 0 | 0 | 0 |
| | KLM UK LTD | S | 97 | 0 | 11 | 48 | 15 | 15 | 18 | 3 | 0 | 33 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 20 | 30 | 20 | 30 | 0 | 0 | 49 | 0 | 0 | 0 |
| | TRANSAER | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 287 | 6 | 11 | 48 | 18 | 17 | 15 | 2 | 0 | 31 | 0 | 0 | 0 |
| NAPLES | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 76 | 11 | 17 |
| TOTAL NAPLES | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 76 | 11 | 17 |
| ROME (CIAMPINO) | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 83 | 16 | 18 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 40 | 0 | 0 | 60 | 25 | 15 | 0 | 0 | 0 | 15 | 59 | 15 | 27 |
| TOTAL ROME (FIUMICINO) | | | 40 | 0 | 0 | 60 | 25 | 15 | 0 | 0 | 0 | 15 | 59 | 15 | 27 |
| TURIN | AIR 2000 | C | 16 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 35 | 20 | 28 | 10 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 0 | 38 | 38 | 0 | 0 | 54 | 50 | 23 | 6 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 25 | 13 | 0 | 25 | 0 | 79 | 40 | 30 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 31 | 56 | 20 | 9 |
| TOTAL TURIN | | | 40 | 0 | 0 | 45 | 10 | 13 | 28 | 5 | 0 | 47 | 46 | 25 | 54 |
| VENICE | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL VENICE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| VERONA | AIR 2000 | C | 8 | 0 | 0 | 25 | 0 | 13 | 63 | 0 | 0 | 72 | 63 | 8 | 8 |
| TOTAL VERONA | | | 8 | 0 | 0 | 25 | 0 | 13 | 63 | 0 | 0 | 72 | 61 | 9 | 18 |
| TOTAL ITALY | | | 417 | 6 | 11 | 48 | 18 | 16 | 17 | 2 | 0 | 33 | 68 | 16 | 281 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | AIR 2000 | C | 8 | 0 | 1 | 50 | 0 | 25 | 0 | 0 | 25 | 341 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 1 | 17 | 8 | 0 | 75 | 0 | 0 | 93 | 0 | 0 | 0 |
| TOTAL MONTEGO BAY | | | 20 | 0 | 2 | 30 | 5 | 10 | 45 | 0 | 10 | 192 | 50 | 103 | 10 |
| TOTAL JAMAICA | | | 20 | 0 | 2 | 30 | 5 | 10 | 45 | 0 | 10 | 192 | 50 | 103 | 10 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 44 | 0 | 33 | 11 | 11 | 0 | 40 | 70 | 12 | 10 |
| TOTAL MOMBASA | | | 9 | 0 | 0 | 44 | 0 | 33 | 11 | 11 | 0 | 40 | 45 | 34 | 20 |
| TOTAL KENYA | | | 9 | 0 | 0 | 44 | 0 | 33 | 11 | 11 | 0 | 40 | 45 | 34 | 20 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 46 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | -1 | 79 | 4 | 42 |
| TOTAL LUXEMBOURG | | | 46 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | -1 | 79 | 4 | 42 |
| TOTAL LUXEMBOURG | | | 46 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | -1 | 79 | 4 | 42 |
| MALAYSIA | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALAYSIAN AIRLINES SYSTEM-MA | S | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| TOTAL KUALA LUMPUR (SEPANG) | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| TOTAL MALAYSIA | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 17 | 50 | 30 | 6 |
| TOTAL MALE INTERNATIONAL | | | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 17 | 50 | 30 | 6 |
| TOTAL MALDIVE ISLANDS | | | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 17 | 50 | 30 | 6 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR 2000 | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 1 | 80 | 17 | 10 |
| | AIR MALTA | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -3 | 83 | 0 | 18 |
| | AIR MALTA | C | 18 | 0 | 0 | 78 | 0 | 17 | 6 | 0 | 0 | 1 | 100 | -17 | 8 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 20 | 39 | 21 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 10 | 10 | 30 | 0 | 0 | 29 | 63 | 21 | 19 |
| | THOMAS COOK AIRLINES LTD | C | 14 | 0 | 0 | 71 | 7 | 0 | 21 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL MALTA | | | 88 | 0 | 0 | 72 | 9 | 11 | 8 | 0 | 0 | 10 | 68 | 11 | 73 |
| TOTAL MALTA | | | 88 | 0 | 0 | 72 | 9 | 11 | 8 | 0 | 0 | 10 | 68 | 11 | 73 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 9 | 1 | 1 | 44 | 11 | 22 | 22 | 0 | 0 | 36 | 90 | -2 | 10 |
| TOTAL MAURITIUS | | | 9 | 1 | 1 | 44 | 11 | 22 | 22 | 0 | 0 | 36 | 90 | -2 | 10 |
| TOTAL MAURITIUS | | | 9 | 1 | 1 | 44 | 11 | 22 | 22 | 0 | 0 | 36 | 90 | -2 | 10 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | AIR 2000 | C | 7 | 1 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 33 | 9 |
| TOTAL CANCUN | | | 11 | 1 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 8 | 67 | 14 | 15 |
| PUERTO VALLARTA | AIR 2000 | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL PUERTO VALLARTA | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL MEXICO | | | 13 | 1 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 10 | 67 | 14 | 15 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL MOROCCO | | | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 33 | 1 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 214 | 2 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 8 | 62 | 25 | 205 |

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) | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 408 | 0 | 2 | 69 | 15 | 9 | 6 | 1 | 0 | 14 | 67 | 17 | 402 |
| TOTAL AMSTERDAM | | | 622 | 2 | 2 | 74 | 13 | 8 | 5 | 0 | 0 | 12 | 66 | 20 | 607 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 74 | 12 | 6 | 88 | 4 | 4 | 4 | 0 | 0 | 0 | 86 | 2 | 84 |
| TOTAL EINDHOVEN | | | 74 | 12 | 6 | 88 | 4 | 4 | 4 | 0 | 0 | 0 | 86 | 2 | 84 |
| ROTTERDAM | VLM (BELGIUM) | S | 148 | 1 | 4 | 91 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ROTTERDAM | | | 148 | 1 | 4 | 91 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 844 | 15 | 12 | 78 | 11 | 6 | 4 | 0 | 0 | 9 | 68 | 18 | 691 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | SAS | S | 54 | 0 | 0 | 44 | 28 | 20 | 7 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 54 | 0 | 0 | 44 | 28 | 20 | 7 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 54 | 0 | 0 | 44 | 28 | 20 | 7 | 0 | 0 | 26 | 70 | 14 | 56 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 52 | 19 | 19 | 11 | 0 | 0 | 22 | 38 | 137 | 26 |
| | PAKISTAN INTL AIRLINES | S | 16 | 0 | 0 | 50 | 25 | 19 | 6 | 0 | 0 | 20 | 33 | 63 | 18 |
| TOTAL ISLAMABAD | | | 43 | 0 | 0 | 51 | 21 | 19 | 9 | 0 | 0 | 21 | 36 | 106 | 44 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL KARACHI | | | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 12 | 0 | 0 | 0 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 9 | 0 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 85 | 0 | 248 | 8 |
| TOTAL LAHORE | | | 9 | 0 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 85 | 0 | 248 | 8 |
| TOTAL PAKISTAN | | | 61 | 0 | 0 | 48 | 20 | 20 | 11 | 2 | 0 | 29 | 31 | 128 | 52 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL KRAKOW | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| WARSAW | BRITISH AIRWAYS PLC | S | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 5 | 80 | 6 | 20 |
| | LOT-POLISH AIRLINES | S | 16 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 7 | 69 | 11 | 16 |
| TOTAL WARSAW | | | 38 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 0 | 6 | 75 | 8 | 36 |
| TOTAL POLAND | | | 40 | 0 | 0 | 75 | 20 | 5 | 0 | 0 | 0 | 7 | 75 | 8 | 36 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 18 | 0 | 0 | 44 | 17 | 22 | 17 | 0 | 0 | 29 | 56 | 34 | 18 |
| | AIR FOYLE PASSENGER AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 188 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 33 | 100 | -2 | 10 |
| | CALEDONIAN AIRWAYS | C | 9 | 1 | 1 | 22 | 11 | 11 | 22 | 22 | 11 | 122 | 57 | 45 | 7 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 55 | 44 | 20 |
| | MONARCH AIRLINES | C | 26 | 0 | 0 | 27 | 12 | 31 | 23 | 8 | 0 | 54 | 42 | 36 | 26 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 56 | 17 | 17 | 11 | 0 | 0 | 20 | 60 | 17 | 20 |
| | PORTUGALIA | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD | C | 26 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 2 | 90 | 1 | 10 |
| TOTAL FARO | | | 112 | 1 | 1 | 49 | 13 | 20 | 13 | 5 | 1 | 37 | 58 | 27 | 121 |
| LISBON | PORTUGALIA | S | 54 | 0 | 0 | 85 | 9 | 2 | 4 | 0 | 0 | 4 | 86 | 7 | 50 |

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 LISBON | | | 54 | 0 | 0 | 85 | 9 | 2 | 4 | 0 | 0 | 4 | 86 | 7 | 50 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 166 | 1 | 1 | 61 | 11 | 14 | 10 | 4 | 1 | 27 | 67 | 21 | 175 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR 2000 | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 80 | 4 | 10 |
| | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 60 | 39 | 10 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 3 | 70 | 13 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 50 | 25 | 8 |
| TOTAL FUNCHAL | | | 40 | 0 | 0 | 85 | 10 | 3 | 3 | 0 | 0 | 5 | 66 | 20 | 38 |
| TOTAL PORTUGAL(MADEIRA) | | | 40 | 0 | 0 | 85 | 10 | 3 | 3 | 0 | 0 | 5 | 66 | 20 | 38 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| JEDDAH | ROYAL JORDANIAN | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 73 | 0 | 0 | 0 |
| TOTAL JEDDAH | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 73 | 0 | 0 | 0 |
| MEDINA | SAUDI ARABIAN AIRLINES | C | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 74 | 0 | 72 | 2 |
| TOTAL MEDINA | | | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 74 | 0 | 72 | 2 |
| TOTAL SAUDI ARABIA | | | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 73 | 0 | 72 | 2 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 44 | 0 | 0 | 61 | 20 | 5 | 14 | 0 | 0 | 13 | 61 | 19 | 36 |
| TOTAL SINGAPORE | | | 44 | 0 | 0 | 61 | 20 | 5 | 14 | 0 | 0 | 13 | 61 | 19 | 36 |
| TOTAL SINGAPORE | | | 44 | 0 | 0 | 61 | 20 | 5 | 14 | 0 | 0 | 13 | 61 | 19 | 36 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | AIR 2000 | C | 28 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 10 | 64 | 15 | 28 |
| | BRITANNIA AIRWAYS | C | 54 | 0 | 0 | 50 | 26 | 15 | 9 | 0 | 0 | 25 | 60 | 21 | 62 |
| | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 60 | 0 | 10 | 30 | 0 | 0 | 26 | 38 | 17 | 8 |
| | MONARCH AIRLINES | C | 46 | 0 | 0 | 43 | 13 | 33 | 11 | 0 | 0 | 25 | 71 | 21 | 45 |
| | MY TRAVEL AIRWAYS UK | C | 53 | 1 | 1 | 47 | 13 | 25 | 4 | 8 | 4 | 77 | 68 | 26 | 44 |
| | THOMAS COOK AIRLINES LTD | C | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | -4 | 63 | 7 | 8 |
| TOTAL ALICANTE | | | 225 | 1 | 1 | 58 | 15 | 16 | 8 | 2 | 1 | 31 | 64 | 20 | 197 |
| ALMERIA | MY TRAVEL AIRWAYS UK | C | 15 | 0 | 0 | 40 | 13 | 33 | 13 | 0 | 0 | 32 | 50 | 20 | 8 |
| TOTAL ALMERIA | | | 15 | 0 | 0 | 40 | 13 | 33 | 13 | 0 | 0 | 32 | 50 | 20 | 8 |
| BARCELONA | IBERIA | S | 62 | 0 | 0 | 42 | 19 | 26 | 13 | 0 | 0 | 32 | 77 | 9 | 61 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 66 | 0 | 0 | 44 | 18 | 24 | 14 | 0 | 0 | 32 | 77 | 9 | 61 |
| JEREZ | AIR HOLLAND | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL JEREZ | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| MADRID | BRITISH AIRWAYS PLC | S | 83 | 0 | 1 | 71 | 7 | 12 | 10 | 0 | 0 | 20 | 82 | 8 | 82 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL MADRID | | | 85 | 0 | 1 | 72 | 7 | 12 | 9 | 0 | 0 | 20 | 78 | 10 | 143 |
| MALAGA | AIR 2000 | C | 21 | 1 | 0 | 48 | 24 | 14 | 14 | 0 | 0 | 26 | 64 | 26 | 28 |
| | AIR FOYLE PASSENGER AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 74 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 32 | 0 | 0 | 44 | 19 | 25 | 13 | 0 | 0 | 33 | 64 | 17 | 44 |

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|--------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MALAGA | CALEDONIAN AIRWAYS | C | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 6 | 45 | 92 | 11 |
| | MONARCH AIRLINES | C | 38 | 2 | 0 | 34 | 11 | 32 | 16 | 3 | 5 | 75 | 33 | 48 | 36 |
| | MY TRAVEL AIRWAYS UK | C | 26 | 2 | 0 | 31 | 12 | 19 | 19 | 12 | 8 | 112 | 50 | 27 | 28 |
| | THOMAS COOK AIRLINES LTD | C | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 5 | 63 | 12 | 8 |
| | TRANSAER | C | 6 | 0 | 0 | 0 | 17 | 0 | 17 | 67 | 0 | 200 | 60 | 13 | 10 |
| TOTAL MALAGA | | | 169 | 5 | 0 | 48 | 15 | 18 | 12 | 5 | 2 | 54 | 53 | 32 | 176 |
| PALMA DE MALLORCA | AIR 2000 | C | 11 | 0 | 0 | 27 | 27 | 45 | 0 | 0 | 0 | 27 | 25 | 14 | 12 |
| | BRITANNIA AIRWAYS | C | 28 | 0 | 0 | 64 | 29 | 0 | 7 | 0 | 0 | 14 | 61 | 15 | 36 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 65 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 36 | 0 | 3 | 58 | 8 | 17 | 11 | 6 | 0 | 31 | 73 | 14 | 30 |
| | THOMAS COOK AIRLINES LTD | C | 20 | 0 | 1 | 70 | 15 | 5 | 10 | 0 | 0 | 12 | 89 | 4 | 28 |
| TOTAL PALMA DE MALLORCA | | | 102 | 0 | 4 | 59 | 18 | 14 | 8 | 2 | 0 | 21 | 67 | 13 | 108 |
| TOTAL REUS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 670 | 6 | 6 | 56 | 15 | 17 | 10 | 2 | 1 | 34 | 66 | 19 | 720 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 34 | 0 | 0 | 65 | 6 | 9 | 21 | 0 | 0 | 30 | 50 | 39 | 26 |
| | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 58 | 8 | 31 | 4 | 0 | 0 | 19 | 71 | 16 | 28 |
| | CALEDONIAN AIRWAYS | C | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 106 | 25 | 24 | 8 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 63 | 31 | 0 | 6 | 0 | 0 | 19 | 50 | 19 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 44 | 6 | 6 | 44 | 0 | 0 | 51 | 59 | 23 | 34 |
| | THOMAS COOK AIRLINES LTD | C | 27 | 1 | 1 | 89 | 7 | 4 | 0 | 0 | 0 | -2 | 81 | -1 | 16 |
| TOTAL ARRECIFE | | | 122 | 1 | 1 | 66 | 10 | 11 | 13 | 1 | 0 | 24 | 55 | 25 | 144 |
| FUERTEVENTURA | AIR 2000 | C | 20 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 7 | 13 | 66 | 8 |
| | BRITANNIA AIRWAYS | C | 28 | 2 | 0 | 61 | 18 | 11 | 11 | 0 | 0 | 17 | 58 | 19 | 19 |
| | MY TRAVEL AIRWAYS UK | C | 17 | 0 | 0 | 41 | 18 | 24 | 18 | 0 | 0 | 41 | 46 | 50 | 24 |
| | THOMAS COOK AIRLINES LTD | C | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | 85 | 2 | 0 | 72 | 12 | 9 | 7 | 0 | 0 | 13 | 45 | 42 | 67 |
| LAS PALMAS | AIR 2000 | C | 28 | 0 | 0 | 71 | 11 | 7 | 11 | 0 | 0 | 12 | 68 | 13 | 19 |
| | BRITANNIA AIRWAYS | C | 28 | 0 | 0 | 50 | 18 | 11 | 21 | 0 | 0 | 25 | 39 | 37 | 18 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 35 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 7 | 40 | 30 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 28 | 0 | 0 | 39 | 29 | 14 | 18 | 0 | 0 | 31 | 54 | 18 | 37 |
| | THOMAS COOK AIRLINES LTD | C | 47 | 0 | 1 | 85 | 13 | 2 | 0 | 0 | 0 | 0 | 67 | 17 | 18 |
| TOTAL LAS PALMAS | | | 145 | 0 | 1 | 64 | 16 | 8 | 12 | 0 | 0 | 15 | 55 | 21 | 112 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 70 | 0 | 0 | 77 | 19 | 1 | 3 | 0 | 0 | 10 | 50 | 42 | 34 |
| | AIR EUROPA | C | 2 | 1 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 181 | 0 | 0 | 0 |
| | AIR FOYLE PASSENGER AIRLINES | C | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 0 | 33 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 52 | 0 | 0 | 40 | 17 | 23 | 15 | 4 | 0 | 40 | 58 | 30 | 53 |
| | CALEDONIAN AIRWAYS | C | 34 | 0 | 0 | 50 | 18 | 15 | 18 | 0 | 0 | 31 | 67 | 27 | 33 |
| | MONARCH AIRLINES | C | 36 | 2 | 0 | 17 | 25 | 42 | 11 | 0 | 6 | 63 | 35 | 34 | 34 |
| | MY TRAVEL AIRWAYS UK | C | 46 | 0 | 1 | 30 | 20 | 33 | 17 | 0 | 0 | 37 | 53 | 23 | 51 |
| | SPANAIR | C | 8 | 0 | 0 | 0 | 13 | 13 | 75 | 0 | 0 | 71 | 38 | 28 | 8 |
| | THOMAS COOK AIRLINES LTD | C | 52 | 0 | 0 | 87 | 8 | 2 | 4 | 0 | 0 | 0 | 83 | 2 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|---------------------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 TENERIFE (SURREINA SOFIA) | | | 310 | 3 | 1 | 52 | 17 | 17 | 13 | 1 | 1 | 29 | 55 | 31 | 283 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 662 | 6 | 3 | 60 | 15 | 13 | 12 | 1 | 0 | 23 | 54 | 29 | 606 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | MONARCH AIRLINES | C | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL COLOMBO | | | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL SRI LANKA | | | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 29 | 0 | 0 | 0 |
| ST LUCIA | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 36 | 39 | 49 | 18 |
| TOTAL ST LUCIA (HEWANORRA) | | | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 36 | 37 | 47 | 19 |
| TOTAL ST LUCIA | | | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 36 | 37 | 47 | 19 |
| SUDAN | | | | | | | | | | | | | | | |
| KHARTOUM | SUDAN AIRWAYS | S | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 73 | 0 | 0 | 0 |
| TOTAL KHARTOUM | | | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 73 | 0 | 0 | 0 |
| TOTAL SUDAN | | | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 73 | 0 | 0 | 0 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | SAS | S | 48 | 0 | 0 | 81 | 10 | 0 | 8 | 0 | 0 | 9 | 90 | 2 | 50 |
| TOTAL STOCKHOLM (ARLANDA) | | | 48 | 0 | 0 | 81 | 10 | 0 | 8 | 0 | 0 | 9 | 90 | 2 | 50 |
| TOTAL SWEDEN | | | 48 | 1 | 0 | 81 | 10 | 0 | 8 | 0 | 0 | 9 | 90 | 2 | 50 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 108 | 0 | 0 | 27 | 48 | 19 | 6 | 0 | 0 | 25 | 50 | 19 | 52 |
| TOTAL BASLE MULHOUSE | | | 108 | 0 | 0 | 27 | 48 | 19 | 6 | 0 | 0 | 25 | 50 | 19 | 52 |
| GENEVA | AIR 2000 | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 19 | 13 | 25 | 31 | 13 | 0 | 76 | 50 | 15 | 8 |
| | BRITISH AIRWAYS PLC | C | 24 | 0 | 5 | 33 | 21 | 33 | 13 | 0 | 0 | 37 | 50 | 26 | 10 |
| | BRITISH AIRWAYS PLC | S | 116 | 1 | 0 | 30 | 14 | 33 | 22 | 0 | 1 | 41 | 57 | 23 | 51 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 13 | 25 | 25 | 13 | 0 | 71 | 40 | 39 | 10 |
| TOTAL GENEVA | | | 172 | 1 | 5 | 31 | 15 | 31 | 22 | 2 | 1 | 45 | 52 | 22 | 123 |
| ZURICH | SWISS AIRLINES | S | 53 | 0 | 1 | 51 | 30 | 17 | 2 | 0 | 0 | 18 | 52 | 15 | 52 |
| | SWISSAIR | S | 186 | 0 | 0 | 75 | 15 | 6 | 4 | 0 | 0 | 10 | 78 | 7 | 121 |
| TOTAL ZURICH | | | 239 | 0 | 1 | 70 | 18 | 8 | 3 | 0 | 0 | 12 | 70 | 9 | 173 |
| TOTAL SWITZERLAND | | | 519 | 1 | 6 | 48 | 23 | 18 | 10 | 1 | 0 | 25 | 61 | 15 | 348 |
| THAILAND | | | | | | | | | | | | | | | |
| PHUKET | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 63 | 0 | 16 | 21 | 0 | 0 | 27 | 44 | 39 | 9 |
| TOTAL PHUKET | | | 19 | 0 | 0 | 63 | 0 | 16 | 21 | 0 | 0 | 27 | 44 | 39 | 9 |
| TOTAL THAILAND | | | 19 | 0 | 0 | 63 | 0 | 16 | 21 | 0 | 0 | 27 | 44 | 39 | 9 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 17 | 0 | 0 | 47 | 18 | 18 | 6 | 0 | 12 | 156 | 59 | 29 | 17 |
| | MY TRAVEL AIRWAYS UK | C | 28 | 0 | 0 | 75 | 14 | 7 | 4 | 0 | 0 | 12 | 78 | 18 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|------------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MONASTIR | NOUVELAIR TUNISIE | C | 8 | 0 | 0 | 13 | 38 | 38 | 13 | 0 | 0 | 30 | 30 | 88 | 10 |
| | THOMAS COOK AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | 61 | 0 | 0 | 62 | 16 | 13 | 5 | 0 | 3 | 52 | 51 | 35 | 55 |
| TOTAL TUNISIA | | | 61 | 0 | 0 | 62 | 16 | 13 | 5 | 0 | 3 | 52 | 51 | 35 | 55 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD | C | 11 | 0 | 1 | 64 | 18 | 18 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 11 | 0 | 1 | 64 | 18 | 18 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| DALAMAN | THOMAS COOK AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| ISTANBUL | ISTANBUL HAVA YOLLARI | S | 18 | 0 | 0 | 28 | 22 | 39 | 11 | 0 | 0 | 30 | 0 | 0 | 0 |
| | THY TURK HAVA YOLLARI TURKIS | S | 34 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 5 | 61 | 12 | 28 |
| TOTAL ISTANBUL | | | 52 | 0 | 0 | 60 | 19 | 17 | 4 | 0 | 0 | 13 | 50 | 17 | 46 |
| TOTAL TURKEY | | | 67 | 0 | 1 | 63 | 18 | 16 | 3 | 0 | 0 | 12 | 50 | 17 | 46 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 60 | 0 | 2 | 52 | 25 | 15 | 8 | 0 | 0 | 21 | 61 | 42 | 62 |
| TOTAL DUBAI | | | 60 | 0 | 2 | 52 | 25 | 15 | 8 | 0 | 0 | 21 | 61 | 42 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 60 | 0 | 2 | 52 | 25 | 15 | 8 | 0 | 0 | 21 | 61 | 42 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 143 | 0 | 11 | 86 | 8 | 4 | 2 | 0 | 0 | 6 | 81 | 9 | 166 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 313 | 2 | 0 | 91 | 5 | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL ABERDEEN | | | 456 | 2 | 12 | 89 | 6 | 2 | 2 | 0 | 0 | 4 | 87 | 6 | 363 |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 232 | 0 | 0 | 91 | 3 | 2 | 3 | 0 | 0 | 4 | 84 | 7 | 229 |
| TOTAL BELFAST CITY | | | 232 | 0 | 0 | 91 | 3 | 2 | 3 | 0 | 0 | 4 | 84 | 7 | 229 |
| BELFAST INTERNATIONAL | BRITISH REGIONAL AIRLINES LTD | S | 216 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 1 | 89 | 10 | 212 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 224 | 0 | 0 | 91 | 6 | 3 | 0 | 0 | 0 | 1 | 89 | 10 | 214 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 45 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| TOTAL BRISTOL | | | 45 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| EDINBURGH | AIR HOLLAND | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BMI REGIONAL | S | 135 | 0 | 3 | 84 | 11 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 148 | 0 | 0 | 95 | 4 | 1 | 1 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 141 | 1 | 2 | 83 | 11 | 3 | 3 | 0 | 0 | 6 | 92 | 1 | 239 |
| TOTAL EDINBURGH | | | 426 | 1 | 5 | 87 | 9 | 3 | 2 | 0 | 0 | 4 | 92 | 1 | 241 |
| GATWICK | BRITISH AIRWAYS (EURO OPS) LG | S | 399 | 0 | 1 | 86 | 11 | 2 | 1 | 0 | 0 | 3 | 90 | 4 | 336 |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 74 | 7 | 11 | 7 | 0 | 0 | 13 | 62 | 114 | 26 |
| | TRANSAER | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 47 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 430 | 2 | 2 | 85 | 11 | 2 | 2 | 0 | 0 | 4 | 86 | 15 | 392 |
| GLASGOW | BMI REGIONAL | S | 193 | 0 | 7 | 88 | 10 | 0 | 2 | 0 | 0 | 5 | 90 | 5 | 128 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 199 | 0 | 1 | 90 | 3 | 6 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 92 | 2 | 2 | 66 | 13 | 16 | 4 | 0 | 0 | 15 | 88 | 5 | 278 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|-----------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL GLASGOW | | | 485 | 2 | 10 | 85 | 8 | 6 | 2 | 0 | 0 | 6 | 89 | 5 | 408 |
| GUERNSEY | BRITISH REGIONAL AIRLINES LTD | S | 62 | 0 | 0 | 87 | 3 | 2 | 8 | 0 | 0 | 8 | 84 | 11 | 62 |
| TOTAL GUERNSEY | | | 62 | 0 | 0 | 87 | 3 | 2 | 8 | 0 | 0 | 8 | 84 | 11 | 62 |
| HEATHROW | BMI BRITISH MIDLAND | S | 492 | 0 | 0 | 80 | 13 | 6 | 1 | 0 | 0 | 6 | 89 | 1 | 45 |
| | BRITISH AIRWAYS PLC | S | 647 | 2 | 2 | 90 | 6 | 2 | 1 | 0 | 0 | 3 | 84 | 6 | 655 |
| TOTAL HEATHROW | | | 1141 | 3 | 5 | 86 | 9 | 4 | 1 | 0 | 0 | 5 | 84 | 6 | 700 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 178 | 0 | 0 | 92 | 2 | 2 | 4 | 0 | 0 | 3 | 83 | 6 | 175 |
| TOTAL ISLE OF MAN | | | 178 | 0 | 0 | 92 | 2 | 2 | 4 | 0 | 0 | 3 | 83 | 5 | 177 |
| JERSEY | BRITISH REGIONAL AIRLINES LTD | S | 70 | 2 | 0 | 79 | 9 | 4 | 7 | 1 | 0 | 14 | 79 | 14 | 63 |
| TOTAL JERSEY | | | 70 | 2 | 0 | 79 | 9 | 4 | 7 | 1 | 0 | 14 | 80 | 13 | 65 |
| LONDON CITY | KLM UK LTD | S | 144 | 0 | 2 | 99 | 1 | 0 | 1 | 0 | 0 | -6 | 94 | -4 | 180 |
| TOTAL LONDON CITY | | | 144 | 0 | 2 | 99 | 1 | 0 | 1 | 0 | 0 | -6 | 94 | -4 | 180 |
| LONDONDERRY | BRITISH REGIONAL AIRLINES LTD | S | 60 | 0 | 2 | 78 | 12 | 7 | 3 | 0 | 0 | 6 | 81 | 7 | 69 |
| TOTAL LONDONDERRY | | | 60 | 0 | 2 | 78 | 12 | 7 | 3 | 0 | 0 | 6 | 81 | 7 | 69 |
| NORWICH | SCOT AIRWAYS | S | 91 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 2 | 94 | -1 | 88 |
| TOTAL NORWICH | | | 91 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 2 | 94 | -1 | 88 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 135 | 0 | 3 | 79 | 14 | 7 | 1 | 0 | 0 | 7 | 84 | 8 | 131 |
| TOTAL SOUTHAMPTON | | | 135 | 0 | 3 | 79 | 14 | 7 | 1 | 0 | 0 | 7 | 84 | 8 | 131 |
| STANSTED | BRITISH REGIONAL AIRLINES LTD | S | 144 | 0 | 3 | 88 | 4 | 3 | 5 | 0 | 0 | 3 | 87 | 6 | 138 |
| TOTAL STANSTED | | | 144 | 0 | 6 | 88 | 4 | 3 | 5 | 0 | 0 | 3 | 87 | 5 | 140 |
| TEESSIDE | EASTERN AIRWAYS | S | 32 | 0 | 4 | 84 | 13 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL TEESSIDE | | | 32 | 0 | 4 | 84 | 13 | 0 | 3 | 0 | 0 | 7 | 100 | -12 | 1 |
| TOTAL UNITED KINGDOM | | | 4356 | 12 | 52 | 87 | 7 | 3 | 2 | 0 | 0 | 4 | 87 | 6 | 3524 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | DELTA AIRLINES | S | 62 | 0 | 0 | 77 | 10 | 6 | 5 | 2 | 0 | 12 | 71 | 15 | 62 |
| TOTAL ATLANTA | | | 62 | 0 | 0 | 77 | 10 | 6 | 5 | 2 | 0 | 12 | 71 | 15 | 62 |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 62 | 0 | 0 | 71 | 10 | 8 | 5 | 5 | 2 | 27 | 76 | 12 | 62 |
| TOTAL CHICAGO (O'HARE) | | | 62 | 0 | 0 | 71 | 10 | 8 | 5 | 5 | 2 | 27 | 76 | 12 | 62 |
| LAS VEGAS | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 10 | 20 | 10 | 40 | 20 | 0 | 100 | 20 | 44 | 10 |
| TOTAL LAS VEGAS | | | 10 | 0 | 0 | 10 | 20 | 10 | 40 | 20 | 0 | 100 | 20 | 44 | 10 |
| NEW ORLEANS | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL NEW ORLEANS | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 72 | 17 | 8 | 2 | 2 | 0 | 13 | 74 | 11 | 62 |
| | DELTA AIRLINES | S | 42 | 0 | 2 | 90 | 10 | 0 | 0 | 0 | 0 | -3 | 87 | 4 | 61 |
| TOTAL NEW YORK (JF KENNEDY) | | | 102 | 0 | 2 | 79 | 14 | 5 | 1 | 1 | 0 | 7 | 80 | 7 | 123 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 62 | 0 | 0 | 63 | 16 | 13 | 3 | 2 | 3 | 29 | 75 | 4 | 61 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 63 | 16 | 13 | 3 | 2 | 3 | 29 | 77 | 4 | 69 |
| ORLANDO | BRITANNIA AIRWAYS | C | 12 | 0 | 0 | 75 | 0 | 17 | 8 | 0 | 0 | 17 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|----------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 ORLANDO | | | 12 | 0 | 0 | 75 | 0 | 17 | 8 | 0 | 0 | 17 | 0 | 0 | 0 |
| SANFORD | AIR 2000 | C | 16 | 0 | 1 | 50 | 6 | 31 | 6 | 0 | 6 | 108 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 236 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 31 | 0 | 2 | 68 | 13 | 6 | 3 | 10 | 0 | 32 | 80 | 52 | 25 |
| TOTAL SANFORD | | | 49 | 0 | 3 | 59 | 10 | 14 | 4 | 10 | 2 | 65 | 69 | 35 | 58 |
| TOTAL USA | | | 361 | 0 | 5 | 70 | 12 | 9 | 4 | 4 | 1 | 26 | 74 | 14 | 384 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | AIR 2000 | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 70 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 70 | 67 | 7 | 3 |
| TOTAL VENEZUELA | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 70 | 67 | 7 | 3 |
| TOTAL MANCHESTER | | | 12929 | 68 | 127 | 74 | 12 | 8 | 6 | 1 | 0 | 14 | 75 | 13 | 11222 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|--|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 5 | 0 | 3 | 0 | 80 | 20 | 0 | 0 | 0 | 25 | 0 | 75 | 1 |
| TOTAL INNSBRUCK | | | 5 | 0 | 3 | 0 | 80 | 20 | 0 | 0 | 0 | 25 | 0 | 75 | 1 |
| SALZBURG | AIR 2000 | C | 4 | 1 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 60 | 11 | 5 |
| TOTAL SALZBURG | | | 4 | 1 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 60 | 11 | 5 |
| TOTAL AUSTRIA | | | 9 | 1 | 5 | 44 | 44 | 11 | 0 | 0 | 0 | 13 | 50 | 22 | 6 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | SABENA | S | 223 | 1 | 1 | 77 | 13 | 6 | 4 | 0 | 0 | 10 | 78 | 10 | 212 |
| TOTAL BRUSSELS | | | 223 | 1 | 1 | 77 | 13 | 6 | 4 | 0 | 0 | 10 | 78 | 10 | 212 |
| TOTAL BELGIUM | | | 223 | 1 | 1 | 77 | 13 | 6 | 4 | 0 | 0 | 10 | 78 | 10 | 212 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | AIR 2000 | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 100 | -5 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 21 | 75 | 4 | 8 |
| TOTAL LARNACA | | | 19 | 0 | 0 | 74 | 5 | 11 | 5 | 5 | 0 | 15 | 88 | 0 | 16 |
| TOTAL CYPRUS | | | 19 | 0 | 0 | 74 | 5 | 11 | 5 | 5 | 0 | 15 | 88 | 0 | 16 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BRAATHENS ASA | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 32 | 80 | 5 | 93 |
| ESBJERG | GILL AIRWAYS | C | 4 | 0 | 14 | 75 | 25 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL ESBJERG | | | 4 | 0 | 14 | 75 | 25 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL DENMARK | | | 6 | 0 | 14 | 67 | 17 | 0 | 17 | 0 | 0 | 7 | 80 | 5 | 93 |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | CITY FLYER EXPRESS | C | 8 | 0 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 8 | 0 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| LYON | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL LYON | | | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 26 | 22 | 39 | 9 |
| PARIS (CHARLES DE GAULLE) | AIR OPEN SKY | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 30 | 0 | 0 | 0 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 52 | 0 | 0 | 48 | 21 | 21 | 8 | 2 | 0 | 24 | 47 | 32 | 118 |
| | GILL AIRWAYS | S | 108 | 0 | 2 | 55 | 19 | 21 | 6 | 0 | 0 | 18 | 54 | 22 | 102 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 162 | 0 | 2 | 52 | 19 | 21 | 7 | 1 | 0 | 20 | 51 | 27 | 222 |
| TOTAL FRANCE | | | 173 | 0 | 2 | 51 | 18 | 22 | 8 | 1 | 0 | 22 | 50 | 28 | 231 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | CITY FLYER EXPRESS | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| | GILL AIRWAYS | S | 54 | 0 | 0 | 76 | 13 | 7 | 4 | 0 | 0 | 11 | 83 | 7 | 54 |
| TOTAL DUSSELDORF | | | 62 | 0 | 0 | 79 | 11 | 6 | 3 | 0 | 0 | 8 | 83 | 7 | 54 |
| TOTAL GERMANY | | | 62 | 0 | 0 | 79 | 11 | 6 | 3 | 0 | 0 | 8 | 83 | 7 | 54 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|------------------------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 124 | 0 | 0 | 94 | 4 | 2 | 1 | 0 | 0 | 2 | 92 | 2 | 118 |
| TOTAL DUBLIN | | | 124 | 0 | 0 | 94 | 4 | 2 | 1 | 0 | 0 | 2 | 92 | 2 | 118 |
| TOTAL IRISH REPUBLIC | | | 124 | 0 | 0 | 94 | 4 | 2 | 1 | 0 | 0 | 2 | 92 | 2 | 118 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 90 | 4 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 78 | 5 | 9 |
| TOTAL MALTA | | | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | -3 | 84 | 5 | 19 |
| TOTAL MALTA | | | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | -3 | 84 | 5 | 19 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 297 | 0 | 5 | 63 | 18 | 13 | 5 | 2 | 0 | 20 | 65 | 21 | 236 |
| TOTAL AMSTERDAM | | | 297 | 0 | 5 | 63 | 18 | 13 | 5 | 2 | 0 | 20 | 65 | 21 | 236 |
| TOTAL NETHERLANDS | | | 297 | 0 | 5 | 63 | 18 | 13 | 5 | 2 | 0 | 20 | 65 | 21 | 236 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | BRAATHENS ASA | S | 54 | 0 | 0 | 44 | 24 | 17 | 15 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 54 | 0 | 0 | 44 | 24 | 17 | 15 | 0 | 0 | 28 | 0 | 0 | 0 |
| STAVANGER | BRAATHENS ASA | S | 53 | 1 | 1 | 70 | 9 | 13 | 8 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GILL AIRWAYS | C | 6 | 3 | 2 | 50 | 0 | 33 | 17 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL STAVANGER | | | 59 | 4 | 3 | 68 | 8 | 15 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 113 | 4 | 3 | 57 | 16 | 16 | 12 | 0 | 0 | 22 | 66 | 16 | 108 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 60 | 17 | 10 |
| TOTAL FARO | | | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 60 | 17 | 10 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 60 | 17 | 10 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | SATA | C | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL PORTUGAL(MADEIRA) | | | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 50 | 0 | 31 | 8 | 8 | 4 | 87 | 69 | 27 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 11 | 100 | -4 | 8 |
| TOTAL ALICANTE | | | 35 | 0 | 0 | 54 | 9 | 23 | 6 | 6 | 3 | 67 | 79 | 16 | 24 |
| MALAGA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 0 | 25 | 13 | 0 | 63 | 50 | 45 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 1 | 1 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 50 | 26 | 8 |
| TOTAL MALAGA | | | 15 | 1 | 1 | 53 | 27 | 0 | 13 | 7 | 0 | 37 | 50 | 37 | 18 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 11 | 63 | 35 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 1 | 78 | 11 | 11 | 0 | 0 | 0 | 1 | 67 | 28 | 9 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 PALMA DE MALLORCA | | | 17 | 0 | 1 | 71 | 12 | 18 | 0 | 0 | 0 | 6 | 65 | 31 | 17 |
| TOTAL SPAIN | | | 68 | 1 | 2 | 59 | 13 | 16 | 6 | 4 | 1 | 44 | 66 | 27 | 59 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 63 | 20 | 8 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 24 | 50 | 14 | 8 |
| | FUTURA AIRLINES | C | 8 | 0 | 0 | 13 | 38 | 0 | 50 | 0 | 0 | 74 | 63 | 34 | 8 |
| TOTAL ARRECIFE | | | 26 | 0 | 0 | 58 | 19 | 0 | 23 | 0 | 0 | 28 | 58 | 23 | 24 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 3 | 63 | 25 | 8 |
| TOTAL FUERTEVENTURA | | | 20 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 2 | 63 | 25 | 8 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 0 | 30 | 20 | 0 | 0 | 26 | 60 | 17 | 10 |
| | FUTURA AIRLINES | C | 10 | 0 | 0 | 30 | 10 | 20 | 20 | 0 | 20 | 119 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 20 | 30 | 40 | 10 | 0 | 0 | 29 | 80 | 8 | 10 |
| TOTAL LAS PALMAS | | | 30 | 0 | 0 | 33 | 13 | 30 | 17 | 0 | 7 | 58 | 70 | 12 | 20 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 18 | 0 | 0 | 78 | 0 | 0 | 11 | 0 | 11 | 53 | 50 | 29 | 18 |
| | BRITANNIA AIRWAYS | C | 16 | 1 | 1 | 38 | 19 | 31 | 0 | 13 | 0 | 41 | 65 | 28 | 17 |
| | FUTURA AIRLINES | C | 16 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 38 | 49 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 14 | 38 | 48 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 58 | 1 | 1 | 50 | 17 | 22 | 3 | 3 | 3 | 37 | 54 | 32 | 59 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 134 | 1 | 1 | 52 | 16 | 17 | 10 | 1 | 3 | 35 | 59 | 26 | 111 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 25 | 13 | 0 | 13 | 71 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 8 | 0 | 0 | 38 | 13 | 25 | 13 | 0 | 13 | 71 | 0 | 0 | 0 |
| ZURICH | CITY FLYER EXPRESS | S | 11 | 0 | 0 | 55 | 18 | 27 | 0 | 0 | 0 | 16 | 100 | -4 | 1 |
| TOTAL ZURICH | | | 11 | 0 | 0 | 55 | 18 | 27 | 0 | 0 | 0 | 16 | 100 | -4 | 1 |
| TOTAL SWITZERLAND | | | 19 | 0 | 0 | 47 | 16 | 26 | 5 | 0 | 5 | 39 | 100 | -4 | 1 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | NOUVELAIR TUNISIE | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 50 | 16 | 8 |
| TOTAL MONASTIR | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 50 | 16 | 8 |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 50 | 16 | 8 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 214 | 0 | 4 | 77 | 13 | 6 | 4 | 0 | 0 | 13 | 59 | 23 | 142 |
| | GILL AIRWAYS | S | 7 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 91 | 0 | 44 |
| TOTAL ABERDEEN | | | 221 | 0 | 5 | 77 | 13 | 5 | 4 | 0 | 0 | 12 | 69 | 16 | 222 |
| BELFAST CITY | GILL AIRWAYS | S | 254 | 3 | 2 | 76 | 12 | 8 | 4 | 0 | 0 | 11 | 85 | 6 | 289 |
| TOTAL BELFAST CITY | | | 254 | 3 | 2 | 76 | 12 | 8 | 4 | 0 | 0 | 11 | 85 | 6 | 289 |
| BELFAST INTERNATIONAL | GILL AIRWAYS | S | 19 | 2 | 6 | 95 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 19 | 2 | 6 | 95 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BIRMINGHAM | DUO AIRWAYS LTD | S | 176 | 0 | 8 | 97 | 3 | 0 | 0 | 0 | 0 | -2 | 92 | 4 | 176 |

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 BIRMINGHAM | | | 176 | 0 | 8 | 97 | 3 | 0 | 0 | 0 | 0 | -2 | 92 | 4 | 176 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 139 | 0 | 0 | 78 | 11 | 6 | 5 | 0 | 0 | 9 | 77 | 15 | 159 |
| TOTAL BRISTOL | | | 139 | 0 | 0 | 78 | 11 | 6 | 5 | 0 | 0 | 9 | 77 | 15 | 159 |
| GATWICK | CITY FLYER EXPRESS | S | 311 | 9 | 4 | 78 | 11 | 8 | 3 | 0 | 0 | 5 | 89 | 4 | 334 |
| TOTAL GATWICK | | | 311 | 9 | 4 | 78 | 11 | 8 | 3 | 0 | 0 | 5 | 89 | 4 | 336 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 339 | 1 | 1 | 93 | 5 | 1 | 1 | 0 | 0 | 2 | 85 | 5 | 334 |
| TOTAL HEATHROW | | | 339 | 1 | 1 | 93 | 5 | 1 | 1 | 0 | 0 | 2 | 85 | 5 | 334 |
| MANCHESTER | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 61 | 75 | -6 | 8 |
| TOTAL MANCHESTER | | | 8 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 61 | 75 | -6 | 8 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 23 | 0 | 0 | 78 | 4 | 13 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL PLYMOUTH | | | 23 | 0 | 0 | 78 | 4 | 13 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| SOUTHAMPTON | BRITISH AIRWAYS CITIEXPRESS L | S | 33 | 1 | 15 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SOUTHAMPTON | | | 33 | 1 | 15 | 88 | 12 | 0 | 0 | 0 | 0 | 5 | 79 | 15 | 86 |
| STANSTED | KLM UK LTD | S | 177 | 1 | 9 | 86 | 7 | 6 | 1 | 0 | 0 | 6 | 88 | 6 | 141 |
| TOTAL STANSTED | | | 177 | 1 | 9 | 86 | 7 | 6 | 1 | 0 | 0 | 6 | 88 | 6 | 141 |
| WICK | GILL AIRWAYS | S | 46 | 0 | 0 | 87 | 4 | 9 | 0 | 0 | 0 | 2 | 89 | 4 | 44 |
| TOTAL WICK | | | 46 | 0 | 0 | 87 | 4 | 9 | 0 | 0 | 0 | 2 | 89 | 4 | 44 |
| TOTAL UNITED KINGDOM | | | 1747 | 17 | 53 | 84 | 9 | 5 | 2 | 0 | 0 | 6 | 84 | 8 | 1825 |
| USA | | | | | | | | | | | | | | | |
| SANFORD | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 0 | 13 | 0 | 25 | 0 | 72 | 50 | 15 | 8 |
| TOTAL SANFORD | | | 8 | 0 | 0 | 63 | 0 | 13 | 0 | 25 | 0 | 72 | 60 | 13 | 10 |
| TOTAL USA | | | 9 | 0 | 0 | 56 | 0 | 22 | 0 | 22 | 0 | 68 | 60 | 13 | 10 |
| TOTAL NEWCASTLE | | | 3054 | 25 | 86 | 76 | 11 | 8 | 4 | 1 | 0 | 12 | 77 | 11 | 3128 |

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) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | AIR 2000 | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 50 | 14 | 10 |
| SALZBURG | AIR 2000 | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 4 |
| TOTAL AUSTRIA | | | 14 | 0 | 0 | 79 | 7 | 14 | 0 | 0 | 0 | 7 | 56 | 14 | 16 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | KLM UK LTD | S | 202 | 0 | 6 | 74 | 13 | 7 | 5 | 0 | 0 | 11 | 76 | 8 | 187 |
| | SABENA | S | 162 | 0 | 0 | 70 | 19 | 10 | 1 | 0 | 0 | 11 | 0 | 0 | 0 |
| | SOBELAIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 366 | 0 | 6 | 72 | 16 | 8 | 4 | 0 | 0 | 11 | 76 | 8 | 189 |
| TOTAL BELGIUM | | | 366 | 0 | 6 | 72 | 16 | 8 | 4 | 0 | 0 | 11 | 76 | 8 | 189 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 10 | 0 | 0 | 40 | 30 | 20 | 0 | 10 | 0 | 52 | 90 | 1 | 10 |
| TOTAL LARNACA | | | 10 | 0 | 0 | 40 | 30 | 20 | 0 | 10 | 0 | 52 | 90 | 1 | 10 |
| TOTAL CYPRUS | | | 10 | 0 | 0 | 40 | 30 | 20 | 0 | 10 | 0 | 52 | 90 | 1 | 10 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA | S | 38 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 6 | 92 | 1 | 38 |
| TOTAL PRAGUE | | | 38 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 6 | 92 | 1 | 38 |
| TOTAL CZECH REPUBLIC | | | 38 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 6 | 92 | 1 | 38 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | MYTRAVEL AIRWAYS (DENMARK) | C | 15 | 0 | 0 | 53 | 33 | 0 | 13 | 0 | 0 | 27 | 50 | 27 | 18 |
| TOTAL BILLUND | | | 15 | 0 | 0 | 53 | 33 | 0 | 13 | 0 | 0 | 27 | 50 | 27 | 18 |
| COPENHAGEN | GO FLY LTD | S | 170 | 0 | 0 | 86 | 5 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 12 | 5 | 4 | 42 | 0 | 33 | 8 | 17 | 0 | 59 | 55 | 19 | 20 |
| | SAS | S | 164 | 0 | 12 | 71 | 15 | 7 | 5 | 1 | 0 | 13 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 346 | 5 | 16 | 78 | 10 | 8 | 3 | 1 | 0 | 8 | 55 | 21 | 22 |
| TOTAL DENMARK | | | 361 | 5 | 16 | 77 | 11 | 8 | 4 | 1 | 0 | 9 | 53 | 24 | 40 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 60 | 10 | 10 |
| TOTAL FINLAND | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 60 | 10 | 10 |
| FRANCE | | | | | | | | | | | | | | | |
| CARCASSONNE | RYANAIR | S | 62 | 0 | 0 | 50 | 21 | 23 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL CARCASSONNE | | | 62 | 0 | 0 | 50 | 21 | 23 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |
| CHAMBERY | KLM UK LTD | C | 7 | 1 | 1 | 57 | 0 | 14 | 14 | 14 | 0 | 34 | 50 | 24 | 8 |
| TOTAL CHAMBERY | | | 7 | 1 | 1 | 57 | 0 | 14 | 14 | 14 | 0 | 34 | 50 | 24 | 8 |

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|--|----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| DEAUVILLE | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL DEAUVILLE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| LYON | GO FLY LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL LYON | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 10 | 25 | 48 | 16 | |
| MARSEILLE | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 37 | 0 | 0 | 0 | |
| TOTAL MARSEILLE | | | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 37 | 0 | 0 | 0 | |
| PARIS (CHARLES DE GAULLE) | KLM UK LTD | S | 228 | 0 | 6 | 52 | 20 | 19 | 9 | 0 | 24 | 75 | 18 | 222 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 228 | 0 | 6 | 52 | 20 | 19 | 9 | 0 | 24 | 75 | 18 | 222 | |
| ST ETIENNE | RYANAIR | S | 62 | 0 | 0 | 69 | 18 | 3 | 10 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL ST ETIENNE | | | 62 | 0 | 0 | 69 | 18 | 3 | 10 | 0 | 18 | 0 | 0 | 0 | |
| TOULON / HYERES | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 69 | 0 | 0 | 0 | |
| TOTAL TOULON / HYERES | | | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 69 | 0 | 0 | 0 | |
| TOULOUSE (BLAGNAC) | BRITISH WORLD AIRLINES LTD | C | 10 | 3 | 1 | 70 | 20 | 10 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 10 | 3 | 1 | 70 | 20 | 10 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL FRANCE | | | 388 | 4 | 8 | 55 | 20 | 16 | 9 | 0 | 23 | 70 | 20 | 252 | |
| GERMANY | | | | | | | | | | | | | | | |
| DORTMUND | EUROWINGS LUFTVERKEHRS | S | 100 | 0 | 8 | 86 | 3 | 4 | 7 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL DORTMUND | | | 100 | 0 | 8 | 86 | 3 | 4 | 7 | 0 | 9 | 0 | 0 | 0 | |
| DUSSELDORF | KLM UK LTD | S | 164 | 0 | 6 | 90 | 5 | 4 | 2 | 0 | 3 | 80 | 6 | 160 | |
| TOTAL DUSSELDORF | | | 164 | 0 | 6 | 90 | 5 | 4 | 2 | 0 | 3 | 80 | 6 | 161 | |
| FRANKFURT MAIN | KLM UK LTD | S | 167 | 0 | 3 | 69 | 13 | 10 | 7 | 1 | 15 | 86 | 5 | 167 | |
| | LUFTHANSA | S | 24 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL FRANKFURT MAIN | | | 191 | 0 | 3 | 69 | 14 | 9 | 6 | 1 | 14 | 86 | 5 | 167 | |
| HAMBURG | GILL AIRWAYS | S | 58 | 2 | 4 | 62 | 26 | 12 | 0 | 0 | 11 | 87 | 5 | 87 | |
| TOTAL HAMBURG | | | 58 | 2 | 4 | 62 | 26 | 12 | 0 | 0 | 11 | 87 | 6 | 89 | |
| HANOVER | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 0 | 24 | 4 | |
| TOTAL HANOVER | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 8 | 0 | 24 | 4 | |
| MUNICH | GO FLY LTD | S | 162 | 0 | 2 | 73 | 14 | 8 | 5 | 0 | 8 | 0 | 0 | 0 | |
| | LUFTHANSA | S | 185 | 1 | 0 | 76 | 14 | 10 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL MUNICH | | | 347 | 1 | 2 | 74 | 14 | 9 | 2 | 0 | 8 | 0 | 0 | 0 | |
| MUNSTER-OSNABRUCK | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL MUNSTER-OSNABRUCK | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 6 | 25 | 100 | 4 | |
| NUREMBERG | EUROWINGS LUFTVERKEHRS | S | 106 | 0 | 2 | 54 | 22 | 20 | 5 | 0 | 19 | 67 | 12 | 106 | |
| TOTAL NUREMBERG | | | 106 | 0 | 2 | 54 | 22 | 20 | 5 | 0 | 19 | 67 | 12 | 106 | |
| TOTAL GERMANY | | | 972 | 4 | 25 | 74 | 13 | 9 | 4 | 0 | 10 | 79 | 8 | 534 | |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MALEV (HUNGARIAN AIRLINES) | C | 2 | 0 | 6 | 0 | 0 | 50 | 50 | 0 | 94 | 50 | 388 | 2 | |
| TOTAL BUDAPEST | | | 2 | 0 | 6 | 0 | 0 | 50 | 50 | 0 | 94 | 50 | 388 | 2 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL HUNGARY | | | 2 | 0 | 6 | 0 | 0 | 50 | 50 | 0 | 0 | 94 | 50 | 388 | 2 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | RYANAIR | S | 96 | 0 | 0 | 54 | 20 | 21 | 5 | 0 | 0 | 18 | 74 | 10 | 101 |
| TOTAL CONNAUGHT | | | 96 | 0 | 0 | 54 | 20 | 21 | 5 | 0 | 0 | 18 | 74 | 10 | 101 |
| CORK | RYANAIR | S | 170 | 0 | 0 | 53 | 21 | 15 | 9 | 1 | 1 | 27 | 73 | 12 | 170 |
| TOTAL CORK | | | 170 | 0 | 0 | 53 | 21 | 15 | 9 | 1 | 1 | 27 | 73 | 12 | 170 |
| DUBLIN | AER LINGUS | S | 357 | 1 | 0 | 80 | 10 | 7 | 4 | 0 | 0 | 11 | 85 | 6 | 281 |
| | RYANAIR | S | 584 | 3 | 17 | 65 | 20 | 9 | 6 | 0 | 0 | 17 | 74 | 12 | 564 |
| TOTAL DUBLIN | | | 941 | 4 | 17 | 70 | 16 | 8 | 5 | 0 | 0 | 14 | 78 | 10 | 845 |
| KERRY COUNTY | RYANAIR | S | 64 | 0 | 0 | 55 | 22 | 17 | 6 | 0 | 0 | 20 | 64 | 19 | 64 |
| TOTAL KERRY COUNTY | | | 64 | 0 | 0 | 55 | 22 | 17 | 6 | 0 | 0 | 20 | 64 | 19 | 64 |
| SHANNON | VIRGIN EXPRESS | S | 108 | 0 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 108 | 0 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| WATERFORD | BRITISH REGIONAL AIRLINES LTD | S | 54 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | -1 | 81 | 12 | 54 |
| TOTAL WATERFORD | | | 54 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | -1 | 81 | 12 | 54 |
| TOTAL IRISH REPUBLIC | | | 1433 | 4 | 17 | 68 | 16 | 10 | 6 | 0 | 0 | 15 | 76 | 11 | 1234 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | EL AL | S | 20 | 1 | 1 | 50 | 45 | 5 | 0 | 0 | 0 | 11 | 81 | 4 | 16 |
| | ISRAIR LTD | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | 24 | 1 | 1 | 46 | 42 | 13 | 0 | 0 | 0 | 15 | 81 | 4 | 16 |
| TOTAL ISRAEL | | | 24 | 1 | 1 | 46 | 42 | 13 | 0 | 0 | 0 | 15 | 81 | 4 | 16 |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | GO FLY LTD | S | 105 | 4 | 4 | 51 | 21 | 16 | 10 | 2 | 0 | 28 | 0 | 0 | 0 |
| TOTAL BOLOGNA | | | 105 | 4 | 4 | 51 | 21 | 16 | 10 | 2 | 0 | 28 | 0 | 0 | 0 |
| MILAN (LINATE) | AIR ONE | S | 102 | 0 | 0 | 21 | 21 | 32 | 26 | 0 | 0 | 43 | 65 | 15 | 178 |
| | KLM UK LTD | S | 155 | 2 | 7 | 34 | 20 | 28 | 15 | 3 | 0 | 41 | 52 | 26 | 171 |
| TOTAL MILAN (LINATE) | | | 257 | 2 | 7 | 29 | 20 | 30 | 19 | 2 | 0 | 41 | 58 | 21 | 349 |
| MILAN (MALPENSA) | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 47 | 0 | 0 | 0 |
| | GO FLY LTD | S | 164 | 5 | 5 | 47 | 23 | 16 | 13 | 1 | 0 | 28 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 167 | 6 | 5 | 46 | 23 | 17 | 13 | 1 | 0 | 28 | 0 | 0 | 0 |
| PISA | RYANAIR | S | 116 | 0 | 0 | 56 | 16 | 17 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL PISA | | | 116 | 0 | 0 | 56 | 16 | 17 | 10 | 0 | 0 | 24 | 0 | 0 | 0 |
| RIMINI | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | RYANAIR | S | 62 | 0 | 0 | 19 | 27 | 24 | 26 | 3 | 0 | 53 | 0 | 0 | 0 |
| TOTAL RIMINI | | | 64 | 0 | 0 | 20 | 27 | 25 | 25 | 3 | 0 | 53 | 0 | 0 | 0 |
| ROME (CIAMPINO) | GO FLY LTD | S | 121 | 3 | 3 | 62 | 18 | 17 | 2 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 121 | 3 | 3 | 62 | 18 | 17 | 2 | 0 | 0 | 13 | 0 | 0 | 0 |
| ROME (FIUMICINO) | KLM UK LTD | S | 115 | 1 | 4 | 26 | 23 | 31 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

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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 ROME (FIUMICINO) | | | 115 | 1 | 4 | 26 | 23 | 31 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| TREVISO | RYANAIR | S | 115 | 0 | 1 | 44 | 25 | 17 | 11 | 2 | 0 | 33 | 0 | 0 | 0 |
| TOTAL TREVISO | | | 115 | 0 | 1 | 44 | 25 | 17 | 11 | 2 | 0 | 33 | 0 | 0 | 0 |
| TURIN | AIR 2000 | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | ALITALIA | S | 116 | 0 | 0 | 15 | 28 | 28 | 29 | 0 | 0 | 48 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 7 | 1 | 1 | 57 | 0 | 14 | 29 | 0 | 0 | 37 | 50 | 22 | 6 |
| TOTAL TURIN | | | 131 | 1 | 1 | 18 | 28 | 27 | 27 | 0 | 0 | 45 | 33 | 33 | 15 |
| VENICE | GO FLY LTD | S | 115 | 1 | 1 | 51 | 19 | 17 | 10 | 3 | 0 | 24 | 0 | 0 | 0 |
| TOTAL VENICE | | | 115 | 1 | 1 | 51 | 19 | 17 | 10 | 3 | 0 | 24 | 0 | 0 | 0 |
| VERONA | EUROPEAN AIR CHARTER | C | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL VERONA | | | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 100 | 4 | 8 |
| TOTAL ITALY | | | 1312 | 20 | 26 | 40 | 22 | 22 | 15 | 1 | 0 | 33 | 58 | 21 | 372 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| URALSK | MALEV (HUNGARIAN AIRLINES) | C | 4 | 2 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 21 | 40 | 173 | 5 |
| TOTAL URALSK | | | 4 | 2 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 21 | 40 | 173 | 5 |
| TOTAL KAZAKHSTAN | | | 4 | 2 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 21 | 40 | 173 | 5 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 96 | 0 | 4 | 85 | 14 | 1 | 0 | 0 | 0 | 2 | 94 | 3 | 98 |
| TOTAL LUXEMBOURG | | | 96 | 0 | 4 | 85 | 14 | 1 | 0 | 0 | 0 | 2 | 94 | 3 | 98 |
| TOTAL LUXEMBOURG | | | 96 | 0 | 4 | 85 | 14 | 1 | 0 | 0 | 0 | 2 | 94 | 3 | 98 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 7 | 1 | 1 | 57 | 14 | 29 | 0 | 0 | 0 | 11 | 50 | 18 | 8 |
| TOTAL MALTA | | | 7 | 1 | 1 | 57 | 14 | 29 | 0 | 0 | 0 | 11 | 47 | 22 | 17 |
| TOTAL MALTA | | | 7 | 1 | 1 | 57 | 14 | 29 | 0 | 0 | 0 | 11 | 47 | 22 | 17 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | BRAATHENS ASA | C | 3 | 0 | 1 | 0 | 0 | 67 | 0 | 33 | 0 | 89 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 3 | 1 | 1 | 0 | 0 | 67 | 0 | 33 | 0 | 89 | 0 | 0 | 0 |
| TOTAL MOROCCO | | | 3 | 1 | 1 | 0 | 0 | 67 | 0 | 33 | 0 | 89 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 451 | 0 | 6 | 62 | 16 | 14 | 8 | 0 | 0 | 18 | 74 | 14 | 444 |
| TOTAL AMSTERDAM | | | 451 | 0 | 6 | 62 | 16 | 14 | 8 | 0 | 0 | 18 | 74 | 14 | 444 |
| EINDHOVEN | KLM EXEL | S | 132 | 0 | 4 | 75 | 14 | 4 | 5 | 2 | 0 | 15 | 43 | 18 | 7 |
| TOTAL EINDHOVEN | | | 132 | 0 | 4 | 75 | 14 | 4 | 5 | 2 | 0 | 15 | 43 | 18 | 7 |
| MAASTRICHT | KLM EXEL | S | 150 | 0 | 4 | 57 | 23 | 18 | 2 | 0 | 0 | 17 | 75 | 12 | 150 |
| TOTAL MAASTRICHT | | | 150 | 0 | 4 | 57 | 23 | 18 | 2 | 0 | 0 | 17 | 75 | 12 | 150 |
| TOTAL NETHERLANDS | | | 733 | 0 | 14 | 63 | 17 | 13 | 6 | 1 | 0 | 17 | 74 | 13 | 603 |
| NORWAY | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

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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) | | | | | | | | | | |
| BERGEN | BRAATHENS ASA | S | 62 | 0 | 0 | 65 | 13 | 10 | 13 | 0 | 0 | 23 | 33 | 42 | 6 |
| TOTAL BERGEN | | | 62 | 0 | 0 | 65 | 13 | 10 | 13 | 0 | 0 | 23 | 33 | 42 | 6 |
| GEILO (DAGALI) | KLM UK LTD | C | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 68 | 60 | 26 | 10 |
| TOTAL GEILO (DAGALI) | | | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 68 | 60 | 26 | 10 |
| OSLO (GARDERMOEN) | AIR FOYLE PASSENGER AIRLINES | S | 54 | 0 | 0 | 52 | 22 | 15 | 11 | 0 | 0 | 23 | 0 | 0 | 0 |
| | BRAATHENS ASA | S | 124 | 0 | 8 | 43 | 20 | 15 | 20 | 2 | 0 | 37 | 0 | 0 | 0 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 16 | 0 | 0 | 31 | 19 | 19 | 13 | 19 | 0 | 67 | 56 | 17 | 18 |
| TOTAL OSLO (GARDERMOEN) | | | 194 | 0 | 8 | 44 | 21 | 15 | 17 | 3 | 0 | 36 | 42 | 30 | 36 |
| SANDEFJORD(TORP) | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | RYANAIR | S | 111 | 1 | 5 | 69 | 8 | 10 | 5 | 5 | 2 | 31 | 65 | 19 | 110 |
| TOTAL SANDEFJORD(TORP) | | | 113 | 1 | 5 | 69 | 8 | 11 | 5 | 5 | 2 | 30 | 65 | 19 | 110 |
| TRONDHEIM (VAERNES) | BRAATHENS ASA | C | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 83 | 0 | 0 | 0 |
| TOTAL TRONDHEIM (VAERNES) | | | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 83 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 380 | 1 | 14 | 56 | 15 | 13 | 13 | 3 | 1 | 33 | 56 | 23 | 175 |
| POLAND | | | | | | | | | | | | | | | |
| RZESZOW | AIR 2000 | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL RZESZOW | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 50 | 18 | 2 |
| TOTAL POLAND | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 50 | 18 | 2 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR 2000 | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GO FLY LTD | S | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 80 | 12 | 10 |
| TOTAL FARO | | | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 4 | 55 | 22 | 20 |
| LISBON | GO FLY LTD | S | 68 | 0 | 0 | 81 | 13 | 4 | 1 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL LISBON | | | 68 | 0 | 0 | 81 | 13 | 4 | 1 | 0 | 0 | 8 | 67 | 5 | 3 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 94 | 0 | 0 | 81 | 15 | 3 | 1 | 0 | 0 | 7 | 57 | 20 | 23 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL PORTUGAL(MADEIRA) | | | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 50 | 25 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 25 | 100 | 6 | 8 |
| TOTAL ALICANTE | | | 16 | 0 | 0 | 56 | 19 | 13 | 13 | 0 | 0 | 22 | 75 | 15 | 16 |
| BARCELONA | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| JEREZ | AIR HOLLAND | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL JEREZ | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MALAGA | AIR 2000 | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 1 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 77 | 38 | 18 | 8 |
| | GO FLY LTD | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 17 | 8 |
| TOTAL MALAGA | | | 22 | 1 | 0 | 55 | 18 | 9 | 14 | 5 | 0 | 31 | 48 | 14 | 29 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 17 | 0 | 0 | 53 | 18 | 24 | 6 | 0 | 0 | 22 | 20 | 49 | 10 |
| | EUROPEAN AIR CHARTER | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 5 | 0 | 1 | 40 | 40 | 20 | 0 | 0 | 0 | 22 | 40 | 21 | 5 |
| TOTAL PALMA DE MALLORCA | | | 26 | 0 | 1 | 46 | 27 | 23 | 4 | 0 | 0 | 22 | 27 | 40 | 15 |
| TOTAL SPAIN | | | 69 | 2 | 1 | 54 | 22 | 14 | 9 | 1 | 0 | 23 | 51 | 21 | 65 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR 2000 | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 23 | 50 | 25 | 8 |
| | IBERWORLD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 0 | 32 | 67 | 14 | 18 |
| TOTAL ARRECIFE | | | 28 | 0 | 0 | 54 | 18 | 25 | 4 | 0 | 0 | 18 | 59 | 18 | 34 |
| FUERTEVENTURA | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 25 | 100 | 2 | 8 |
| TOTAL FUERTEVENTURA | | | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 25 | 100 | 2 | 8 |
| LAS PALMAS | AIR 2000 | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 30 | 100 | 8 | 8 |
| TOTAL LAS PALMAS | | | 28 | 0 | 0 | 54 | 18 | 18 | 11 | 0 | 0 | 21 | 100 | 8 | 8 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 26 | 0 | 0 | 65 | 15 | 4 | 15 | 0 | 0 | 27 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 22 | 30 | 27 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 25 | 61 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 45 | 3 | 0 | 62 | 18 | 7 | 11 | 0 | 2 | 35 | 20 | 43 | 35 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 111 | 3 | 0 | 59 | 16 | 14 | 10 | 0 | 1 | 26 | 51 | 26 | 85 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | MYTRAVEL AIRWAYS (DENMARK) | C | 15 | 0 | 0 | 27 | 20 | 20 | 13 | 20 | 0 | 67 | 39 | 17 | 18 |
| TOTAL GOTEBORG | | | 15 | 2 | 0 | 27 | 20 | 20 | 13 | 20 | 0 | 67 | 39 | 17 | 18 |
| KRISTIANSTAD | RYANAIR | S | 60 | 0 | 2 | 72 | 12 | 12 | 5 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL KRISTIANSTAD | | | 60 | 0 | 2 | 72 | 12 | 12 | 5 | 0 | 0 | 8 | 0 | 0 | 0 |
| STOCKHOLM (ARLANDA) | MYTRAVEL AIRWAYS (DENMARK) | C | 24 | 0 | 0 | 8 | 29 | 42 | 13 | 8 | 0 | 51 | 12 | 63 | 26 |
| | SAS | S | 120 | 0 | 4 | 75 | 14 | 10 | 1 | 0 | 0 | 9 | 92 | 7 | 12 |
| TOTAL STOCKHOLM (ARLANDA) | | | 144 | 0 | 4 | 64 | 17 | 15 | 3 | 1 | 0 | 16 | 45 | 34 | 66 |
| STOCKHOLM (SKAVSTA) | RYANAIR | S | 170 | 0 | 0 | 61 | 14 | 18 | 7 | 1 | 0 | 22 | 83 | 9 | 168 |
| TOTAL STOCKHOLM (SKAVSTA) | | | 170 | 0 | 0 | 61 | 14 | 18 | 7 | 1 | 0 | 22 | 83 | 9 | 168 |
| TOTAL SWEDEN | | | 389 | 4 | 6 | 62 | 15 | 16 | 5 | 2 | 0 | 19 | 70 | 16 | 252 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | GO FLY LTD | C | 16 | 0 | 0 | 44 | 0 | 31 | 25 | 0 | 0 | 43 | 0 | 0 | 0 |
| | RYANAIR | C | 8 | 0 | 0 | 13 | 0 | 38 | 50 | 0 | 0 | 81 | 0 | 0 | 0 |

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|----------------------|--------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL GENEVA | | | 24 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 56 | 14 | 43 | 14 |
| ZURICH | SWISSAIR | S | 16 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL ZURICH | | | 16 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 60 | 8 | 5 |
| TOTAL SWITZERLAND | | | 40 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 39 | 26 | 33 | 19 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 15 | 80 | 11 | 10 |
| TOTAL MONASTIR | | | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 15 | 80 | 11 | 10 |
| TOTAL TUNISIA | | | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 15 | 80 | 11 | 10 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | KIBRIS TURKISH AIRLINES - KTHY | S | 18 | 0 | 0 | 39 | 11 | 22 | 28 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 18 | 0 | 0 | 39 | 11 | 22 | 28 | 0 | 0 | 41 | 61 | 9 | 18 |
| DALAMAN | KIBRIS TURKISH AIRLINES - KTHY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| ISTANBUL | ISTANBUL HAVA YOLLARI | S | 18 | 0 | 0 | 28 | 39 | 28 | 6 | 0 | 0 | 29 | 0 | 0 | 0 |
| | KIBRIS TURKISH AIRLINES - KTHY | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL ISTANBUL | | | 28 | 0 | 0 | 50 | 25 | 21 | 4 | 0 | 0 | 18 | 39 | 25 | 18 |
| TOTAL TURKEY | | | 48 | 0 | 0 | 48 | 19 | 21 | 13 | 0 | 0 | 26 | 57 | 14 | 44 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | KLM UK LTD | S | 185 | 0 | 7 | 86 | 5 | 3 | 5 | 0 | 0 | 3 | 78 | 12 | 165 |
| TOTAL ABERDEEN | | | 185 | 0 | 7 | 86 | 5 | 3 | 5 | 0 | 0 | 3 | 78 | 12 | 165 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 224 | 0 | 0 | 86 | 4 | 4 | 5 | 2 | 0 | 11 | 0 | 0 | 0 |
| TOTAL BELFAST CITY | | | 224 | 0 | 0 | 86 | 4 | 4 | 5 | 2 | 0 | 11 | 0 | 0 | 0 |
| EDINBURGH | GO FLY LTD | S | 284 | 0 | 0 | 69 | 16 | 13 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| | KLM UK LTD | S | 333 | 0 | 16 | 83 | 8 | 5 | 4 | 0 | 0 | 5 | 86 | 9 | 333 |
| TOTAL EDINBURGH | | | 617 | 0 | 16 | 77 | 12 | 9 | 3 | 0 | 0 | 7 | 86 | 9 | 333 |
| GLASGOW | KLM UK LTD | S | 218 | 3 | 8 | 60 | 19 | 10 | 11 | 0 | 0 | 20 | 78 | 6 | 276 |
| TOTAL GLASGOW | | | 219 | 3 | 8 | 60 | 19 | 10 | 11 | 0 | 0 | 20 | 78 | 6 | 276 |
| GUERNSEY | KLM UK LTD | S | 147 | 0 | 1 | 69 | 18 | 6 | 7 | 0 | 1 | 13 | 90 | 7 | 41 |
| TOTAL GUERNSEY | | | 147 | 0 | 1 | 69 | 18 | 6 | 7 | 0 | 1 | 13 | 90 | 7 | 41 |
| JERSEY | KLM UK LTD | S | 171 | 0 | 1 | 76 | 14 | 5 | 5 | 0 | 0 | 8 | 79 | 14 | 105 |
| TOTAL JERSEY | | | 171 | 0 | 1 | 76 | 14 | 5 | 5 | 0 | 0 | 8 | 79 | 14 | 105 |
| MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | 144 | 0 | 2 | 84 | 8 | 3 | 6 | 0 | 0 | 7 | 87 | 9 | 139 |
| TOTAL MANCHESTER | | | 144 | 0 | 2 | 84 | 8 | 3 | 6 | 0 | 0 | 7 | 86 | 10 | 140 |
| NEWCASTLE | KLM UK LTD | S | 178 | 0 | 9 | 81 | 13 | 4 | 2 | 0 | 0 | 5 | 89 | 3 | 140 |
| TOTAL NEWCASTLE | | | 178 | 0 | 9 | 81 | 13 | 4 | 2 | 0 | 0 | 5 | 89 | 3 | 140 |
| PRESTWICK | RYANAIR | S | 225 | 1 | 7 | 77 | 12 | 8 | 2 | 0 | 0 | 9 | 81 | 8 | 231 |
| TOTAL PRESTWICK | | | 225 | 1 | 7 | 77 | 12 | 8 | 2 | 0 | 0 | 9 | 81 | 8 | 231 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1999

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------|---------|-------------------|-----------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | CHARTER/ SCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL UNITED KINGDOM | | | 2110 | 6 | 51 | 77 | 11 | 7 | 5 | 0 | 0 | 9 | 83 | 8 | 1706 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | EL AL | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 83 | -2 | 6 |
| TOTAL NEW YORK (NEWARK) | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 75 | 17 | 8 |
| TOTAL USA | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 75 | 17 | 8 |
| TOTAL STANSTED | | | 9045 | 62 | 197 | 65 | 15 | 12 | 7 | 1 | 0 | 17 | 75 | 12 | 5838 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|--------------------------------|-------------------|---------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SAS | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 4 | 87 | 5 | 31 | |
| | HEATHROW | SAS | S | D | 31 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 0 | 8 | 68 | 17 | 31 | |
| TOTAL AARHUS (TIRSTRUP) | | | | | 62 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 6 | 77 | 11 | 11 | |
| ABERDEEN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI REGIONAL | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 91 | 4 | 45 | |
| | EDINBURGH | BMI REGIONAL | S | D | 16 | 0 | 0 | 69 | 19 | 6 | 6 | 0 | 0 | 10 | 78 | 12 | 50 | |
| | MANCHESTER | BMI REGIONAL | S | A | 72 | 0 | 5 | 81 | 11 | 6 | 3 | 0 | 0 | 9 | 73 | 14 | 93 | |
| | MANCHESTER | BMI REGIONAL | S | D | 71 | 0 | 6 | 92 | 4 | 3 | 1 | 0 | 0 | 4 | 92 | 4 | 73 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 137 | 0 | 0 | 85 | 9 | 2 | 4 | 0 | 0 | 5 | 85 | 5 | 113 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 138 | 0 | 0 | 91 | 4 | 4 | 1 | 0 | 0 | 5 | 84 | 7 | 111 | |
| | BIRMINGHAM | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 81 | 0 | 0 | 90 | 6 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 79 | 1 | 2 | 84 | 13 | 1 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 155 | 2 | 0 | 86 | 8 | 2 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 158 | 0 | 0 | 96 | 1 | 1 | 2 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 107 | 0 | 2 | 79 | 12 | 6 | 4 | 0 | 0 | 11 | 55 | 24 | 71 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 107 | 0 | 2 | 75 | 14 | 6 | 5 | 0 | 1 | 15 | 63 | 21 | 71 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 196 | 0 | 0 | 88 | 7 | 4 | 1 | 1 | 0 | 5 | 82 | 5 | 192 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 195 | 0 | 1 | 94 | 5 | 1 | 1 | 0 | 0 | -2 | 89 | 0 | 192 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 40 | 0 | 0 | 88 | 8 | 5 | 0 | 0 | 0 | -1 | 95 | -6 | 43 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 39 | 0 | 1 | 87 | 0 | 8 | 5 | 0 | 0 | 7 | 95 | 3 | 44 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 35 | 0 | 0 | 86 | 3 | 3 | 9 | 0 | 0 | 9 | 70 | 39 | 30 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 77 | 9 | 9 | 6 | 0 | 0 | 13 | 75 | 25 | 28 | |
| | NEWCASTLE | GILL AIRWAYS | S | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 95 | 1 | 22 | |
| | NEWCASTLE | GILL AIRWAYS | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 86 | -1 | 22 | |
| | STANSTED | KLM UK LTD | S | A | 92 | 0 | 4 | 92 | 3 | 1 | 3 | 0 | 0 | -6 | 78 | 11 | 83 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|--------------------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| ABERDEEN | STANSTED | KLM UK LTD | S | D | 93 | 0 | 3 | 80 | 8 | 5 | 8 | 0 | 0 | 13 | 78 | 13 | 82 | |
| TOTAL ABERDEEN | | | | | 1861 | 3 | 28 | 87 | 7 | 3 | 3 | 0 | 0 | 5 | 83 | 8 | 8 | |
| ABIDJAN | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| TOTAL ABIDJAN | | | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| ABU DHABI INTERNATIONAL | HEATHROW | GULF AIR | S | A | 19 | 0 | 0 | 37 | 11 | 21 | 16 | 16 | 0 | 62 | 63 | 46 | 35 | |
| | HEATHROW | GULF AIR | S | D | 29 | 5 | 0 | 76 | 14 | 10 | 0 | 0 | 0 | 10 | 73 | 11 | 37 | |
| TOTAL ABU DHABI INTERNATIONAL | | | | | 48 | 5 | 0 | 60 | 13 | 15 | 6 | 6 | 0 | 31 | 77 | 21 | 21 | |
| ACCRA | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 82 | 0 | 12 | 6 | 0 | 0 | 10 | 54 | 48 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 62 | 8 | 31 | 0 | 0 | 0 | 18 | 42 | 67 | 12 | |
| | HEATHROW | GHANA AIRWAYS | S | A | 15 | 1 | 1 | 13 | 33 | 13 | 20 | 7 | 13 | 138 | 0 | 65 | 12 | |
| | HEATHROW | GHANA AIRWAYS | S | D | 16 | 0 | 0 | 38 | 19 | 6 | 13 | 6 | 19 | 152 | 0 | 55 | 13 | |
| TOTAL ACCRA | | | | | 61 | 1 | 1 | 49 | 15 | 15 | 10 | 3 | 8 | 80 | 24 | 59 | 59 | |
| ADDIS ABABA | HEATHROW | ETHIOPIAN AIRLINES | S | A | 13 | 1 | 0 | 0 | 0 | 31 | 62 | 8 | 0 | 109 | 30 | 40 | 23 | |
| | HEATHROW | ETHIOPIAN AIRLINES | S | D | 14 | 0 | 0 | 50 | 14 | 14 | 21 | 0 | 0 | 36 | 43 | 22 | 23 | |
| TOTAL ADDIS ABABA | | | | | 27 | 1 | 0 | 26 | 7 | 22 | 41 | 4 | 0 | 71 | 35 | 33 | 33 | |
| AGADIR | STANSTED | BRAATHENS ASA | C | A | 3 | 0 | 1 | 0 | 0 | 67 | 0 | 33 | 0 | 89 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 47 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL AGADIR | | | | | 33 | 1 | 1 | 58 | 21 | 15 | 3 | 3 | 0 | 20 | 41 | 35 | 35 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| AGRA (KHERIA) | | | | | | | | | | | | | | | | | | |
| ALESUND | | | | | | | | | | | | | | | | | | |
| ALEXANDRIA (NOUZHA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 8 | 0 | 1 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 100 | -24 | 1 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 15 | 100 | 3 | 1 | |
| TOTAL ALEXANDRIA (NOUZHA) | | | | | 16 | 0 | 1 | 75 | 6 | 13 | 6 | 0 | 0 | 16 | 100 | -11 | -11 | |
| ALGIERS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR ALGERIE | S | A | 13 | 0 | 0 | 8 | 31 | 15 | 46 | 0 | 0 | 59 | 21 | 33 | 14 | |
| | HEATHROW | AIR ALGERIE | S | D | 13 | 0 | 0 | 8 | 0 | 23 | 54 | 15 | 0 | 103 | 21 | 45 | 14 | |
| TOTAL ALGIERS | | | | | 26 | 0 | 0 | 8 | 15 | 19 | 50 | 8 | 0 | 81 | 21 | 39 | 39 | |
| ALICANTE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 36 | 33 | 30 | 9 | |
| | GATWICK | AIR 2000 | C | D | 10 | 0 | 0 | 60 | 10 | 20 | 0 | 10 | 0 | 30 | 89 | 18 | 9 | |
| | MANCHESTER | AIR 2000 | C | A | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 6 | 43 | 22 | 14 | |
| | MANCHESTER | AIR 2000 | C | D | 14 | 0 | 0 | 64 | 29 | 0 | 7 | 0 | 0 | 15 | 86 | 7 | 14 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 23 | 23 | 38 | 15 | 0 | 0 | 33 | 38 | 27 | 13 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 15 | 62 | 27 | 13 | |
| | EDINBURGH | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 75 | 10 | 4 | |
| | EDINBURGH | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 14 | 50 | 53 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 11 | 33 | 0 | 11 | 0 | 55 | 11 | 53 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 56 | 18 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 48 | 67 | 93 | 12 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 31 | 85 | 14 | 13 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 19 | 40 | 13 | 5 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | -6 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 27 | 0 | 0 | 41 | 33 | 15 | 11 | 0 | 0 | 27 | 52 | 24 | 31 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 27 | 0 | 0 | 59 | 19 | 15 | 7 | 0 | 0 | 24 | 68 | 18 | 31 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 46 | 0 | 31 | 8 | 8 | 8 | 125 | 50 | 39 | 8 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 54 | 0 | 31 | 8 | 8 | 0 | 48 | 88 | 14 | 8 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| ALICANTE | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 25 | 30 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 75 | 19 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 6 | 0 | 0 | 33 | 33 | 0 | 17 | 0 | 17 | 92 | 25 | 19 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 50 | 17 | 0 | 17 | 17 | 0 | 80 | 100 | 7 | 4 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 27 | 75 | 11 | 4 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 24 | 0 | 23 | 4 |
| | GATWICK | CITY FLYER EXPRESS | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 44 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | A | 21 | 1 | 4 | 24 | 29 | 33 | 14 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 22 | 0 | 3 | 73 | 14 | 9 | 5 | 0 | 0 | 15 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 45 | 13 | 32 | 10 | 0 | 0 | 29 | 32 | 29 | 31 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 57 | 17 | 17 | 10 | 0 | 0 | 18 | 84 | 7 | 31 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 87 | 100 | 3 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 56 | 100 | 0 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 0 | 43 | 29 | 7 | 21 | 0 | 86 | 29 | 31 | 17 |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 43 | 21 | 14 | 0 | 21 | 0 | 71 | 88 | 12 | 17 |
| | LUTON | MONARCH AIRLINES | S | A | 17 | 1 | 1 | 18 | 24 | 41 | 18 | 0 | 0 | 36 | 31 | 29 | 13 |
| | LUTON | MONARCH AIRLINES | S | D | 17 | 0 | 0 | 47 | 12 | 35 | 6 | 0 | 0 | 26 | 54 | 15 | 13 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 23 | 0 | 0 | 39 | 17 | 30 | 13 | 0 | 0 | 27 | 70 | 16 | 23 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 23 | 0 | 0 | 48 | 9 | 35 | 9 | 0 | 0 | 23 | 73 | 26 | 22 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 0 | 22 | 11 | 67 | 0 | 0 | 66 | 57 | 12 | 7 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 56 | 0 | 0 | 44 | 0 | 0 | 31 | 56 | 32 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 13 | 0 | 0 | 62 | 8 | 8 | 15 | 8 | 0 | 27 | 56 | 13 | 18 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 13 | 0 | 0 | 62 | 15 | 8 | 8 | 8 | 0 | 35 | 76 | 7 | 17 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 30 | 50 | 40 | 8 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 44 | 44 | 37 | 9 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|-----------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| ALICANTE | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 27 | 0 | 0 | 33 | 11 | 37 | 7 | 7 | 4 | 86 | 59 | 18 | 22 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 26 | 1 | 1 | 62 | 15 | 12 | 0 | 8 | 4 | 68 | 77 | 35 | 22 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 100 | -5 | 4 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | -4 | 4 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 33 | 100 | 7 | 4 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 100 | 6 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 5 | 75 | 14 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 75 | 7 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | -4 | 50 | 18 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -5 | 75 | -4 | 4 | |
| TOTAL ALICANTE | | | | | 658 | 5 | 9 | 52 | 16 | 18 | 10 | 3 | 1 | 34 | 62 | 22 | 22 | |
| ALMA ATA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -7 | 67 | -1 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -8 | 9 | |
| TOTAL ALMA ATA | | | | | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -7 | 83 | -5 | -5 | |
| ALMERIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 100 | -6 | 5 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | 3 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 43 | 25 | 26 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | -3 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 32 | 25 | 34 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 100 | -1 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 50 | 0 | 37 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 11 | 100 | 4 | 4 | |
| TOTAL ALMERIA | | | | | 39 | 0 | 0 | 49 | 15 | 31 | 5 | 0 | 0 | 24 | 71 | 11 | 11 | |
| AMMAN | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| AMMAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 19 | 0 | 0 | 89 | 5 | 0 | 5 | 0 | 0 | -1 | 67 | 20 | 24 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 19 | 0 | 0 | 68 | 11 | 11 | 5 | 5 | 0 | 34 | 80 | 7 | 25 | |
| | HEATHROW | ROYAL JORDANIAN | S | A | 31 | 0 | 0 | 61 | 19 | 10 | 6 | 3 | 0 | 19 | 78 | 8 | 32 | |
| | HEATHROW | ROYAL JORDANIAN | S | D | 32 | 0 | 0 | 41 | 31 | 19 | 9 | 0 | 0 | 27 | 73 | 15 | 33 | |
| TOTAL AMMAN | | | | | 103 | 0 | 0 | 60 | 18 | 11 | 7 | 3 | 1 | 27 | 74 | 12 | 12 | |
| AMSTERDAM | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 240 | 0 | 0 | 71 | 15 | 9 | 5 | 0 | 0 | 11 | 63 | 26 | 235 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 240 | 0 | 0 | 71 | 16 | 9 | 4 | 0 | 0 | 13 | 60 | 24 | 235 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 204 | 0 | 0 | 81 | 10 | 6 | 2 | 0 | 0 | 6 | 68 | 18 | 204 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 204 | 0 | 0 | 86 | 9 | 3 | 1 | 0 | 0 | 3 | 67 | 15 | 204 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 107 | 1 | 0 | 81 | 8 | 7 | 4 | 0 | 0 | 9 | 61 | 30 | 103 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 107 | 1 | 0 | 85 | 7 | 7 | 2 | 0 | 0 | 6 | 64 | 21 | 102 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 141 | 0 | 1 | 49 | 29 | 18 | 4 | 0 | 0 | 20 | 55 | 24 | 122 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 142 | 0 | 0 | 78 | 14 | 5 | 3 | 0 | 0 | 10 | 66 | 18 | 122 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 114 | 0 | 2 | 82 | 9 | 5 | 4 | 0 | 0 | 8 | 71 | 20 | 104 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 116 | 0 | 0 | 87 | 6 | 4 | 3 | 0 | 0 | 7 | 63 | 20 | 104 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 86 | 0 | 0 | 78 | 13 | 3 | 6 | 0 | 0 | 5 | 58 | 23 | 84 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 85 | 0 | 0 | 86 | 7 | 4 | 4 | 0 | 0 | 7 | 61 | 22 | 83 | |
| | HEATHROW | KLM | S | A | 267 | 0 | 0 | 75 | 13 | 8 | 4 | 0 | 0 | 11 | 75 | 11 | 248 | |
| | HEATHROW | KLM | S | D | 266 | 0 | 0 | 71 | 13 | 10 | 6 | 0 | 0 | 14 | 63 | 19 | 248 | |
| | BIRMINGHAM | KLM UK LTD | S | A | 166 | 0 | 8 | 77 | 13 | 5 | 5 | 1 | 0 | 9 | 77 | 10 | 173 | |
| | BIRMINGHAM | KLM UK LTD | S | D | 166 | 0 | 8 | 70 | 16 | 10 | 4 | 1 | 0 | 14 | 63 | 23 | 172 | |
| | EDINBURGH | KLM UK LTD | S | A | 146 | 0 | 1 | 69 | 12 | 11 | 7 | 1 | 0 | 17 | 73 | 13 | 148 | |
| | EDINBURGH | KLM UK LTD | S | D | 145 | 0 | 2 | 60 | 18 | 15 | 6 | 1 | 0 | 21 | 66 | 17 | 148 | |
| | GLASGOW | KLM UK LTD | S | A | 92 | 0 | 1 | 38 | 28 | 22 | 11 | 1 | 0 | 28 | 66 | 15 | 121 | |
| | GLASGOW | KLM UK LTD | S | D | 91 | 0 | 2 | 60 | 16 | 14 | 8 | 1 | 0 | 23 | 50 | 25 | 121 | |
| | LONDON CITY | KLM UK LTD | S | A | 119 | 0 | 7 | 56 | 21 | 11 | 12 | 0 | 0 | 20 | 75 | 13 | 116 | |
| | LONDON CITY | KLM UK LTD | S | D | 121 | 0 | 5 | 36 | 25 | 21 | 17 | 0 | 0 | 32 | 56 | 28 | 117 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Matched | Plan (8) | | | | | | | | | | | |
| AMSTERDAM | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | KLM UK LTD | S | A | 204 | 0 | 1 | 70 | 14 | 9 | 6 | 1 | 0 | 14 | 71 | 15 | 201 | |
| | MANCHESTER | KLM UK LTD | S | D | 204 | 0 | 1 | 69 | 17 | 8 | 6 | 0 | 0 | 14 | 64 | 20 | 201 | |
| | NEWCASTLE | KLM UK LTD | S | A | 148 | 0 | 3 | 56 | 26 | 14 | 3 | 1 | 0 | 20 | 61 | 22 | 118 | |
| | NEWCASTLE | KLM UK LTD | S | D | 149 | 0 | 2 | 69 | 10 | 12 | 7 | 2 | 0 | 20 | 69 | 20 | 118 | |
| | STANSTED | KLM UK LTD | S | A | 222 | 0 | 5 | 65 | 13 | 14 | 7 | 1 | 0 | 17 | 75 | 13 | 219 | |
| | STANSTED | KLM UK LTD | S | D | 229 | 0 | 1 | 60 | 18 | 14 | 9 | 0 | 0 | 19 | 72 | 15 | 225 | |
| | GATWICK | TRANSAVIA | S | A | 127 | 0 | 0 | 36 | 29 | 27 | 8 | 0 | 0 | 28 | 43 | 29 | 127 | |
| | GATWICK | TRANSAVIA | S | D | 128 | 0 | 0 | 63 | 11 | 19 | 8 | 0 | 0 | 20 | 57 | 25 | 127 | |
| | GATWICK | TRANSBRASIL | S | A | 2 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 75 | 8 | 8 | |
| | GATWICK | TRANSBRASIL | S | D | 2 | 0 | 5 | 50 | 0 | 0 | 50 | 0 | 0 | 35 | 75 | 4 | 8 | |
| | HEATHROW | UNITED AIRLINES | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 28 | 2 | |
| | HEATHROW | UNITED AIRLINES | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -5 | 100 | -1 | 3 | |
| TOTAL AMSTERDAM | | | | | 4789 | 2 | 60 | 69 | 15 | 11 | 6 | 0 | 0 | 14 | 65 | 19 | 19 | |
| ANKARA (ESENBOGA) | | | | | | | | | | | | | | | | | | |
| ANTALYA | | | | | | | | | | | | | | | | | | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | A | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | D | 9 | 0 | 0 | 33 | 11 | 22 | 33 | 0 | 0 | 53 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 1 | 20 | 40 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| TOTAL ANTALYA | | | | | 40 | 0 | 1 | 50 | 23 | 15 | 12 | 0 | 0 | 23 | 61 | 9 | 9 | |
| ANTIGUA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 75 | 20 | 49 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 19 | 40 | 42 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 96 | 0 | 0 | 0 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 1 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 28 | 40 | 26 | 5 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 6 | 0 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 28 | 0 | 23 | 2 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| ANTIGUA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -8 | 67 | 13 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL ANTIGUA | | | | | 60 | 1 | 0 | 45 | 25 | 12 | 15 | 3 | 0 | 29 | 39 | 30 | 30 | |
| ANTWERP | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 120 | 0 | 7 | 88 | 8 | 3 | 1 | 0 | 0 | 5 | 85 | 6 | 123 | |
| | LONDON CITY | VLM (BELGIUM) | S | D | 120 | 0 | 7 | 63 | 25 | 10 | 2 | 0 | 0 | 16 | 59 | 15 | 123 | |
| TOTAL ANTWERP | | | | | 240 | 0 | 14 | 76 | 16 | 7 | 1 | 0 | 0 | 11 | 77 | 9 | 9 | |
| AQABA | | | | | | | | | | | | | | | | | | |
| TOTAL AQABA | | | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| ARRECIFE | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 25 | 36 | 4 | |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 40 | 4 | |
| | GATWICK | AIR 2000 | C | A | 17 | 0 | 1 | 47 | 24 | 18 | 12 | 0 | 0 | 25 | 31 | 23 | 13 | |
| | GATWICK | AIR 2000 | C | D | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 15 | 100 | 2 | 13 | |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 21 | 4 | |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 1 | 4 | |
| | MANCHESTER | AIR 2000 | C | A | 17 | 0 | 0 | 59 | 6 | 12 | 24 | 0 | 0 | 34 | 31 | 43 | 13 | |
| | MANCHESTER | AIR 2000 | C | D | 17 | 0 | 0 | 71 | 6 | 6 | 18 | 0 | 0 | 25 | 69 | 34 | 13 | |
| | NEWCASTLE | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -23 | 50 | 24 | 4 | |
| | NEWCASTLE | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 75 | 16 | 4 | |
| | STANSTED | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | STANSTED | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 11 | 33 | 33 | 22 | 0 | 0 | 35 | 80 | 9 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 19 | 60 | 8 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 57 | 11 | 46 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 29 | 56 | 27 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 21 | 80 | 12 | 5 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 7 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ARRECIFE | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 48 | 100 | 7 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 45 | 80 | 3 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 54 | 15 | 31 | 0 | 0 | 0 | 19 | 71 | 21 | 14 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 62 | 0 | 31 | 8 | 0 | 0 | 19 | 71 | 12 | 14 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 32 | 25 | 22 | 4 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 16 | 75 | 6 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 38 | 25 | 38 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 75 | 11 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 33 | 23 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 1 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 67 | 10 | 9 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 25 | 25 | 4 |
| | BIRMINGHAM | FUTURA AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | BIRMINGHAM | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | NEWCASTLE | FUTURA AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 72 | 50 | 40 | 4 |
| | NEWCASTLE | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 76 | 75 | 28 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 100 | 6 | 3 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 100 | 12 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 36 | 14 | 29 | 14 | 7 | 0 | 45 | 29 | 46 | 17 |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 29 | 21 | 29 | 14 | 7 | 0 | 44 | 47 | 31 | 17 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 50 | 11 | 4 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 100 | -3 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 24 | 50 | 18 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 13 | 50 | 21 | 8 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 0 | 25 | 147 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 28 | 38 | 24 | 13 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 77 | 12 | 13 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 81 | 50 | 125 | 4 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 0 | 25 | 0 | 71 | 25 | 129 | 4 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ARRECIFE | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 50 | 53 | 25 | 17 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 51 | 65 | 21 | 17 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 47 | 78 | 16 | 9 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 56 | 11 | 9 |
| | GLASGOW | SPANAIR | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GLASGOW | SPANAIR | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 75 | 13 | 0 | 0 | 0 | 13 | 52 | 50 | 21 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 3 | 100 | -1 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -23 | 75 | 7 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 100 | -5 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 1 | 85 | 8 | 8 | 0 | 0 | 0 | 4 | 75 | 3 | 8 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 14 | 1 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | -7 | 88 | -5 | 8 |
| | GLASGOW | VIVA | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| | GLASGOW | VIVA | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 82 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | | | 426 | 2 | 2 | 55 | 17 | 16 | 11 | 1 | 0 | 26 | 59 | 24 | 24 |
| ASHKHABAD | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -37 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 17 | 0 | 0 | 0 |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | A | 9 | 3 | 0 | 56 | 0 | 22 | 11 | 11 | 0 | 49 | 50 | 27 | 4 |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | D | 12 | 0 | 0 | 17 | 42 | 0 | 33 | 8 | 0 | 72 | 50 | 27 | 4 |
| | HEATHROW | TURKMENISTAN AIRLINES | S | A | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 9 | 3 |
| | HEATHROW | TURKMENISTAN AIRLINES | S | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 67 | 12 | 3 |
| TOTAL ASHKHABAD | | | | | 47 | 3 | 1 | 55 | 21 | 6 | 13 | 4 | 0 | 26 | 57 | 20 | 20 |
| ASTURIAS | GATWICK | IBERIA | S | A | 13 | 0 | 0 | 62 | 23 | 0 | 15 | 0 | 0 | 21 | 77 | 6 | 13 |
| | GATWICK | IBERIA | S | D | 13 | 0 | 0 | 69 | 0 | 31 | 0 | 0 | 0 | 12 | 92 | 3 | 13 |
| TOTAL ASTURIAS | | | | | 26 | 0 | 0 | 65 | 12 | 15 | 8 | 0 | 0 | 17 | 85 | 4 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ATHENS | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEGEAN AIRLINES | S | A | 22 | 0 | 0 | 64 | 9 | 14 | 14 | 0 | 0 | 26 | 89 | -3 | 18 |
| | HEATHROW | AEGEAN AIRLINES | S | D | 22 | 0 | 0 | 73 | 5 | 14 | 9 | 0 | 0 | 17 | 94 | -3 | 18 |
| | GATWICK | AIR 2000 | C | A | 11 | 0 | 0 | 73 | 18 | 0 | 9 | 0 | 0 | 4 | 58 | 15 | 12 |
| | GATWICK | AIR 2000 | C | D | 10 | 1 | 0 | 70 | 0 | 20 | 10 | 0 | 0 | 16 | 86 | 3 | 14 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 55 | 16 | 19 | 10 | 0 | 0 | 22 | 77 | 5 | 30 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 58 | 26 | 13 | 3 | 0 | 0 | 17 | 67 | 11 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 74 | 13 | 8 | 5 | 0 | 0 | 8 | 76 | 5 | 59 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 76 | 13 | 8 | 3 | 0 | 0 | 7 | 92 | 0 | 61 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 89 | 2 | 5 | 5 | 0 | 0 | -4 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 61 | 19 | 11 | 8 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 62 | 15 | 8 | 15 | 0 | 0 | 19 | 75 | 41 | 12 |
| | GATWICK | MONARCH AIRLINES | C | D | 15 | 0 | 0 | 60 | 0 | 20 | 13 | 7 | 0 | 34 | 85 | 38 | 13 |
| | HEATHROW | OLYMPIC AIRWAYS | S | A | 71 | 0 | 0 | 35 | 30 | 27 | 8 | 0 | 0 | 27 | 33 | 40 | 72 |
| | HEATHROW | OLYMPIC AIRWAYS | S | D | 71 | 0 | 0 | 48 | 30 | 10 | 13 | 0 | 0 | 23 | 60 | 22 | 73 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 25 | 0 | 1 | 96 | 4 | 0 | 0 | 0 | 0 | -10 | 100 | -15 | 2 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 26 | 0 | 0 | 38 | 42 | 15 | 4 | 0 | 0 | 23 | 100 | 8 | 2 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 32 | 0 | 0 | 84 | 3 | 3 | 9 | 0 | 0 | -2 | 84 | -4 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 71 | 23 | 3 | 3 | 0 | 0 | 11 | 83 | 7 | 30 |
| TOTAL ATHENS | | | | | 659 | 1 | 1 | 64 | 17 | 11 | 7 | 0 | 0 | 14 | 71 | 14 | 14 |
| ATLANTA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 45 | 39 | 10 | 3 | 3 | 0 | 24 | 74 | 15 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 55 | 29 | 13 | 3 | 0 | 0 | 17 | 65 | 28 | 31 |
| | GATWICK | DELTA AIRLINES | S | A | 62 | 0 | 0 | 24 | 35 | 26 | 15 | 0 | 0 | 33 | 61 | 14 | 62 |
| | GATWICK | DELTA AIRLINES | S | D | 62 | 1 | 0 | 63 | 27 | 5 | 5 | 0 | 0 | 16 | 76 | 11 | 62 |
| | MANCHESTER | DELTA AIRLINES | S | A | 31 | 0 | 0 | 68 | 13 | 10 | 6 | 3 | 0 | 16 | 58 | 21 | 31 |
| | MANCHESTER | DELTA AIRLINES | S | D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 84 | 9 | 31 |
| TOTAL ATLANTA | | | | | 248 | 1 | 0 | 54 | 27 | 12 | 7 | 1 | 0 | 20 | 69 | 15 | 15 |
| AUCKLAND INTERNATIONAL | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------------------|-------------------|---------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| AUCKLAND INTERNATIONAL | HEATHROW | AIR NEW ZEALAND LTD | S | A | 31 | 0 | 0 | 61 | 23 | 10 | 6 | 0 | 0 | 9 | 68 | 5 | 22 |
| | HEATHROW | AIR NEW ZEALAND LTD | S | D | 31 | 0 | 0 | 48 | 23 | 6 | 23 | 0 | 0 | 28 | 82 | 7 | 22 |
| TOTAL AUCKLAND INTERNATIONAL | | | | | 62 | 0 | 0 | 55 | 23 | 8 | 15 | 0 | 0 | 18 | 75 | 6 | 6 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------------------|-------------------|------------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 33 | 0 | 1 | 61 | 18 | 12 | 9 | 0 | 0 | 15 | 54 | 43 | 24 |
| | HEATHROW | GULF AIR | S | D | 20 | 0 | 2 | 90 | 5 | 5 | 0 | 0 | 0 | 3 | 96 | 1 | 25 |
| TOTAL BAHRAIN | | | | | 53 | 0 | 3 | 72 | 13 | 9 | 6 | 0 | 0 | 10 | 76 | 22 | 22 |
| BAKU | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | A | 9 | 0 | 0 | 11 | 67 | 22 | 0 | 0 | 0 | 18 | 33 | 116 | 9 |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 56 | 116 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 47 | 6 | 24 | 24 | 0 | 0 | 32 | 85 | -4 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 59 | 24 | 6 | 12 | 0 | 0 | 26 | 85 | 10 | 13 |
| TOTAL BAKU | | | | | 52 | 0 | 0 | 50 | 25 | 13 | 12 | 0 | 0 | 24 | 68 | 49 | 49 |
| BALI INTERNATIONAL | GATWICK | GARUDA INDONESIA | S | A | 14 | 0 | 0 | 36 | 21 | 21 | 21 | 0 | 0 | 39 | 0 | 0 | 0 |
| | GATWICK | GARUDA INDONESIA | S | D | 14 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL BALI INTERNATIONAL | | | | | 28 | 0 | 0 | 46 | 25 | 18 | 11 | 0 | 0 | 26 | 0 | 0 | 0 |
| BALTIMORE | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 77 | 10 | 3 | 6 | 3 | 0 | 16 | 84 | 5 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 9 | 87 | 5 | 31 |
| TOTAL BALTIMORE | | | | | 62 | 0 | 0 | 76 | 11 | 8 | 3 | 2 | 0 | 13 | 85 | 5 | 5 |
| BANDAR SERI BEGAWAN | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 31 | 0 | 0 | 55 | 23 | 23 | 0 | 0 | 0 | 16 | 58 | 20 | 31 |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 31 | 0 | 0 | 58 | 29 | 6 | 6 | 0 | 0 | 19 | 90 | 9 | 31 |
| TOTAL BANDAR SERI BEGAWAN | | | | | 62 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 18 | 74 | 14 | 14 |
| BANGKOK | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | A | 44 | 0 | 0 | 77 | 16 | 2 | 5 | 0 | 0 | 6 | 55 | 18 | 31 |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | D | 44 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 8 | 77 | 11 | 31 |
| TOTAL BANGKOK | | | | | 88 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 7 | 66 | 14 | 14 |
| BANJUL | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 71 | 0 | 38 | 4 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 39 | 100 | 5 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| BANJUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 20 | 20 | 20 | 304 | 20 | 35 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 20 | 0 | 60 | 40 | 22 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 25 | 26 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 17 | 75 | 9 | 4 | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 45 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 13 | 0 | 0 | 0 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 11 | 22 | 44 | 22 | 0 | 0 | 42 | 22 | 40 | 9 | |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 33 | 56 | 11 | 0 | 0 | 16 | 78 | 10 | 9 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 54 | 25 | 27 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 42 | 25 | 26 | 4 | |
| TOTAL BANJUL | | | | | 60 | 0 | 0 | 23 | 28 | 28 | 15 | 3 | 2 | 60 | 42 | 24 | 24 | |
| BARCELONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 62 | 0 | 0 | 68 | 16 | 11 | 5 | 0 | 0 | 14 | 63 | 13 | 60 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 62 | 0 | 0 | 56 | 21 | 8 | 15 | 0 | 0 | 23 | 87 | 8 | 62 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 19 | 0 | 0 | 74 | 11 | 5 | 11 | 0 | 0 | 15 | 100 | -9 | 19 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 0 | 74 | 16 | 0 | 11 | 0 | 0 | 22 | 100 | 3 | 19 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 94 | 0 | 0 | 73 | 12 | 11 | 4 | 0 | 0 | 11 | 86 | 3 | 94 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 94 | 0 | 0 | 63 | 15 | 10 | 13 | 0 | 0 | 22 | 84 | 7 | 94 | |
| | GATWICK | DEBONAIR AIRWAYS LTD | S | A | 31 | 0 | 0 | 71 | 13 | 13 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | DEBONAIR AIRWAYS LTD | S | D | 31 | 0 | 0 | 71 | 6 | 13 | 10 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 28 | 6 | 0 | 46 | 14 | 21 | 18 | 0 | 0 | 30 | 67 | 14 | 33 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 30 | 0 | 0 | 73 | 17 | 3 | 7 | 0 | 0 | 14 | 86 | 3 | 37 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 65 | 2 | 0 | 80 | 15 | 0 | 3 | 2 | 0 | 5 | 77 | 4 | 39 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 66 | 0 | 0 | 77 | 17 | 5 | 2 | 0 | 0 | 11 | 73 | 14 | 37 | |
| | HEATHROW | IBERIA | S | A | 93 | 0 | 0 | 61 | 24 | 5 | 9 | 1 | 0 | 17 | 75 | 8 | 93 | |
| | HEATHROW | IBERIA | S | D | 93 | 0 | 0 | 71 | 10 | 11 | 9 | 0 | 0 | 16 | 90 | 2 | 93 | |
| | MANCHESTER | IBERIA | S | A | 31 | 0 | 0 | 58 | 19 | 10 | 13 | 0 | 0 | 25 | 77 | 10 | 31 | |
| | MANCHESTER | IBERIA | S | D | 31 | 0 | 0 | 26 | 19 | 42 | 13 | 0 | 0 | 38 | 77 | 9 | 30 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|-----------------------------|-------------------|----------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | |
| TOTAL BARCELONA | | | | | 859 | 8 | 2 | 66 | 15 | 9 | 8 | 0 | 0 | 17 | 78 | 8 | 8 |
| BARRA | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 18 | 6 | 9 | 83 | 11 | 0 | 6 | 0 | 0 | 11 | 79 | 6 | 24 |
| | GLASGOW | LOGANAIR | S | D | 16 | 9 | 6 | 69 | 31 | 0 | 0 | 0 | 0 | 7 | 72 | 9 | 25 |
| TOTAL BARRA | | | | | 34 | 15 | 15 | 76 | 21 | 0 | 3 | 0 | 0 | 9 | 76 | 7 | 7 |
| BASLE MULHOUSE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 1 | 23 | 41 | 28 | 8 | 0 | 0 | 29 | 74 | 9 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 55 | 24 | 18 | 3 | 0 | 0 | 18 | 89 | 6 | 62 |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 30 | 0 | 0 | 40 | 50 | 10 | 0 | 0 | 0 | 18 | 58 | 16 | 26 |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 30 | 0 | 0 | 27 | 23 | 40 | 10 | 0 | 0 | 30 | 37 | 25 | 27 |
| | HEATHROW | SWISS AIRLINES | S | A | 93 | 0 | 0 | 53 | 24 | 20 | 2 | 1 | 0 | 20 | 65 | 13 | 93 |
| | HEATHROW | SWISS AIRLINES | S | D | 88 | 1 | 0 | 55 | 26 | 19 | 0 | 0 | 0 | 13 | 81 | 4 | 88 |
| | LONDON CITY | SWISS AIRLINES | S | A | 83 | 0 | 2 | 52 | 30 | 16 | 2 | 0 | 0 | 16 | 0 | 0 | 0 |
| | LONDON CITY | SWISS AIRLINES | S | D | 83 | 0 | 2 | 18 | 35 | 42 | 5 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | SWISS AIRLINES | S | A | 54 | 0 | 0 | 26 | 50 | 20 | 4 | 0 | 0 | 23 | 33 | 21 | 27 |
| | MANCHESTER | SWISS AIRLINES | S | D | 54 | 0 | 0 | 28 | 46 | 19 | 7 | 0 | 0 | 26 | 68 | 16 | 25 |
| TOTAL BASLE MULHOUSE | | | | | 640 | 1 | 6 | 40 | 33 | 23 | 4 | 0 | 0 | 22 | 69 | 11 | 11 |
| BEAUVAIS | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 44 | 22 | 0 | 33 | 0 | 0 | 35 | 89 | -8 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 26 | 89 | 4 | 9 |
| TOTAL BEAUVAIS | | | | | 18 | 0 | 0 | 61 | 11 | 0 | 28 | 0 | 0 | 31 | 89 | -2 | -2 |
| BEIJING | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | S | A | 12 | 1 | 1 | 92 | 0 | 0 | 8 | 0 | 0 | -31 | 89 | -19 | 18 |
| | HEATHROW | AIR CHINA | S | D | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | -1 | 100 | -4 | 19 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 0 | 0 | 8 | 92 | 86 | -7 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 86 | 0 | 0 | 7 | 0 | 7 | 102 | 92 | 5 | 13 |
| TOTAL BEIJING | | | | | 52 | 1 | 1 | 88 | 0 | 2 | 6 | 0 | 4 | 43 | 92 | -7 | -7 |
| BEIRUT | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|---------------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | 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) | | | | | | | | | | | | |
| BEIRUT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 31 | 0 | 0 | 90 | 6 | 0 | 0 | 3 | 0 | -3 | 77 | 11 | 30 | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 31 | 0 | 0 | 71 | 16 | 10 | 3 | 0 | 0 | 16 | 81 | 7 | 27 | |
| | HEATHROW | MEA | S | A | 22 | 0 | 0 | 50 | 41 | 9 | 0 | 0 | 0 | 15 | 55 | 21 | 22 | |
| | HEATHROW | MEA | S | D | 22 | 0 | 0 | 36 | 27 | 18 | 18 | 0 | 0 | 35 | 73 | 12 | 22 | |
| TOTAL BEIRUT | | | | | 106 | 0 | 0 | 65 | 21 | 8 | 5 | 1 | 0 | 14 | 72 | 12 | 12 | |
| BELFAST CITY | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 86 | 1 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 2 | 83 | 8 | 78 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 86 | 1 | 0 | 88 | 10 | 1 | 0 | 0 | 0 | 7 | 87 | 10 | 76 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 90 | 1 | 0 | 86 | 11 | 2 | 1 | 0 | 0 | 4 | 89 | 3 | 83 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 90 | 1 | 0 | 88 | 4 | 4 | 3 | 0 | 0 | 7 | 92 | 6 | 83 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 116 | 0 | 0 | 91 | 4 | 2 | 3 | 0 | 0 | 4 | 81 | 9 | 115 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 116 | 0 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 4 | 88 | 4 | 114 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 135 | 0 | 0 | 96 | 1 | 1 | 1 | 0 | 0 | -1 | 91 | 2 | 131 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 135 | 0 | 0 | 91 | 5 | 2 | 1 | 1 | 0 | 7 | 82 | 12 | 132 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 145 | 1 | 0 | 90 | 5 | 4 | 1 | 0 | 0 | 3 | 93 | 0 | 171 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 145 | 1 | 0 | 84 | 11 | 3 | 1 | 0 | 0 | 7 | 94 | 3 | 172 | |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 112 | 0 | 0 | 88 | 2 | 3 | 4 | 3 | 0 | 9 | 0 | 0 | 0 | |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 112 | 0 | 0 | 83 | 5 | 4 | 5 | 2 | 0 | 13 | 0 | 0 | 0 | |
| | NEWCASTLE | GILL AIRWAYS | S | A | 126 | 3 | 2 | 71 | 12 | 12 | 4 | 1 | 0 | 13 | 84 | 4 | 144 | |
| | NEWCASTLE | GILL AIRWAYS | S | D | 128 | 0 | 0 | 81 | 12 | 4 | 3 | 0 | 0 | 9 | 87 | 7 | 145 | |
| TOTAL BELFAST CITY | | | | | 1622 | 9 | 2 | 87 | 6 | 4 | 2 | 0 | 0 | 6 | 88 | 5 | 5 | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 244 | 0 | 0 | 82 | 11 | 4 | 2 | 0 | 0 | 5 | 79 | 6 | 280 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 244 | 1 | 0 | 79 | 12 | 7 | 3 | 0 | 0 | 9 | 84 | 5 | 280 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 179 | 0 | 0 | 87 | 9 | 2 | 2 | 0 | 0 | 5 | 86 | 3 | 181 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 178 | 1 | 0 | 90 | 7 | 1 | 1 | 0 | 0 | 1 | 85 | 3 | 180 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 7 | 87 | 4 | 23 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 11 | 84 | 15 | 25 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | 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 |
| BELFAST INTERNATIONAL | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 86 | 0 | 0 | 90 | 3 | 6 | 1 | 0 | 0 | 4 | 95 | 1 | 104 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 86 | 0 | 0 | 85 | 7 | 2 | 6 | 0 | 0 | 10 | 94 | 4 | 109 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 108 | 0 | 0 | 93 | 5 | 3 | 0 | 0 | 0 | -2 | 88 | 11 | 106 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 108 | 0 | 0 | 92 | 6 | 3 | 0 | 0 | 0 | 4 | 90 | 9 | 106 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 145 | 0 | 2 | 96 | 1 | 1 | 2 | 0 | 0 | -1 | 93 | -1 | 109 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 145 | 0 | 2 | 83 | 8 | 5 | 4 | 0 | 0 | 9 | 86 | 9 | 109 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 85 | 0 | 0 | 91 | 6 | 4 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 85 | 0 | 0 | 84 | 7 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | A | 8 | 2 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 11 | 0 | 3 | 91 | 9 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | | | 1750 | 4 | 10 | 86 | 8 | 4 | 2 | 0 | 0 | 4 | 86 | 5 | 5 |
| BELGRADE | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 11 | 0 | 3 | 45 | 36 | 9 | 9 | 0 | 0 | 17 | 83 | 5 | 29 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 11 | 0 | 3 | 55 | 27 | 9 | 9 | 0 | 0 | 24 | 76 | 15 | 29 |
| TOTAL BELGRADE | | | | | 22 | 0 | 6 | 50 | 32 | 9 | 9 | 0 | 0 | 20 | 75 | 14 | 14 |
| BENBECULA | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 26 | 0 | 1 | 96 | 4 | 0 | 0 | 0 | 0 | -3 | 85 | 14 | 26 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 26 | 0 | 1 | 81 | 12 | 8 | 0 | 0 | 0 | 8 | 69 | 12 | 26 |
| TOTAL BENBECULA | | | | | 52 | 1 | 2 | 88 | 8 | 4 | 0 | 0 | 0 | 2 | 77 | 13 | 13 |
| BERGAMO | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 50 | 25 | 0 | 116 | 40 | 20 | 5 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 57 | 100 | 0 | 5 |
| | MANCHESTER | AIR 2000 | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 98 | 80 | 4 | 5 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 100 | 100 | -5 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 7 | 1 | 1 | 29 | 43 | 14 | 14 | 0 | 0 | 31 | 33 | 40 | 6 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 83 | 21 | 6 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|----------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 75 | -10 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 10 | 100 | 5 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 56 | 25 | 17 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 11 | 75 | 7 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 76 | 25 | 35 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 27 | 67 | 10 | 3 |
| TOTAL BERGAMO | | | | | 54 | 3 | 1 | 39 | 15 | 15 | 30 | 2 | 0 | 46 | 71 | 10 | 10 |
| BERGEN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 27 | 0 | 3 | 74 | 15 | 7 | 4 | 0 | 0 | 11 | 58 | 19 | 31 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 27 | 0 | 3 | 63 | 26 | 7 | 4 | 0 | 0 | 15 | 71 | 11 | 31 |
| | STANSTED | BRAATHENS ASA | S | A | 31 | 0 | 0 | 81 | 6 | 3 | 10 | 0 | 0 | 14 | 33 | 62 | 3 |
| | STANSTED | BRAATHENS ASA | S | D | 31 | 0 | 0 | 48 | 19 | 16 | 16 | 0 | 0 | 32 | 33 | 21 | 3 |
| | GLASGOW | WIDEROE FLYVESELSKAP A/S | S | A | 25 | 0 | 2 | 52 | 24 | 20 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GLASGOW | WIDEROE FLYVESELSKAP A/S | S | D | 25 | 0 | 2 | 96 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL BERGEN | | | | | 166 | 0 | 10 | 69 | 15 | 9 | 7 | 0 | 0 | 15 | 65 | 15 | 15 |
| BERLIN (SCHONEFELD) | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | A | 50 | 0 | 5 | 74 | 14 | 12 | 0 | 0 | 0 | 10 | 77 | 13 | 26 |
| | GATWICK | AB AIRLINES | S | D | 50 | 0 | 1 | 64 | 24 | 10 | 2 | 0 | 0 | 15 | 52 | 25 | 27 |
| TOTAL BERLIN (SCHONEFELD) | | | | | 100 | 0 | 6 | 69 | 19 | 11 | 1 | 0 | 0 | 13 | 63 | 19 | 19 |
| BERLIN (TEGEL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 150 | 0 | 1 | 90 | 7 | 2 | 1 | 0 | 0 | 79 | 7 | 147 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 150 | 0 | 1 | 93 | 5 | 1 | 1 | 0 | 0 | 1 | 89 | 3 | 147 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 27 | 0 | 0 | 67 | 30 | 0 | 4 | 0 | 0 | 13 | 73 | 12 | 48 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 27 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 3 | 84 | 8 | 49 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 93 | -1 | 27 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 5 | 89 | 8 | 27 |
| TOTAL BERLIN (TEGEL) | | | | | 408 | 0 | 2 | 89 | 8 | 2 | 1 | 0 | 0 | 2 | 84 | 6 | 6 |
| BERMUDA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 1 | 62 | 22 | 13 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BERMUDA | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 77 | 28 | 13 |
| TOTAL BERMUDA | | | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 69 | 25 | 25 |
| BERNE | LONDON CITY | AIR ENGIADINA | S | A | 72 | 0 | 3 | 47 | 28 | 19 | 4 | 1 | 0 | 21 | 64 | 15 | 59 |
| | LONDON CITY | AIR ENGIADINA | S | D | 72 | 0 | 3 | 8 | 28 | 51 | 11 | 1 | 0 | 41 | 29 | 26 | 55 |
| TOTAL BERNE | | | | | 144 | 0 | 6 | 28 | 28 | 35 | 8 | 1 | 0 | 31 | 47 | 21 | 21 |
| BIARRITZ | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| BILBAO | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 89 | 7 | 3 | 2 | 0 | 0 | 84 | 1 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 87 | 8 | 2 | 3 | 0 | 6 | 89 | 3 | 62 | |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 77 | 13 | 7 | 3 | 0 | 8 | 81 | 3 | 31 | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 61 | 13 | 16 | 10 | 0 | 19 | 84 | 6 | 31 | |
| TOTAL BILBAO | | | | | 186 | 0 | 0 | 81 | 10 | 5 | 4 | 0 | 6 | 85 | 3 | 3 | |
| BILLUND | GATWICK | MAERSK AIR | S | A | 89 | 0 | 0 | 42 | 37 | 19 | 2 | 0 | 20 | 57 | 15 | 88 | |
| | GATWICK | MAERSK AIR | S | D | 89 | 0 | 0 | 70 | 16 | 6 | 9 | 0 | 18 | 66 | 13 | 89 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 26 | 67 | 20 | 9 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 8 | 0 | 0 | 38 | 50 | 0 | 13 | 0 | 28 | 33 | 34 | 9 | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | A | 49 | 0 | 1 | 78 | 16 | 6 | 0 | 0 | 4 | 62 | 14 | 47 | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | S | D | 49 | 0 | 1 | 92 | 0 | 8 | 0 | 0 | 0 | 68 | 7 | 47 | |
| TOTAL BILLUND | | | | | 291 | 1 | 2 | 65 | 21 | 10 | 4 | 0 | 14 | 62 | 14 | 14 | |
| BIRMINGHAM | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 91 | 0 | 1 | 93 | 7 | 0 | 0 | 0 | 2 | 90 | 6 | 77 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 114 | 1 | 0 | 85 | 11 | 2 | 2 | 0 | 9 | 93 | 4 | 87 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 114 | 0 | 2 | 91 | 4 | 3 | 3 | 0 | 4 | 78 | 11 | 202 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 107 | 1 | 0 | 96 | 2 | 1 | 1 | 0 | 1 | 86 | 7 | 197 | |
| | NEWCASTLE | DUO AIRWAYS LTD | S | A | 88 | 0 | 4 | 95 | 5 | 0 | 0 | 0 | -1 | 91 | 5 | 88 | |
| | NEWCASTLE | DUO AIRWAYS LTD | S | D | 88 | 0 | 4 | 98 | 2 | 0 | 0 | 0 | -3 | 93 | 2 | 88 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BIRMINGHAM | GLASGOW | FLYBE.BRITISH EUROPEAN | S | A | 11 | 0 | 0 | 64 | 18 | 18 | 0 | 0 | 0 | 13 | 50 | 26 | 2 |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | D | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 8 | 100 | 2 | 2 |
| TOTAL BIRMINGHAM | | | | | 627 | 2 | 11 | 92 | 5 | 1 | 1 | 0 | 0 | 3 | 86 | 7 | 7 |
| BISHKEK (FRUNZE) | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 100 | -15 | 3 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 20 | 67 | 12 | 3 |
| | BIRMINGHAM | KYRGYZSTAN AIRLINES | S | A | 3 | 1 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 54 | 0 | 0 | 0 |
| | BIRMINGHAM | KYRGYZSTAN AIRLINES | S | D | 3 | 1 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 40 | 0 | 0 | 0 |
| TOTAL BISHKEK (FRUNZE) | | | | | 15 | 2 | 0 | 67 | 0 | 7 | 27 | 0 | 0 | 23 | 83 | -2 | -2 |
| BOGOTA | HEATHROW | AVIANCA COLOMBIA | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 11 | 60 | 9 |
| | HEATHROW | AVIANCA COLOMBIA | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 39 | 67 | 32 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -4 | 85 | 2 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 46 | 31 | 23 | 0 | 0 | 0 | 19 | 31 | 34 | 13 |
| TOTAL BOGOTA | | | | | 44 | 0 | 0 | 75 | 14 | 9 | 0 | 2 | 0 | 14 | 50 | 29 | 29 |
| BOLOGNA | GATWICK | ALITALIA | S | A | 73 | 0 | 1 | 30 | 22 | 27 | 18 | 3 | 0 | 40 | 65 | 11 | 31 |
| | GATWICK | ALITALIA | S | D | 73 | 0 | 1 | 40 | 29 | 19 | 10 | 3 | 0 | 30 | 81 | 5 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 30 | 18 | 22 | 30 | 0 | 0 | 44 | 82 | 5 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 43 | 32 | 15 | 10 | 0 | 0 | 21 | 87 | 3 | 60 |
| | STANSTED | GO FLY LTD | S | A | 52 | 2 | 2 | 40 | 25 | 17 | 15 | 2 | 0 | 33 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 53 | 2 | 2 | 62 | 17 | 15 | 4 | 2 | 0 | 22 | 0 | 0 | 0 |
| TOTAL BOLOGNA | | | | | 371 | 4 | 6 | 40 | 24 | 20 | 15 | 2 | 0 | 32 | 80 | 5 | 5 |
| BORDEAUX | GATWICK | AIR LIB | S | A | 93 | 0 | 0 | 80 | 14 | 5 | 1 | 0 | 0 | 8 | 76 | 9 | 93 |
| | GATWICK | AIR LIB | S | D | 93 | 0 | 0 | 71 | 16 | 8 | 5 | 0 | 0 | 14 | 82 | 9 | 93 |
| TOTAL BORDEAUX | | | | | 186 | 0 | 0 | 75 | 15 | 6 | 3 | 0 | 0 | 11 | 79 | 9 | 9 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | MATCHED |
| BOSTON | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 71 | 13 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 60 | 0 | 0 | 40 | 22 | 18 | 17 | 3 | 0 | 38 | 84 | 3 | 62 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 61 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 8 | 74 | 10 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 91 | 0 | 0 | 70 | 13 | 12 | 3 | 1 | 0 | 13 | 87 | -3 | 82 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 91 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 5 | 76 | 11 | 82 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 81 | 10 | 0 | 6 | 3 | 0 | 10 | 84 | -4 | 31 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 65 | 19 | 13 | 3 | 0 | 0 | 19 | 74 | 8 | 31 |
| TOTAL BOSTON | | | | | 427 | 0 | 0 | 72 | 14 | 8 | 5 | 1 | 0 | 14 | 80 | 4 | 4 |
| BOURNEMOUTH | | | | | | | | | | | | | | | | | |
| | EDINBURGH | GILL AIRWAYS | S | A | 31 | 0 | 0 | 87 | 6 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 |
| | EDINBURGH | GILL AIRWAYS | S | D | 31 | 0 | 0 | 90 | 3 | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GLASGOW | GILL AIRWAYS | S | A | 31 | 0 | 0 | 90 | 0 | 0 | 6 | 0 | 3 | 17 | 0 | 0 | 0 |
| | GLASGOW | GILL AIRWAYS | S | D | 31 | 0 | 0 | 87 | 3 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL BOURNEMOUTH | | | | | 124 | 0 | 6 | 89 | 3 | 0 | 7 | 0 | 1 | 10 | 93 | 2 | 2 |
| BREMEN | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 89 | 0 | 0 | 62 | 24 | 12 | 2 | 0 | 0 | 14 | 80 | 5 | 91 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 89 | 0 | 0 | 79 | 11 | 9 | 1 | 0 | 0 | 10 | 80 | 10 | 91 |
| TOTAL BREMEN | | | | | 178 | 0 | 0 | 70 | 17 | 11 | 2 | 0 | 0 | 12 | 81 | 7 | 7 |
| BRESCIA/MONTICHIARI | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 104 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL BRESCIA/MONTICHIARI | | | | | 6 | 0 | 0 | 17 | 33 | 17 | 17 | 17 | 0 | 74 | 0 | 0 | 0 |
| BREST | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 61 | 0 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 74 | 12 | 53 |
| | GATWICK | BRIT AIR | S | D | 61 | 0 | 1 | 92 | 7 | 2 | 0 | 0 | 0 | 2 | 78 | 9 | 54 |
| TOTAL BREST | | | | | 122 | 0 | 2 | 86 | 13 | 1 | 0 | 0 | 0 | 5 | 76 | 10 | 10 |
| BRIDGETOWN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 0 | 14 | 71 | 14 | 0 | 0 | 45 | 10 | 61 | 10 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------|-------------------|---------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| BRIDGETOWN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 18 | 50 | 32 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 23 | 0 | 64 | 6 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 11 | 71 | 40 | 7 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 16 | 0 | 1 | 81 | 19 | 0 | 0 | 0 | -2 | 75 | -1 | 12 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 15 | 0 | 0 | 40 | 47 | 7 | 7 | 0 | 27 | 56 | 27 | 16 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 1 | 0 | 63 | 13 | 0 | 25 | 0 | 37 | 56 | 26 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 13 | 25 | 56 | 34 | 9 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 22 | 33 | 22 | 11 | 11 | 0 | 57 | 46 | 24 | 13 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 44 | 60 | 52 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 90 | 40 | 47 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | -1 | 60 | 55 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 22 | 40 | 56 | 5 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 12 | 0 | 1 | 8 | 8 | 50 | 25 | 8 | 0 | 67 | 0 | 0 | 0 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 12 | 0 | 1 | 42 | 33 | 8 | 17 | 0 | 28 | 0 | 0 | 0 | |
| TOTAL BRIDGETOWN | | | | | 123 | 2 | 3 | 49 | 23 | 16 | 8 | 4 | 0 | 31 | 46 | 43 | 43 |
| BRISBANE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 70 | 10 | 13 | 3 | 3 | 0 | 21 | 30 | 38 | 23 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 3 | 91 | 5 | 23 | |
| TOTAL BRISBANE | | | | | 61 | 0 | 0 | 80 | 10 | 7 | 2 | 2 | 0 | 12 | 61 | 22 | 22 |
| BRISTOL | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 76 | 1 | 1 | 84 | 9 | 3 | 3 | 1 | 0 | 7 | 74 | 12 | 118 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 108 | 0 | 1 | 82 | 11 | 3 | 3 | 1 | 0 | 12 | 73 | 17 | 125 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 22 | 0 | 1 | 64 | 14 | 14 | 9 | 0 | 19 | 48 | 27 | 21 | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 22 | 0 | 1 | 68 | 14 | 9 | 9 | 0 | 15 | 76 | 23 | 21 | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 140 | 0 | 0 | 86 | 5 | 4 | 4 | 1 | 0 | 6 | 79 | 8 | 145 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 155 | 0 | 4 | 89 | 4 | 5 | 2 | 0 | 5 | 83 | 9 | 146 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|---------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BRISTOL | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 22 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 81 | 0 | 0 | 77 | 11 | 6 | 6 | 0 | 0 | 11 | 81 | 13 | 79 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 58 | 0 | 0 | 81 | 10 | 5 | 3 | 0 | 0 | 8 | 74 | 16 | 80 | |
| TOTAL BRISTOL | | | | | 707 | 1 | 9 | 84 | 7 | 5 | 3 | 0 | 0 | 7 | 77 | 13 | 13 | |
| BRUGGEN | | | | | | | | | | | | | | | | | | |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | A | 73 | 0 | 0 | 78 | 16 | 4 | 1 | 0 | 0 | 6 | 69 | 12 | 67 | |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | D | 73 | 0 | 0 | 81 | 10 | 8 | 1 | 0 | 0 | 9 | 72 | 10 | 68 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 186 | 0 | 0 | 60 | 20 | 16 | 4 | 0 | 0 | 16 | 65 | 14 | 184 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 186 | 0 | 3 | 68 | 18 | 11 | 3 | 0 | 0 | 13 | 81 | 6 | 185 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 99 | 0 | 0 | 61 | 22 | 15 | 2 | 0 | 0 | 14 | 88 | 6 | 99 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 99 | 0 | 0 | 79 | 4 | 12 | 5 | 0 | 0 | 11 | 83 | 10 | 99 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 77 | 0 | 0 | 43 | 39 | 12 | 5 | 1 | 0 | 22 | 72 | 16 | 53 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 77 | 0 | 0 | 69 | 16 | 10 | 5 | 0 | 0 | 15 | 91 | 5 | 53 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 1 | 85 | 0 | 15 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 151 | 0 | 0 | 74 | 17 | 6 | 3 | 0 | 0 | 7 | 73 | 9 | 144 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 151 | 0 | 0 | 85 | 9 | 5 | 2 | 0 | 0 | 5 | 89 | 3 | 144 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 1 | 50 | 30 | 12 | 7 | 0 | 1 | 26 | 74 | 12 | 62 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 1 | 63 | 13 | 11 | 11 | 1 | 0 | 19 | 78 | 11 | 64 | |
| | STANSTED | KLM UK LTD | S | A | 101 | 0 | 3 | 85 | 7 | 3 | 5 | 0 | 0 | 4 | 77 | 3 | 93 | |
| | STANSTED | KLM UK LTD | S | D | 101 | 0 | 3 | 63 | 19 | 12 | 6 | 0 | 0 | 17 | 74 | 13 | 94 | |
| | BIRMINGHAM | SABENA | S | A | 111 | 0 | 1 | 70 | 17 | 12 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | BIRMINGHAM | SABENA | S | D | 110 | 0 | 2 | 76 | 9 | 12 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | EDINBURGH | SABENA | S | A | 89 | 0 | 0 | 84 | 9 | 4 | 2 | 0 | 0 | 6 | 91 | 1 | 85 | |
| | EDINBURGH | SABENA | S | D | 89 | 0 | 0 | 47 | 35 | 16 | 2 | 0 | 0 | 21 | 73 | 14 | 84 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | | | | |
|----------------------------------|-------------------|-----------------------------------|-------------------|-------------|----------------------------|----------|------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|--|
| | | | 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) | | | | | | | | | | | | |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | GATWICK | SABENA | S | A | 111 | 1 | 2 | 66 | 23 | 7 | 4 | 1 | 0 | 15 | 89 | 2 | 113 | |
| | GATWICK | SABENA | S | D | 111 | 1 | 2 | 85 | 7 | 5 | 4 | 0 | 0 | 10 | 91 | 3 | 113 | |
| | GLASGOW | SABENA | S | A | 89 | 0 | 0 | 90 | 6 | 4 | 0 | 0 | 0 | 3 | 87 | 4 | 84 | |
| | GLASGOW | SABENA | S | D | 89 | 0 | 0 | 73 | 16 | 8 | 3 | 0 | 0 | 11 | 77 | 10 | 83 | |
| | HEATHROW | SABENA | S | A | 259 | 1 | 1 | 40 | 31 | 22 | 7 | 0 | 0 | 24 | 66 | 13 | 261 | |
| | HEATHROW | SABENA | S | D | 259 | 1 | 2 | 63 | 14 | 16 | 7 | 0 | 0 | 19 | 79 | 8 | 259 | |
| | LONDON CITY | SABENA | S | A | 141 | 0 | 8 | 73 | 22 | 4 | 1 | 0 | 0 | 11 | 74 | 10 | 138 | |
| | LONDON CITY | SABENA | S | D | 141 | 0 | 8 | 62 | 25 | 11 | 2 | 0 | 0 | 16 | 61 | 16 | 139 | |
| | MANCHESTER | SABENA | S | A | 141 | 0 | 3 | 77 | 11 | 9 | 4 | 0 | 0 | 10 | 88 | 4 | 115 | |
| | MANCHESTER | SABENA | S | D | 141 | 0 | 3 | 72 | 14 | 8 | 6 | 0 | 0 | 14 | 87 | 5 | 115 | |
| | NEWCASTLE | SABENA | S | A | 111 | 1 | 1 | 77 | 15 | 5 | 3 | 0 | 0 | 10 | 77 | 9 | 107 | |
| | NEWCASTLE | SABENA | S | D | 112 | 0 | 0 | 77 | 12 | 7 | 4 | 0 | 0 | 11 | 80 | 10 | 105 | |
| | STANSTED | SABENA | S | A | 81 | 0 | 0 | 72 | 17 | 10 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | STANSTED | SABENA | S | D | 81 | 0 | 0 | 68 | 21 | 10 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL BRUSSELS | | | | | 3838 | 5 | 45 | 68 | 17 | 10 | 4 | 0 | 0 | 13 | 78 | 9 | 9 | |
| BUCHAREST (OTOPENI) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 36 | 0 | 0 | 64 | 22 | 6 | 8 | 0 | 0 | 14 | 80 | 3 | 44 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 35 | 0 | 0 | 49 | 20 | 17 | 14 | 0 | 0 | 27 | 82 | 9 | 45 | |
| | HEATHROW | TAROM | S | A | 31 | 0 | 0 | 58 | 19 | 16 | 6 | 0 | 0 | 17 | 32 | 31 | 31 | |
| | HEATHROW | TAROM | S | D | 31 | 0 | 0 | 61 | 16 | 10 | 10 | 3 | 0 | 27 | 58 | 17 | 31 | |
| TOTAL BUCHAREST (OTOPENI) | | | | | 133 | 0 | 0 | 58 | 20 | 12 | 10 | 1 | 0 | 21 | 66 | 14 | 14 | |
| BUDAPEST | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 1 | 85 | 7 | 3 | 5 | 0 | 0 | 8 | 79 | 8 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 8 | 82 | 6 | 62 | |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | S | A | 18 | 0 | 0 | 72 | 0 | 17 | 11 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | S | D | 18 | 0 | 0 | 67 | 17 | 6 | 11 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | A | 62 | 0 | 0 | 66 | 15 | 10 | 10 | 0 | 0 | 17 | 55 | 22 | 62 | |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | D | 62 | 0 | 0 | 76 | 13 | 3 | 8 | 0 | 0 | 12 | 74 | 13 | 62 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|---------------------------|-------------------|----------------------------|----------------|----------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| BUDAPEST | STANSTED | MALEV (HUNGARIAN AIRLINES) | C | D | 2 | 0 | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 94 | 0 | 772 | 1 | |
| TOTAL BUDAPEST | | | | | 285 | 0 | 7 | 75 | 12 | 6 | 7 | 0 | 0 | 12 | 72 | 17 | 17 | |
| BUENOS AIRES | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -10 | 100 | -14 | 13 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 1 | 92 | 5 | 12 | | |
| TOTAL BUENOS AIRES | | | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | -4 | 96 | -5 | -5 | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|--------------------------|-------------------|-------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CAIRO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 87 | 3 | 0 | 10 | 0 | 0 | 10 | 74 | 46 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 77 | 16 | 6 | 0 | 0 | 0 | 12 | 74 | 12 | 31 | |
| | HEATHROW | EGYPT AIR | S | A | 31 | 0 | 0 | 10 | 13 | 29 | 48 | 0 | 0 | 66 | 13 | 50 | 31 | |
| | HEATHROW | EGYPT AIR | S | D | 31 | 0 | 1 | 0 | 10 | 32 | 55 | 3 | 0 | 77 | 16 | 49 | 31 | |
| | MANCHESTER | EGYPT AIR | C | A | 6 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 61 | 33 | 26 | 3 | |
| | MANCHESTER | EGYPT AIR | C | D | 6 | 0 | 0 | 0 | 17 | 0 | 83 | 0 | 0 | 83 | 17 | 67 | 6 | |
| TOTAL CAIRO | | | | | 136 | 0 | 1 | 41 | 10 | 15 | 32 | 1 | 0 | 44 | 43 | 40 | 40 | |
| CALCUTTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 89 | 3 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 10 | 67 | 15 | 9 | |
| TOTAL CALCUTTA | | | | | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 2 | 78 | 9 | 9 | |
| CALGARY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 29 | 0 | 0 | 69 | 14 | 10 | 7 | 0 | 0 | 14 | 67 | 12 | 18 | |
| | HEATHROW | AIR CANADA | S | D | 27 | 2 | 0 | 59 | 30 | 7 | 4 | 0 | 0 | 18 | 76 | 15 | 17 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 13 | 13 | 0 | 50 | 13 | 13 | 214 | 100 | -7 | 12 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 22 | 56 | 11 | 0 | 0 | 11 | 121 | 88 | 6 | 8 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 31 | 0 | 0 | 81 | 10 | 10 | 0 | 0 | 0 | 1 | 63 | 33 | 30 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 31 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 13 | 70 | 20 | 30 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 1 | 1 | 71 | 0 | 0 | 29 | 0 | 0 | 33 | 89 | -5 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 43 | 75 | 8 | 8 | |
| TOTAL CALGARY | | | | | 151 | 4 | 1 | 64 | 19 | 8 | 7 | 1 | 1 | 31 | 74 | 16 | 16 | |
| CALVI | | | | | | | | | | | | | | | | | | |
| CAMAGUEY | | | | | | | | | | | | | | | | | | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 31 | 9 | 11 | 58 | 0 | 19 | 23 | 0 | 0 | 30 | 79 | 6 | 43 | |
| | GLASGOW | LOGANAIR | S | D | 31 | 9 | 7 | 84 | 3 | 0 | 13 | 0 | 0 | 13 | 93 | -1 | 43 | |
| TOTAL CAMPBELTOWN | | | | | 62 | 18 | 18 | 71 | 2 | 10 | 18 | 0 | 0 | 21 | 86 | 2 | 2 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CANCUN | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 0 | 25 | 353 | 0 | 0 | 0 | |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 48 | 0 | 0 | 0 | |
| | MANCHESTER | AIR 2000 | C | A | 3 | 1 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 38 | 100 | 3 | 1 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 56 | 100 | 5 | 1 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 80 | 50 | 87 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 40 | 75 | 10 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 50 | 27 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 60 | 37 | 5 | |
| TOTAL CANCUN | | | | | 41 | 1 | 0 | 44 | 15 | 17 | 20 | 2 | 2 | 70 | 71 | 20 | 20 | |
| CAPE TOWN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | -1 | 83 | 5 | 23 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 14 | 55 | 15 | 22 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 25 | 2 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | -2 | 38 | 23 | 13 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 27 | 0 | 0 | 78 | 15 | 4 | 4 | 0 | 0 | 10 | 94 | 5 | 18 | |
| TOTAL CAPE TOWN | | | | | 104 | 2 | 0 | 87 | 10 | 1 | 3 | 0 | 0 | 5 | 71 | 22 | 22 | |
| CARCASSONNE | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 65 | 13 | 16 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 35 | 29 | 29 | 6 | 0 | 0 | 27 | 0 | 0 | 0 | |
| TOTAL CARCASSONNE | | | | | 62 | 0 | 0 | 50 | 21 | 23 | 6 | 0 | 0 | 20 | 0 | 0 | 0 | |
| CARDIFF WALES | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 58 | 0 | 1 | 84 | 7 | 7 | 0 | 2 | 0 | 5 | 85 | 8 | 66 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 58 | 0 | 1 | 84 | 5 | 7 | 3 | 0 | 0 | 10 | 74 | 14 | 66 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 67 | 0 | 6 | 88 | 6 | 3 | 3 | 0 | 0 | 5 | 82 | 10 | 68 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 67 | 0 | 6 | 91 | 4 | 3 | 1 | 0 | 0 | 4 | 81 | 9 | 68 | |
| TOTAL CARDIFF WALES | | | | | 250 | 0 | 14 | 87 | 6 | 5 | 2 | 0 | 0 | 6 | 81 | 10 | 10 | |
| CASABLANCA MOHAMED V | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 31 | 0 | 0 | 39 | 26 | 29 | 6 | 0 | 0 | 28 | 86 | -2 | 7 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-------------------------------------|-------------------|------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CASABLANCA MOHAMED V | GATWICK | GB AIRWAYS LTD | S | D | 31 | 0 | 0 | 45 | 23 | 16 | 16 | 0 | 0 | 30 | 50 | 25 | 4 |
| | HEATHROW | ROYAL AIR MAROC | S | A | 31 | 0 | 0 | 35 | 29 | 13 | 19 | 3 | 0 | 38 | 48 | 18 | 31 |
| | HEATHROW | ROYAL AIR MAROC | S | D | 31 | 0 | 0 | 55 | 16 | 13 | 13 | 3 | 0 | 27 | 77 | 7 | 31 |
| TOTAL CASABLANCA MOHAMED V | | | | | 124 | 0 | 0 | 44 | 23 | 18 | 14 | 2 | 0 | 31 | 72 | 10 | 10 |
| CATANIA (FONTANAROSSA) | | | | | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 50 | 50 | 29 | 29 |
| TOTAL CATANIA (FONTANAROSSA) | | | | | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 50 | 50 | 29 | 29 |
| CHAMBERY | MANCHESTER | AER LINGUS | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 46 | 100 | 13 | 3 |
| | MANCHESTER | AER LINGUS | C | D | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 75 | 7 | 4 |
| | GATWICK | CITY FLYER EXPRESS | C | A | 12 | 0 | 0 | 17 | 17 | 33 | 33 | 0 | 0 | 47 | 67 | 15 | 12 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 12 | 0 | 0 | 17 | 25 | 42 | 17 | 0 | 0 | 42 | 75 | 11 | 12 |
| | NEWCASTLE | CITY FLYER EXPRESS | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| | NEWCASTLE | CITY FLYER EXPRESS | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 54 | 0 | 0 | 0 |
| | GLASGOW | DEBONAIR AIRWAYS LTD | C | A | 8 | 0 | 0 | 0 | 25 | 38 | 13 | 25 | 0 | 93 | 0 | 0 | 0 |
| | GLASGOW | DEBONAIR AIRWAYS LTD | C | D | 8 | 0 | 0 | 0 | 0 | 38 | 50 | 13 | 0 | 111 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 63 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 70 | 0 | 42 | 4 |
| | STANSTED | KLM UK LTD | C | D | 3 | 1 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | -14 | 100 | 6 | 4 |
| TOTAL CHAMBERY | | | | | 70 | 2 | 1 | 19 | 16 | 36 | 24 | 6 | 0 | 56 | 63 | 17 | 17 |
| CHANIA | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 11 | 11 |
| TOTAL CHANIA | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 11 | 11 |
| CHARLOTTE | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 1 | 0 | 58 | 19 | 23 | 0 | 0 | 0 | 18 | 81 | 12 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 13 | 10 | 3 | 0 | 0 | 12 | 81 | 10 | 31 |
| TOTAL CHARLOTTE | | | | | 62 | 1 | 0 | 66 | 16 | 16 | 2 | 0 | 0 | 15 | 81 | 11 | 11 |
| CHICAGO (O'HARE) | HEATHROW | AIR INDIA | S | A | 14 | 0 | 0 | 71 | 7 | 7 | 14 | 0 | 0 | 21 | 54 | 16 | 13 |
| | HEATHROW | AIR INDIA | S | D | 13 | 0 | 0 | 31 | 15 | 46 | 8 | 0 | 0 | 34 | 50 | 32 | 14 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| CHICAGO (O'HARE) | BIRMINGHAM | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 55 | 16 | 3 | 23 | 3 | 0 | 38 | 94 | -11 | 31 | |
| | BIRMINGHAM | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 61 | 13 | 6 | 16 | 3 | 0 | 29 | 87 | 4 | 31 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 94 | 0 | 1 | 55 | 16 | 18 | 7 | 3 | 0 | 27 | 76 | 10 | 94 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 94 | 0 | 0 | 80 | 10 | 9 | 2 | 0 | 0 | 9 | 70 | 17 | 92 | |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 71 | 13 | 6 | 3 | 3 | 3 | 24 | 74 | 8 | 31 | |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 71 | 6 | 10 | 6 | 6 | 0 | 31 | 77 | 17 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 82 | 11 | 0 | 5 | 2 | 0 | 6 | 89 | -2 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 77 | 15 | 5 | 3 | 0 | 0 | 13 | 75 | 10 | 61 | |
| | HEATHROW | UNITED AIRLINES | S | A | 89 | 0 | 0 | 56 | 12 | 12 | 11 | 8 | 0 | 39 | 52 | 27 | 61 | |
| | HEATHROW | UNITED AIRLINES | S | D | 90 | 0 | 0 | 64 | 16 | 10 | 9 | 1 | 0 | 19 | 70 | 11 | 61 | |
| TOTAL CHICAGO (O'HARE) | | | | | 642 | 0 | 1 | 67 | 13 | 10 | 8 | 3 | 0 | 22 | 73 | 11 | 11 | |
| CINCINNATI | GATWICK | DELTA AIRLINES | S | A | 31 | 0 | 0 | 71 | 23 | 0 | 6 | 0 | 0 | 12 | 42 | 21 | 31 | |
| | GATWICK | DELTA AIRLINES | S | D | 31 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 11 | 77 | 10 | 31 | |
| TOTAL CINCINNATI | | | | | 62 | 0 | 0 | 71 | 26 | 0 | 3 | 0 | 0 | 11 | 60 | 15 | 15 | |
| COLOGNE (BONN) | HEATHROW | BMI BRITISH MIDLAND | S | A | 39 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 2 | 88 | 8 | 40 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 39 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 3 | 80 | 8 | 40 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 3 | 63 | 18 | 57 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 57 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 3 | 91 | 3 | 57 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 101 | 0 | 0 | 58 | 28 | 12 | 2 | 0 | 0 | 15 | 72 | 11 | 110 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 100 | 0 | 0 | 82 | 11 | 4 | 3 | 0 | 0 | 7 | 84 | 7 | 109 | |
| TOTAL COLOGNE (BONN) | | | | | 394 | 0 | 0 | 79 | 14 | 6 | 2 | 0 | 0 | 7 | 79 | 9 | 9 | |
| COLOMBO | GATWICK | MONARCH AIRLINES | C | A | 8 | 1 | 1 | 38 | 25 | 25 | 0 | 13 | 0 | 52 | 25 | 18 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 11 | 80 | 9 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | SRILANKAN AIRLINES | S | A | 27 | 0 | 0 | 67 | 11 | 4 | 15 | 0 | 4 | 29 | 68 | 6 | 22 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| COLOMBO | HEATHROW | SRILANKAN AIRLINES | S | D | 27 | 0 | 0 | 37 | 15 | 15 | 30 | 0 | 4 | 64 | 55 | 27 | 22 |
| TOTAL COLOMBO | | | | | 81 | 1 | 1 | 51 | 20 | 10 | 16 | 1 | 2 | 41 | 60 | 30 | 30 |
| CONNAUGHT | BIRMINGHAM | AER LINGUS | S | A | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 75 | 16 | 4 |
| | BIRMINGHAM | AER LINGUS | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 100 | 5 | 4 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | -4 | 94 | 5 | 18 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 11 | 88 | 12 | 17 |
| | STANSTED | RYANAIR | S | A | 48 | 0 | 0 | 60 | 15 | 21 | 4 | 0 | 0 | 14 | 86 | 3 | 50 |
| | STANSTED | RYANAIR | S | D | 48 | 0 | 0 | 48 | 25 | 21 | 6 | 0 | 0 | 22 | 63 | 17 | 51 |
| TOTAL CONNAUGHT | | | | | 139 | 1 | 0 | 64 | 15 | 17 | 4 | 0 | 0 | 14 | 79 | 10 | 10 |
| COPENHAGEN | EDINBURGH | BMI BRITISH MIDLAND | S | A | 34 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 6 | 70 | 11 | 30 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 10 | 90 | 5 | 31 |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 2 | 79 | 4 | 33 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 34 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 97 | 0 | 33 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 27 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 70 | 10 | 27 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 26 | 0 | 1 | 69 | 8 | 12 | 12 | 0 | 0 | 19 | 67 | 12 | 27 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 55 | 0 | 0 | 84 | 7 | 9 | 0 | 0 | 0 | 6 | 87 | 1 | 62 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 54 | 0 | 0 | 56 | 26 | 11 | 7 | 0 | 0 | 21 | 84 | 8 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 1 | 10 | 80 | 3 | 123 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | 4 | 88 | 5 | 123 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 102 | 0 | 2 | 83 | 9 | 4 | 3 | 1 | 0 | 9 | 80 | 9 | 49 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 104 | 0 | 0 | 82 | 11 | 5 | 3 | 0 | 0 | 8 | 84 | 8 | 49 |
| | STANSTED | GO FLY LTD | S | A | 85 | 0 | 0 | 94 | 1 | 5 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 85 | 0 | 0 | 79 | 8 | 11 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | MAERSK AIR | S | A | 43 | 0 | 0 | 81 | 16 | 2 | 0 | 0 | 0 | 6 | 78 | 7 | 41 |
| | GATWICK | MAERSK AIR | S | D | 43 | 0 | 0 | 67 | 21 | 9 | 2 | 0 | 0 | 14 | 88 | 8 | 40 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 6 | 3 | 2 | 33 | 0 | 33 | 17 | 17 | 0 | 63 | 80 | 10 | 10 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| COPENHAGEN | | | | | | | | | | | | | | | | | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 6 | 2 | 2 | 50 | 0 | 33 | 0 | 17 | 0 | 54 | 30 | 28 | 10 |
| | HEATHROW | SAS | S | A | 144 | 0 | 0 | 67 | 19 | 10 | 4 | 0 | 0 | 14 | 63 | 16 | 151 |
| | HEATHROW | SAS | S | D | 148 | 0 | 0 | 82 | 7 | 9 | 1 | 0 | 0 | 8 | 79 | 9 | 155 |
| | MANCHESTER | SAS | S | A | 89 | 0 | 0 | 83 | 9 | 4 | 3 | 0 | 0 | 5 | 71 | 10 | 83 |
| | MANCHESTER | SAS | S | D | 89 | 0 | 0 | 78 | 16 | 6 | 1 | 0 | 0 | 8 | 74 | 7 | 82 |
| | STANSTED | SAS | S | A | 82 | 0 | 6 | 72 | 15 | 9 | 5 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | SAS | S | D | 82 | 0 | 6 | 71 | 16 | 5 | 6 | 2 | 0 | 17 | 0 | 0 | 0 |
| | HEATHROW | VARIG | S | A | 13 | 0 | 0 | 46 | 31 | 8 | 15 | 0 | 0 | 25 | 69 | 14 | 13 |
| | HEATHROW | VARIG | S | D | 13 | 0 | 0 | 15 | 38 | 15 | 23 | 8 | 0 | 59 | 8 | 36 | 12 |
| TOTAL COPENHAGEN | | | | | 1680 | 6 | 19 | 79 | 11 | 6 | 3 | 0 | 0 | 9 | 77 | 8 | 8 |
| CORK | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 1 | 100 | -11 | 49 |
| | BIRMINGHAM | AER LINGUS | S | D | 54 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 94 | 8 | 47 |
| | HEATHROW | AER LINGUS | S | A | 97 | 0 | 0 | 82 | 12 | 4 | 0 | 1 | 0 | 7 | 75 | 10 | 96 |
| | HEATHROW | AER LINGUS | S | D | 97 | 0 | 0 | 72 | 18 | 9 | 0 | 1 | 0 | 13 | 75 | 11 | 96 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 52 | 0 | 2 | 83 | 8 | 4 | 4 | 2 | 0 | 8 | 82 | 12 | 60 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 53 | 1 | 1 | 75 | 13 | 6 | 2 | 2 | 2 | 24 | 84 | 13 | 61 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 66 | 0 | 0 | 53 | 24 | 15 | 8 | 0 | 0 | 18 | 76 | 5 | 63 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 66 | 0 | 0 | 67 | 15 | 12 | 6 | 0 | 0 | 16 | 73 | 16 | 63 |
| | EDINBURGH | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | EDINBURGH | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 10 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 23 | 0 | 2 | 83 | 9 | 9 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 85 | 0 | 0 | 54 | 21 | 13 | 9 | 1 | 1 | 28 | 79 | 8 | 85 |
| | STANSTED | RYANAIR | S | D | 85 | 0 | 0 | 52 | 21 | 18 | 9 | 0 | 0 | 26 | 67 | 17 | 85 |
| TOTAL CORK | | | | | 725 | 1 | 6 | 70 | 16 | 9 | 4 | 1 | 0 | 15 | 79 | 10 | 10 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|--------------------------------|-------------------|---------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 24 | 0 | 1 | 21 | 8 | 33 | 21 | 8 | 8 | 100 | 26 | 45 | 23 |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 24 | 0 | 1 | 25 | 25 | 17 | 21 | 4 | 8 | 82 | 65 | 18 | 23 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 82 | 9 | 0 | 5 | 0 | 5 | 47 | 82 | 4 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 86 | 9 | 22 |
| TOTAL DACCA | | | | | 92 | 0 | 2 | 55 | 11 | 13 | 12 | 3 | 5 | 59 | 64 | 19 | 19 |
| DALAMAN | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | | | 7 | 1 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 62 | 0 | 0 | 53 | 26 | 10 | 8 | 3 | 0 | 23 | 67 | 9 | 61 |
| | GATWICK | AMERICAN AIRLINES | S | D | 62 | 0 | 0 | 74 | 18 | 6 | 2 | 0 | 0 | 12 | 87 | 11 | 62 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 65 | 16 | 3 | 16 | 0 | 0 | 27 | 68 | 25 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 61 | 19 | 6 | 13 | 0 | 0 | 24 | 61 | 32 | 31 |
| TOTAL DALLAS/FORT WORTH | | | | | 186 | 0 | 0 | 63 | 20 | 7 | 8 | 1 | 0 | 20 | 73 | 16 | 16 |
| DAMASCUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | SYRIANAIR | S | A | 14 | 0 | 0 | 14 | 29 | 14 | 29 | 7 | 7 | 141 | 46 | 107 | 13 |
| | HEATHROW | SYRIANAIR | S | D | 13 | 0 | 0 | 15 | 23 | 15 | 31 | 15 | 0 | 66 | 36 | 62 | 14 |
| TOTAL DAMASCUS | | | | | 27 | 0 | 0 | 15 | 26 | 15 | 30 | 11 | 4 | 105 | 57 | 46 | 46 |
| DAR-ES-SALAAM | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALLIANCE | S | A | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 11 | 44 | 9 |
| | HEATHROW | ALLIANCE | S | D | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 44 | 16 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 1 | 0 | 25 | 13 | 50 | 13 | 0 | 0 | 39 | 67 | 11 | 12 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 86 | 6 | 14 |
| TOTAL DAR-ES-SALAAM | | | | | 33 | 1 | 0 | 58 | 21 | 18 | 3 | 0 | 0 | 18 | 57 | 17 | 17 |
| DEAUVILLE | | | | | | | | | | | | | | | | | |
| TOTAL DEAUVILLE | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| DELHI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 11 | 2 | 2 | 45 | 36 | 9 | 9 | 0 | 0 | 17 | 33 | 55 | 18 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------------------|-------------------|------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| DELHI | HEATHROW | AIR CANADA | S | D | 11 | 1 | 1 | 64 | 18 | 9 | 9 | 0 | 0 | 17 | 56 | 52 | 18 |
| TOTAL DELHI | | | | | 22 | 3 | 3 | 55 | 27 | 9 | 9 | 0 | 0 | 17 | 44 | 53 | 53 |
| DENVER INTERNATIONAL | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 0 | 67 | 17 | 3 | 10 | 0 | 3 | 39 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 1 | 0 | 27 | 47 | 17 | 10 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL DENVER INTERNATIONAL | | | | | 60 | 2 | 0 | 47 | 32 | 10 | 10 | 0 | 2 | 33 | 47 | 55 | 55 |
| DETROIT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 6 | 3 | 3 | 3 | 0 | 12 | 90 | -3 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 13 | 90 | 5 | 31 |
| | GATWICK | NORTHWEST AIRLINES | S | A | 31 | 0 | 0 | 55 | 13 | 23 | 10 | 0 | 0 | 20 | 68 | 31 | 31 |
| | GATWICK | NORTHWEST AIRLINES | S | D | 31 | 0 | 0 | 74 | 13 | 3 | 10 | 0 | 0 | 15 | 71 | 56 | 31 |
| TOTAL DETROIT | | | | | 124 | 0 | 0 | 73 | 10 | 8 | 7 | 1 | 0 | 15 | 80 | 22 | 22 |
| DHAHRAN | GATWICK | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 81 | 4 | 8 | 4 | 4 | 0 | 10 | 100 | -12 | 2 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 85 | 4 | 4 | 4 | 4 | 0 | 21 | 50 | 23 | 2 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 56 | 37 | 9 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 21 | 67 | 15 | 9 |
| TOTAL DHAHRAN | | | | | 67 | 0 | 0 | 82 | 4 | 6 | 4 | 3 | 0 | 14 | 79 | 9 | 9 |
| DOHA | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -10 | 100 | -5 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 7 | 67 | 8 | 3 |
| | HEATHROW | GULF AIR | S | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 57 | 0 | 0 | 0 |
| | HEATHROW | GULF AIR | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | HEATHROW | QATAR AIRWAYS | S | A | 31 | 0 | 0 | 71 | 6 | 19 | 3 | 0 | 0 | 9 | 52 | 24 | 31 |
| | HEATHROW | QATAR AIRWAYS | S | D | 31 | 0 | 0 | 58 | 26 | 10 | 0 | 6 | 0 | 24 | 74 | 9 | 31 |
| TOTAL DOHA | | | | | 131 | 0 | 0 | 79 | 8 | 9 | 2 | 2 | 0 | 9 | 64 | 16 | 16 |
| DONEGAL | | | | | | | | | | | | | | | | | |
| DORTMUND | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------|-------------------|------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DORTMUND | | | | | | | | | | | | | | | | | |
| | STANSTED | EUROWINGS LUFTVERKEHRS | S | A | 49 | 0 | 5 | 88 | 4 | 4 | 4 | 0 | 0 | 4 | 0 | 0 | 0 |
| | STANSTED | EUROWINGS LUFTVERKEHRS | S | D | 51 | 0 | 3 | 84 | 2 | 4 | 10 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL DORTMUND | | | | | 100 | 0 | 8 | 86 | 3 | 4 | 7 | 0 | 0 | 9 | 100 | 3 | 3 |
| DOUALA | | | | | | | | | | | | | | | | | |
| | GATWICK | CAMEROON AIRLINES | S | A | 2 | 0 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 11 | 100 | -21 | 5 |
| | GATWICK | CAMEROON AIRLINES | S | D | 3 | 0 | 1 | 0 | 33 | 33 | 0 | 33 | 0 | 77 | 80 | -7 | 5 |
| TOTAL DOUALA | | | | | 5 | 0 | 3 | 20 | 20 | 40 | 0 | 20 | 0 | 51 | 90 | -14 | -14 |
| DRESDEN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 23 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 68 | 14 | 22 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 23 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 7 | 86 | 7 | 22 |
| | HEATHROW | LUFTHANSA | S | D | 23 | 0 | 0 | 87 | 9 | 0 | 4 | 0 | 0 | 10 | 81 | 6 | 27 |
| TOTAL DRESDEN | | | | | 69 | 0 | 0 | 87 | 10 | 1 | 1 | 0 | 0 | 7 | 76 | 10 | 10 |
| DUBAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 35 | 0 | 0 | 86 | 11 | 0 | 3 | 0 | 0 | 3 | 90 | 1 | 10 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 35 | 0 | 0 | 77 | 17 | 0 | 6 | 0 | 0 | 10 | 91 | 4 | 11 |
| | GATWICK | EMIRATES | S | A | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 4 | 71 | 10 | 31 |
| | GATWICK | EMIRATES | S | D | 31 | 0 | 0 | 45 | 35 | 13 | 6 | 0 | 0 | 19 | 71 | 11 | 31 |
| | HEATHROW | EMIRATES | S | A | 62 | 0 | 0 | 53 | 24 | 19 | 3 | 0 | 0 | 16 | 45 | 21 | 62 |
| | HEATHROW | EMIRATES | S | D | 62 | 0 | 0 | 47 | 29 | 19 | 5 | 0 | 0 | 21 | 58 | 18 | 62 |
| | MANCHESTER | EMIRATES | S | A | 30 | 0 | 1 | 53 | 20 | 20 | 7 | 0 | 0 | 18 | 68 | 24 | 31 |
| | MANCHESTER | EMIRATES | S | D | 30 | 0 | 1 | 50 | 30 | 10 | 10 | 0 | 0 | 24 | 55 | 60 | 31 |
| TOTAL DUBAI | | | | | 316 | 0 | 2 | 59 | 23 | 13 | 5 | 0 | 0 | 15 | 61 | 21 | 21 |
| DUBLIN | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 149 | 1 | 5 | 85 | 6 | 7 | 2 | 0 | 0 | 6 | 90 | 2 | 121 |
| | BIRMINGHAM | AER LINGUS | S | D | 128 | 1 | 2 | 81 | 7 | 9 | 3 | 0 | 0 | 13 | 81 | 14 | 122 |
| | EDINBURGH | AER LINGUS | S | A | 102 | 0 | 3 | 85 | 9 | 4 | 2 | 0 | 0 | 5 | 93 | 0 | 89 |
| | EDINBURGH | AER LINGUS | S | D | 102 | 1 | 1 | 79 | 8 | 7 | 4 | 1 | 1 | 17 | 83 | 11 | 89 |
| | GLASGOW | AER LINGUS | S | A | 93 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 2 | 97 | -2 | 86 |
| | GLASGOW | AER LINGUS | S | D | 93 | 0 | 0 | 88 | 5 | 3 | 3 | 0 | 0 | 5 | 97 | 3 | 86 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|---------------------|----------------|----------|-------------------|-----------|----|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AER LINGUS | S | A | 373 | 0 | 3 | 77 | 16 | 5 | 2 | 0 | 0 | 10 | 76 | 9 | 348 | |
| | HEATHROW | AER LINGUS | S | D | 371 | 1 | 3 | 76 | 16 | 4 | 3 | 1 | 0 | 14 | 82 | 8 | 346 | |
| | MANCHESTER | AER LINGUS | S | A | 150 | 2 | 0 | 86 | 8 | 4 | 2 | 0 | 0 | 1 | 86 | 1 | 120 | |
| | MANCHESTER | AER LINGUS | S | D | 151 | 1 | 1 | 86 | 5 | 6 | 2 | 1 | 0 | 6 | 81 | 4 | 120 | |
| | NEWCASTLE | AER LINGUS | S | A | 62 | 0 | 0 | 97 | 2 | 2 | 0 | 0 | 0 | -1 | 95 | -2 | 59 | |
| | NEWCASTLE | AER LINGUS | S | D | 62 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 6 | 88 | 5 | 59 | |
| | STANSTED | AER LINGUS | S | A | 179 | 0 | 0 | 86 | 4 | 6 | 4 | 0 | 0 | 7 | 87 | 3 | 140 | |
| | STANSTED | AER LINGUS | S | D | 178 | 1 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 15 | 83 | 10 | 141 | |
| | EDINBURGH | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | EDINBURGH | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 245 | 0 | 0 | 69 | 18 | 9 | 3 | 0 | 0 | 14 | 58 | 17 | 259 | |
| | HEATHROW | BMI BRITISH MIDLAND | C | A | 3 | 0 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 47 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 247 | 0 | 0 | 62 | 21 | 13 | 4 | 0 | 0 | 17 | 72 | 11 | 258 | |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 152 | 0 | 0 | 66 | 20 | 10 | 4 | 0 | 0 | 13 | 82 | 4 | 121 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 152 | 0 | 0 | 68 | 19 | 11 | 2 | 0 | 0 | 13 | 76 | 13 | 123 | |
| | LONDON CITY | CITY JET | S | A | 156 | 0 | 12 | 94 | 3 | 1 | 2 | 0 | 0 | -1 | 76 | 10 | 173 | |
| | LONDON CITY | CITY JET | S | D | 154 | 0 | 14 | 71 | 21 | 4 | 3 | 1 | 0 | 14 | 55 | 22 | 179 | |
| | MANCHESTER | LUXAIR | S | A | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 | |
| | MANCHESTER | LUXAIR | S | D | 23 | 0 | 0 | 83 | 9 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | EDINBURGH | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | EDINBURGH | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | A | 137 | 0 | 0 | 88 | 9 | 1 | 1 | 0 | 0 | 5 | 84 | 4 | 148 | |
| | BIRMINGHAM | RYANAIR | C | A | 3 | 0 | 3 | 33 | 33 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 137 | 2 | 0 | 72 | 21 | 4 | 0 | 1 | 1 | 17 | 70 | 13 | 144 | |
| | GATWICK | RYANAIR | S | A | 125 | 0 | 2 | 81 | 10 | 4 | 5 | 0 | 0 | 10 | 84 | 6 | 121 | |
| | GATWICK | RYANAIR | S | D | 126 | 0 | 2 | 83 | 8 | 5 | 5 | 0 | 0 | 10 | 84 | 17 | 121 | |
| | LUTON | RYANAIR | S | A | 124 | 3 | 16 | 87 | 9 | 3 | 1 | 0 | 0 | 2 | 89 | 1 | 131 | |
| | LUTON | RYANAIR | S | D | 125 | 0 | 9 | 93 | 2 | 4 | 1 | 0 | 0 | 2 | 94 | 4 | 130 | |
| | MANCHESTER | RYANAIR | S | A | 133 | 0 | 0 | 90 | 8 | 0 | 2 | 0 | 0 | 3 | 82 | 5 | 147 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | 136 | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR | S | D | 136 | 0 | 0 | 89 | 7 | 1 | 2 | 0 | 0 | 4 | 83 | 5 | 149 | |
| | STANSTED | RYANAIR | S | A | 292 | 1 | 10 | 68 | 17 | 9 | 6 | 0 | 0 | 15 | 78 | 9 | 282 | |
| | STANSTED | RYANAIR | S | D | 292 | 2 | 7 | 62 | 23 | 9 | 7 | 0 | 0 | 19 | 71 | 15 | 282 | |
| TOTAL DUBLIN | | | | | 5000 | 16 | 98 | 78 | 13 | 6 | 3 | 0 | 0 | 10 | 79 | 9 | 9 | |
| DUNDEE | | | | | | | | | | | | | | | | | | |
| DURBAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | -2 | 67 | 11 | 18 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 15 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 76 | 10 | 17 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 11 | 1 | 0 | 64 | 27 | 9 | 0 | 0 | 0 | 12 | 15 | 41 | 13 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 54 | 25 | 13 | |
| TOTAL DURBAN | | | | | 55 | 1 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 3 | 56 | 20 | 20 | |
| DUSSELDORF | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 81 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 81 | 0 | 0 | 88 | 11 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 107 | 0 | 0 | 93 | 3 | 3 | 1 | 0 | 0 | -4 | 97 | 0 | 106 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 107 | 0 | 0 | 90 | 6 | 3 | 2 | 0 | 0 | 7 | 94 | 3 | 107 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 1 | 100 | -2 | 55 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 92 | 5 | 52 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 145 | 0 | 0 | 86 | 11 | 3 | 0 | 0 | 0 | 2 | 85 | 5 | 139 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 145 | 0 | 0 | 93 | 6 | 1 | 0 | 0 | 0 | 1 | 88 | 3 | 139 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 85 | 0 | 0 | 91 | 5 | 1 | 4 | 0 | 0 | 2 | 94 | 3 | 82 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 0 | 84 | 12 | 4 | 1 | 0 | 0 | 5 | 92 | 5 | 85 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 120 | 0 | 0 | 60 | 18 | 18 | 3 | 0 | 0 | 15 | 79 | 9 | 66 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 119 | 0 | 1 | 71 | 15 | 11 | 3 | 0 | 0 | 13 | 90 | 7 | 67 | |
| | NEWCASTLE | CITY FLYER EXPRESS | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | 0 | |
| | NEWCASTLE | CITY FLYER EXPRESS | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | NEWCASTLE | GILL AIRWAYS | S | A | 27 | 0 | 0 | 81 | 7 | 7 | 4 | 0 | 0 | 8 | 85 | 5 | 27 | |
| | NEWCASTLE | GILL AIRWAYS | S | D | 27 | 0 | 0 | 70 | 19 | 7 | 4 | 0 | 0 | 13 | 81 | 8 | 27 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-------------------------|-------------------|---------------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | 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) | | | | | | | | | | |
| DUSSELDORF | | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | A | 82 | 0 | 3 | 90 | 5 | 4 | 1 | 0 | 0 | -3 | 88 | 0 | 80 | |
| | STANSTED | KLM UK LTD | S | D | 82 | 0 | 3 | 89 | 5 | 4 | 2 | 0 | 0 | 10 | 73 | 12 | 80 | |
| | BIRMINGHAM | LUFTHANSA | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 0 | 0 | 0 | |
| | BIRMINGHAM | LUFTHANSA | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 | |
| | HEATHROW | LUFTHANSA | S | A | 93 | 0 | 0 | 89 | 9 | 1 | 1 | 0 | 0 | 3 | 73 | 10 | 97 | |
| | HEATHROW | LUFTHANSA | S | D | 93 | 0 | 0 | 97 | 2 | 1 | 0 | 0 | 0 | 0 | 93 | 3 | 97 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 73 | 0 | 1 | 93 | 3 | 4 | 0 | 0 | 0 | -1 | 91 | 2 | 54 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 72 | 0 | 2 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 80 | 12 | 54 | |
| TOTAL DUSSELDORF | | | | | 1777 | 0 | 10 | 87 | 8 | 4 | 1 | 0 | 0 | 4 | 87 | 5 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------------|-------------------|---------------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | MATCHED | Plan (8) | | | | | | | | | | |
| EAST MIDLANDS | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 101 | 0 | 0 | 97 | 1 | 2 | 0 | 0 | 0 | 3 | 90 | 4 | 102 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 101 | 0 | 0 | 74 | 22 | 3 | 1 | 0 | 0 | 10 | 78 | 10 | 102 |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 99 | 1 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 6 | 87 | 5 | 97 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 99 | 1 | 0 | 84 | 13 | 2 | 1 | 0 | 0 | 8 | 86 | 5 | 97 |
| TOTAL EAST MIDLANDS | | | | | 400 | 2 | 0 | 86 | 11 | 2 | 1 | 0 | 0 | 7 | 85 | 6 | 6 |
| EDINBURGH | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 254 | 0 | 0 | 72 | 15 | 11 | 2 | 0 | 0 | 10 | 71 | 12 | 261 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 252 | 2 | 1 | 79 | 12 | 9 | 0 | 0 | 0 | 8 | 84 | 4 | 261 |
| | MANCHESTER | BMI REGIONAL | S | A | 67 | 0 | 2 | 76 | 19 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | BMI REGIONAL | S | D | 68 | 0 | 1 | 91 | 3 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 169 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 1 | 90 | 0 | 165 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 169 | 0 | 0 | 83 | 12 | 5 | 1 | 0 | 0 | 8 | 90 | 5 | 165 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 71 | 0 | 0 | 93 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 77 | 0 | 0 | 96 | 3 | 1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 235 | 1 | 1 | 92 | 6 | 1 | 1 | 0 | 0 | 2 | 98 | -2 | 211 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 238 | 1 | 0 | 91 | 7 | 1 | 1 | 0 | 0 | 4 | 96 | 3 | 206 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 335 | 0 | 0 | 88 | 8 | 2 | 1 | 0 | 0 | 2 | 78 | 6 | 334 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 334 | 0 | 1 | 92 | 6 | 1 | 1 | 0 | 0 | -1 | 93 | 0 | 337 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 75 | 0 | 2 | 80 | 15 | 3 | 3 | 0 | 0 | 9 | 93 | 2 | 121 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 66 | 1 | 0 | 86 | 8 | 3 | 3 | 0 | 0 | 4 | 92 | 0 | 118 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 139 | 0 | 2 | 85 | 6 | 6 | 4 | 0 | 0 | 4 | 86 | 10 | 140 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 139 | 0 | 1 | 76 | 11 | 8 | 5 | 0 | 0 | 13 | 75 | 18 | 140 |
| | STANSTED | GO FLY LTD | S | A | 142 | 0 | 0 | 75 | 18 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 142 | 0 | 0 | 63 | 14 | 19 | 4 | 0 | 0 | 15 | 0 | 0 | 0 |
| | LONDON CITY | KLM UK LTD | S | A | 76 | 1 | 5 | 92 | 4 | 4 | 0 | 0 | 0 | -6 | 90 | -4 | 100 |
| | LONDON CITY | KLM UK LTD | S | D | 77 | 0 | 4 | 64 | 30 | 6 | 0 | 0 | 0 | 14 | 53 | 25 | 102 |
| | STANSTED | KLM UK LTD | S | A | 167 | 0 | 8 | 89 | 5 | 5 | 1 | 0 | 0 | -1 | 83 | 13 | 166 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|------------------------|-------------------|---------------------------|-------------------|-------------|---------------|-----------|---------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | 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) | | | | | | | | | | |
| EDINBURGH | STANSTED | KLM UK LTD | S | D | 166 | 0 | 8 | 78 | 10 | 5 | 7 | 0 | 0 | 12 | 89 | 6 | 167 | |
| TOTAL EDINBURGH | | | | | 3462 | 7 | 36 | 84 | 10 | 5 | 2 | 0 | 0 | 5 | 85 | 5 | 5 | |
| EDMONTON | | | | | | | | | | | | | | | | | | |
| EINDHOVEN | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | A | 39 | 7 | 1 | 64 | 26 | 3 | 8 | 0 | 0 | 14 | 64 | 11 | 42 | |
| | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | D | 40 | 6 | 0 | 80 | 5 | 8 | 8 | 0 | 0 | 14 | 86 | 9 | 42 | |
| | GATWICK | B A S E BUSINESS AIRLINES | S | A | 27 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 43 | 20 | 40 | |
| | GATWICK | B A S E BUSINESS AIRLINES | S | D | 27 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 90 | 5 | 40 | | |
| | HEATHROW | B A S E BUSINESS AIRLINES | S | A | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | HEATHROW | B A S E BUSINESS AIRLINES | S | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | A | 37 | 6 | 3 | 89 | 3 | 5 | 3 | 0 | 0 | 1 | 79 | 4 | 42 | |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | D | 37 | 6 | 3 | 86 | 5 | 3 | 5 | 0 | 0 | -1 | 93 | 0 | 42 | |
| | HEATHROW | KLM | S | A | 46 | 0 | 0 | 67 | 15 | 7 | 7 | 4 | 0 | 26 | 58 | 18 | 43 | |
| | HEATHROW | KLM | S | D | 44 | 0 | 1 | 50 | 27 | 5 | 9 | 5 | 5 | 59 | 62 | 20 | 42 | |
| | STANSTED | KLM EXEL | S | A | 66 | 0 | 2 | 68 | 20 | 5 | 6 | 2 | 0 | 17 | 33 | 21 | 3 | |
| | STANSTED | KLM EXEL | S | D | 66 | 0 | 2 | 82 | 9 | 3 | 5 | 2 | 0 | 13 | 50 | 16 | 4 | |
| TOTAL EINDHOVEN | | | | | 442 | 25 | 12 | 75 | 14 | 4 | 5 | 1 | 0 | 16 | 71 | 11 | 11 | |
| ENTEBBE | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 0 | 25 | 283 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL ENTEBBE | | | | | 8 | 0 | 0 | 50 | 13 | 13 | 13 | 0 | 13 | 146 | 0 | 0 | 0 | |
| ESBJERG | NEWCASTLE | GILL AIRWAYS | C | A | 2 | 0 | 7 | 100 | 0 | 0 | 0 | 0 | 0 | -31 | 0 | 0 | 0 | |
| | NEWCASTLE | GILL AIRWAYS | C | D | 2 | 0 | 7 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL ESBJERG | | | | | 4 | 0 | 14 | 75 | 25 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 | |
| EXETER | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 67 | 0 | 1 | 96 | 3 | 0 | 1 | 0 | 0 | 98 | -7 | 63 | | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 54 | 0 | 0 | 87 | 6 | 7 | 0 | 0 | 0 | 6 | 86 | 7 | 63 | |
| TOTAL EXETER | | | | | 121 | 0 | 1 | 92 | 4 | 3 | 1 | 0 | 0 | 2 | 92 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 9 | 0 | 0 | 11 | 22 | 33 | 33 | 0 | 0 | 44 | 0 | 143 | 4 |
| | GATWICK | AIR 2000 | C | D | 11 | 0 | 0 | 27 | 27 | 27 | 18 | 0 | 0 | 35 | 0 | 165 | 4 |
| | MANCHESTER | AIR 2000 | C | A | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 24 | 44 | 36 | 9 |
| | MANCHESTER | AIR 2000 | C | D | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 35 | 67 | 31 | 9 |
| | STANSTED | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | HEATHROW | AIR PORTUGAL | S | A | 31 | 0 | 0 | 58 | 23 | 16 | 3 | 0 | 0 | 16 | 47 | 23 | 19 |
| | HEATHROW | AIR PORTUGAL | S | D | 31 | 0 | 0 | 74 | 23 | 0 | 3 | 0 | 0 | 10 | 53 | 18 | 19 |
| | EDINBURGH | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 4 | 0 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 20 | 28 | 5 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 5 | 0 | 1 | 0 | 40 | 40 | 20 | 0 | 0 | 40 | 17 | 36 | 6 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 54 | 50 | 22 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 50 | 0 | 28 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 27 | 60 | 4 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 43 | 100 | -5 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 100 | 2 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 11 | 0 | 0 | 18 | 45 | 9 | 18 | 9 | 0 | 61 | 25 | 23 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 12 | 0 | 0 | 50 | 17 | 17 | 8 | 8 | 0 | 42 | 80 | 13 | 5 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 0 | 20 | 20 | 20 | 137 | 67 | 12 | 3 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 1 | 1 | 0 | 25 | 25 | 25 | 25 | 0 | 103 | 50 | 70 | 4 |
| | STANSTED | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 0 | 0 | 0 |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 5 | 67 | 35 | 3 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 33 | 55 | 3 |
| | GATWICK | GB AIRWAYS LTD | S | A | 36 | 0 | 0 | 56 | 19 | 17 | 8 | 0 | 0 | 18 | 70 | 12 | 40 |
| | GATWICK | GB AIRWAYS LTD | S | D | 36 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 24 | 70 | 14 | 40 |
| | HEATHROW | GB AIRWAYS LTD | S | A | 23 | 0 | 0 | 57 | 35 | 9 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 23 | 0 | 0 | 52 | 13 | 30 | 4 | 0 | 0 | 21 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | STANSTED | GO FLY LTD | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 43 | 20 | 36 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 38 | 0 | 40 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 18 | 0 | 0 | 33 | 11 | 17 | 11 | 22 | 6 | 112 | 38 | 19 | 13 |
| | GATWICK | MONARCH AIRLINES | C | D | 18 | 0 | 0 | 44 | 17 | 0 | 17 | 17 | 6 | 100 | 69 | 10 | 13 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 8 | 15 | 46 | 23 | 8 | 0 | 66 | 23 | 43 | 13 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 13 | 0 | 0 | 46 | 8 | 15 | 23 | 8 | 0 | 42 | 62 | 28 | 13 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 34 | 40 | 18 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 100 | 7 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 11 | 44 | 44 | 0 | 0 | 0 | 29 | 40 | 17 | 10 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 19 | 90 | 3 | 10 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 55 | 80 | 23 | 5 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 53 | 0 | 53 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 29 | 50 | 17 | 10 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 70 | 17 | 10 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 60 | 24 | 5 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 60 | 10 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 60 | 19 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 1 | 100 | -2 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 3 | 80 | 5 | 5 |
| TOTAL FARO | | | | | 497 | 9 | 3 | 47 | 22 | 16 | 11 | 3 | 1 | 33 | 57 | 23 | 23 |
| FLORENCE | GATWICK | MERIDIANA AIR | S | A | 58 | 0 | 4 | 12 | 33 | 40 | 14 | 2 | 0 | 43 | 49 | 29 | 57 |
| | GATWICK | MERIDIANA AIR | S | D | 63 | 0 | 4 | 25 | 24 | 33 | 16 | 2 | 0 | 40 | 61 | 27 | 61 |
| TOTAL FLORENCE | | | | | 121 | 0 | 8 | 19 | 28 | 36 | 15 | 2 | 0 | 42 | 55 | 28 | 28 |
| FRANKFURT MAIN | GATWICK | AIR ZIMBABWE | S | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | A | 23 | 0 | 0 | 70 | 22 | 4 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------------|-------------------|-----------------------------------|-------------------|-------------|---------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | 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) | | | | | | | | | | | |
| FRANKFURT MAIN | LONDON CITY | AUGSBURG AIRWAYS GMBH | S | D | 23 | 0 | 0 | 70 | 17 | 4 | 9 | 0 | 0 | 18 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 120 | 0 | 0 | 68 | 15 | 15 | 2 | 0 | 0 | 11 | 76 | 10 | 119 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 120 | 0 | 0 | 73 | 12 | 13 | 3 | 0 | 0 | 12 | 83 | 7 | 120 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 86 | 0 | 0 | 69 | 17 | 10 | 3 | 0 | 0 | 13 | 90 | 3 | 93 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 86 | 0 | 0 | 72 | 17 | 9 | 1 | 0 | 0 | 12 | 86 | 6 | 93 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 80 | 0 | 0 | 84 | 5 | 8 | 4 | 0 | 0 | 4 | 96 | -1 | 80 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 80 | 0 | 0 | 81 | 8 | 8 | 4 | 0 | 0 | 13 | 93 | 3 | 80 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 144 | 0 | 1 | 70 | 15 | 11 | 3 | 1 | 0 | 11 | 77 | 7 | 146 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 145 | 0 | 1 | 74 | 12 | 11 | 2 | 0 | 0 | 9 | 77 | 7 | 146 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 108 | 0 | 1 | 81 | 9 | 6 | 4 | 0 | 0 | 5 | 80 | 6 | 84 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 109 | 0 | 0 | 68 | 17 | 14 | 2 | 0 | 0 | 12 | 74 | 15 | 86 |
| | STANSTED | KLM UK LTD | S | A | 82 | 0 | 3 | 73 | 11 | 6 | 7 | 2 | 0 | 11 | 89 | 2 | 83 |
| | STANSTED | KLM UK LTD | S | D | 85 | 0 | 0 | 65 | 14 | 14 | 7 | 0 | 0 | 20 | 83 | 8 | 84 |
| | BIRMINGHAM | LUFTHANSA | S | A | 58 | 0 | 0 | 67 | 22 | 9 | 2 | 0 | 0 | 13 | 90 | 5 | 62 |
| | BIRMINGHAM | LUFTHANSA | S | D | 58 | 0 | 0 | 74 | 12 | 10 | 3 | 0 | 0 | 11 | 98 | 0 | 62 |
| | EDINBURGH | LUFTHANSA | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 0 | 0 | 0 |
| | EDINBURGH | LUFTHANSA | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 244 | 0 | 0 | 60 | 21 | 14 | 5 | 0 | 0 | 16 | 71 | 9 | 216 |
| | HEATHROW | LUFTHANSA | S | D | 244 | 0 | 0 | 77 | 13 | 7 | 3 | 0 | 0 | 9 | 93 | -1 | 219 |
| | MANCHESTER | LUFTHANSA | S | A | 93 | 0 | 0 | 68 | 15 | 8 | 10 | 0 | 0 | 16 | 95 | 0 | 92 |
| | MANCHESTER | LUFTHANSA | S | D | 94 | 0 | 0 | 78 | 6 | 9 | 7 | 0 | 0 | 13 | 93 | 1 | 92 |
| | STANSTED | LUFTHANSA | S | A | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | LUFTHANSA | S | D | 12 | 0 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | LONDON CITY | LUFTHANSA CITY LINE | S | A | 49 | 0 | 1 | 63 | 33 | 4 | 0 | 0 | 0 | 10 | 88 | 8 | 67 |
| | LONDON CITY | LUFTHANSA CITY LINE | S | D | 49 | 0 | 1 | 33 | 27 | 35 | 6 | 0 | 0 | 28 | 63 | 15 | 67 |
| TOTAL FRANKFURT MAIN | | | | | 2251 | 4 | 8 | 71 | 15 | 10 | 4 | 0 | 0 | 12 | 84 | 6 | 6 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 20 | 0 | 116 | 4 | |
| | GATWICK | AIR 2000 | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 50 | 103 | 4 | |
| | MANCHESTER | AIR 2000 | C | A | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 0 | 75 | 4 | |
| | MANCHESTER | AIR 2000 | C | D | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 25 | 58 | 4 | |
| | BIRMINGHAM | AIR EUROPA | C | A | 4 | 0 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | BIRMINGHAM | AIR EUROPA | C | D | 4 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 25 | 60 | 10 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 21 | 11 | 32 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 32 | 78 | 24 | 9 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 56 | 0 | 0 | 0 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 47 | 0 | 0 | 0 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 14 | 1 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 20 | 50 | 24 | 10 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 14 | 1 | 0 | 64 | 21 | 7 | 7 | 0 | 0 | 13 | 67 | 14 | 9 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 0 | 17 | 0 | 46 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 0 | 100 | 9 | 4 | |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 50 | 119 | 4 | |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | -5 | 4 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 28 | 50 | 19 | 4 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 100 | 4 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 14 | 0 | 0 | 43 | 7 | 21 | 29 | 0 | 0 | 36 | 8 | 31 | 12 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 0 | 50 | 14 | 29 | 7 | 0 | 0 | 19 | 83 | 4 | 12 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 35 | 42 | 56 | 12 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 46 | 50 | 45 | 12 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 0 | 25 | 44 | 4 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 5 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|----------------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | 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 | | | | | | | | | | | | | | | | | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 23 | 100 | -2 | 4 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 27 | 100 | 6 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 | |
| TOTAL FUERTEVENTURA | | | | | 256 | 2 | 2 | 66 | 13 | 13 | 6 | 1 | 0 | 16 | 54 | 32 | 32 | |
| FUNCHAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 34 | 100 | 7 | 5 | |
| | GATWICK | AIR 2000 | C | D | 5 | 1 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 28 | 100 | 0 | 5 | |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 82 | 80 | 68 | 5 | |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 77 | 100 | 2 | 5 | |
| | MANCHESTER | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 11 | 60 | 4 | 5 | |
| | MANCHESTER | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 5 | 5 | |
| | BIRMINGHAM | AIR HOLLAND | C | A | 5 | 0 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 85 | 0 | 63 | 4 | |
| | BIRMINGHAM | AIR HOLLAND | C | D | 5 | 0 | 0 | 20 | 20 | 40 | 0 | 20 | 0 | 59 | 60 | 20 | 5 | |
| | HEATHROW | AIR PORTUGAL | S | A | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 33 | 44 | 9 | |
| | HEATHROW | AIR PORTUGAL | S | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 18 | 56 | 39 | 9 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 15 | 0 | 0 | 53 | 13 | 13 | 20 | 0 | 0 | 34 | 73 | 72 | 15 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 15 | 0 | 0 | 80 | 0 | 7 | 13 | 0 | 0 | 20 | 87 | 7 | 15 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 60 | 37 | 5 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 60 | 40 | 5 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 13 | 0 | 0 | 31 | 62 | 8 | 0 | 0 | 0 | 20 | 92 | -14 | 13 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 13 | 0 | 0 | 31 | 15 | 54 | 0 | 0 | 0 | 29 | 64 | 14 | 14 | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 102 | 33 | 27 | 9 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 0 | 20 | 0 | 61 | 78 | 6 | 9 | |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 41 | 100 | 8 | 4 | |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | -4 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 16 | 60 | 18 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 80 | 8 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| FUNCHAL | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 20 | 0 | 26 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 3 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 25 | 34 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 15 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GLASGOW | SATA | C | A | 4 | 1 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GLASGOW | SATA | C | D | 4 | 1 | 1 | 75 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | SATA | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | NEWCASTLE | SATA | C | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | | | 200 | 3 | 2 | 57 | 18 | 15 | 8 | 3 | 0 | 25 | 69 | 22 | 22 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GABORONE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 0 | 67 | 92 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | -1 | 8 |
| TOTAL GABORONE | | | | | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 0 | 82 | 48 | 48 |
| GATWICK | BIRMINGHAM | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 169 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 5 | 85 | 4 | 165 |
| | EDINBURGH | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 165 | 4 | 1 | 84 | 12 | 5 | 0 | 0 | 0 | 9 | 84 | 8 | 164 |
| | GLASGOW | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 174 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 4 | 67 | 14 | 144 |
| | GLASGOW | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 174 | 0 | 0 | 90 | 7 | 2 | 0 | 0 | 0 | 3 | 85 | 7 | 143 |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 200 | 0 | 0 | 84 | 14 | 2 | 1 | 0 | 0 | 3 | 87 | 3 | 168 |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 199 | 0 | 1 | 89 | 8 | 2 | 1 | 0 | 0 | 3 | 93 | 5 | 168 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 13 | 64 | 95 | 14 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 79 | 0 | 14 | 7 | 0 | 0 | 13 | 58 | 137 | 12 |
| | NEWCASTLE | CITY FLYER EXPRESS | S | A | 149 | 6 | 2 | 83 | 11 | 4 | 2 | 0 | 0 | -1 | 87 | 4 | 166 |
| | NEWCASTLE | CITY FLYER EXPRESS | S | D | 162 | 3 | 2 | 74 | 10 | 12 | 4 | 0 | 0 | 9 | 91 | 4 | 168 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 26 | 2 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 50 | 12 | 4 |
| TOTAL GATWICK | | | | | 1436 | 20 | 8 | 84 | 11 | 4 | 1 | 0 | 0 | 5 | 84 | 9 | 9 |
| GDANSK | | | | | | | | | | | | | | | | | |
| GEILO (DAGALI) | GATWICK | CITY FLYER EXPRESS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 128 | 60 | 38 | 5 |
| | STANSTED | KLM UK LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 60 | 13 | 5 |
| TOTAL GEILO (DAGALI) | | | | | 16 | 0 | 0 | 88 | 6 | 0 | 0 | 0 | 6 | 36 | 50 | 39 | 39 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | AIR 2000 | C | A | 16 | 0 | 0 | 13 | 6 | 44 | 38 | 0 | 0 | 55 | 0 | 59 | 4 |
| | GATWICK | AIR 2000 | C | D | 17 | 0 | 0 | 53 | 24 | 6 | 18 | 0 | 0 | 26 | 75 | 33 | 4 |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 54 | 75 | 3 | 4 |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 49 | 75 | 6 | 4 |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | C | A | 8 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 60 | 0 | 44 | 4 |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 29 | 20 | 38 | 5 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 47 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 23 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 24 | 0 | 0 | 13 | 8 | 21 | 50 | 8 | 0 | 86 | 31 | 23 | 13 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 24 | 0 | 0 | 42 | 29 | 17 | 13 | 0 | 0 | 31 | 85 | 11 | 13 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 124 | 0 | 47 | 4 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 36 | 50 | 28 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 0 | 0 | 38 | 38 | 25 | 0 | 107 | 25 | 24 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 44 | 75 | 6 | 4 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 140 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 100 | 0 | 0 | 65 | 12 | 15 | 7 | 1 | 0 | 21 | 83 | 6 | 89 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 100 | 0 | 0 | 66 | 22 | 7 | 5 | 0 | 0 | 15 | 83 | 9 | 89 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 0 | 25 | 0 | 111 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 0 | 25 | 0 | 113 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 110 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 150 | 0 | 0 | 55 | 20 | 17 | 7 | 1 | 0 | 21 | 68 | 12 | 157 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 150 | 0 | 0 | 69 | 17 | 12 | 3 | 0 | 0 | 12 | 85 | 6 | 157 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 58 | 0 | 0 | 34 | 12 | 31 | 22 | 0 | 0 | 36 | 54 | 26 | 26 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 12 | 0 | 3 | 17 | 25 | 42 | 17 | 0 | 0 | 51 | 20 | 45 | 5 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 12 | 0 | 2 | 50 | 17 | 25 | 8 | 0 | 0 | 22 | 80 | 7 | 5 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 58 | 1 | 0 | 26 | 16 | 34 | 22 | 0 | 2 | 47 | 60 | 19 | 25 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 115 | 50 | 35 | 14 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 43 | 35 | 14 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 54 | 0 | 0 | 54 | 28 | 7 | 9 | 2 | 0 | 26 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 54 | 0 | 0 | 72 | 11 | 9 | 6 | 2 | 0 | 17 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 34 | 0 | 3 | 76 | 15 | 3 | 6 | 0 | 0 | 6 | 81 | 9 | 57 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 33 | 0 | 1 | 70 | 18 | 9 | 3 | 0 | 0 | 14 | 64 | 17 | 58 |
| | LUTON | EASYJET SWITZERLAND | S | A | 89 | 0 | 0 | 61 | 19 | 10 | 9 | 1 | 0 | 20 | 0 | 0 | 0 |
| | LUTON | EASYJET SWITZERLAND | S | D | 88 | 2 | 0 | 38 | 18 | 33 | 11 | 0 | 0 | 29 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | C | A | 8 | 0 | 0 | 38 | 0 | 38 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | C | D | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 12 | 0 | 0 | 8 | 25 | 17 | 50 | 0 | 0 | 72 | 50 | 28 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 12 | 0 | 0 | 17 | 42 | 0 | 42 | 0 | 0 | 53 | 75 | 10 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 118 | 20 | 46 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 60 | 32 | 5 |
| | STANSTED | RYANAIR | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 91 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 70 | 0 | 0 | 0 |
| | LONDON CITY | SWISS AIRLINES | S | A | 83 | 0 | 1 | 65 | 19 | 12 | 4 | 0 | 0 | 14 | 78 | 8 | 83 |
| | LONDON CITY | SWISS AIRLINES | S | D | 83 | 0 | 1 | 31 | 27 | 34 | 7 | 1 | 0 | 32 | 52 | 18 | 83 |
| | HEATHROW | SWISSAIR | S | A | 123 | 0 | 1 | 60 | 22 | 11 | 7 | 0 | 0 | 17 | 73 | 7 | 124 |
| | HEATHROW | SWISSAIR | S | D | 124 | 0 | 0 | 61 | 16 | 14 | 9 | 0 | 0 | 20 | 74 | 8 | 124 |
| TOTAL GENEVA | | | | | 1639 | 6 | 13 | 52 | 18 | 18 | 11 | 1 | 0 | 27 | 69 | 12 | 12 |
| GENOA | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 58 | 0 | 0 | 52 | 17 | 22 | 7 | 2 | 0 | 28 | 91 | 1 | 56 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 58 | 0 | 0 | 64 | 21 | 10 | 5 | 0 | 0 | 15 | 74 | 11 | 57 |
| TOTAL GENOA | | | | | 116 | 0 | 0 | 58 | 19 | 16 | 6 | 1 | 0 | 22 | 82 | 6 | 6 |
| GERONA | | | | | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 51 | 50 | 23 | 23 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------|-------------------|---------------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | 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 |
| GIBRALTAR | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 37 | 0 | 2 | 35 | 30 | 19 | 11 | 5 | 0 | 32 | 69 | -34 | 29 |
| | GATWICK | GB AIRWAYS LTD | S | D | 39 | 0 | 0 | 41 | 26 | 21 | 10 | 3 | 0 | 36 | 76 | 11 | 29 |
| | MANCHESTER | GB AIRWAYS LTD | S | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 53 | 100 | 2 | 5 |
| | MANCHESTER | GB AIRWAYS LTD | S | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 45 | 100 | 2 | 5 |
| | LUTON | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 64 | 21 | 14 | 0 | 0 | 0 | 13 | 69 | 10 | 13 |
| | LUTON | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 11 | 69 | 8 | 13 |
| TOTAL GIBRALTAR | | | | | 112 | 1 | 2 | 45 | 25 | 19 | 9 | 3 | 0 | 30 | 75 | -4 | -4 |
| GLASGOW | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 7 | 87 | 5 | 31 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 34 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 3 | 70 | 7 | 30 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 240 | 0 | 0 | 65 | 20 | 12 | 2 | 0 | 0 | 16 | 74 | 10 | 239 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 239 | 1 | 0 | 72 | 19 | 8 | 2 | 0 | 0 | 10 | 84 | 6 | 238 |
| | MANCHESTER | BMI REGIONAL | S | A | 96 | 0 | 4 | 81 | 17 | 0 | 2 | 0 | 0 | 9 | 88 | 8 | 64 |
| | MANCHESTER | BMI REGIONAL | S | D | 97 | 0 | 3 | 95 | 4 | 0 | 1 | 0 | 0 | 1 | 92 | 3 | 64 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 174 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 2 | 80 | 7 | 143 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 174 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 6 | 89 | 7 | 144 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 99 | 0 | 1 | 93 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 100 | 0 | 0 | 87 | 4 | 6 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 178 | 0 | 2 | 95 | 2 | 2 | 2 | 0 | 0 | 0 | 86 | 4 | 225 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 178 | 0 | 2 | 91 | 6 | 1 | 2 | 0 | 0 | 5 | 88 | 7 | 224 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 335 | 0 | 1 | 92 | 5 | 2 | 1 | 0 | 0 | 1 | 83 | 6 | 330 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 334 | 1 | 1 | 92 | 6 | 1 | 1 | 0 | 0 | 1 | 89 | 2 | 330 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 46 | 1 | 1 | 87 | 7 | 7 | 0 | 0 | 0 | 8 | 88 | 5 | 140 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 46 | 1 | 1 | 46 | 20 | 26 | 9 | 0 | 0 | 22 | 89 | 5 | 138 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 116 | 0 | 0 | 88 | 4 | 3 | 5 | 0 | 0 | 3 | 85 | 5 | 109 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 115 | 0 | 0 | 81 | 8 | 6 | 4 | 1 | 0 | 13 | 76 | 15 | 109 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 82 | 0 | 1 | 84 | 9 | 6 | 1 | 0 | 0 | 5 | 96 | -3 | 85 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Matched | Plan (8) | | | | | | | | | | |
| GLASGOW | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 83 | 0 | 2 | 65 | 19 | 12 | 4 | 0 | 0 | 17 | 70 | 14 | 87 |
| | LONDON CITY | KLM UK LTD | S | A | 60 | 0 | 7 | 95 | 5 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | LONDON CITY | KLM UK LTD | S | D | 60 | 0 | 7 | 65 | 27 | 8 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 106 | 3 | 7 | 69 | 14 | 7 | 10 | 0 | 0 | 15 | 84 | 0 | 138 |
| | STANSTED | KLM UK LTD | S | D | 112 | 0 | 1 | 52 | 23 | 13 | 12 | 0 | 0 | 24 | 72 | 13 | 138 |
| | LONDON CITY | SCOT AIRWAYS | S | A | 12 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | LONDON CITY | SCOT AIRWAYS | S | D | 11 | 0 | 1 | 55 | 18 | 27 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | | | 3162 | 9 | 42 | 82 | 10 | 5 | 2 | 0 | 0 | 7 | 84 | 6 | 6 |
| GOA | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 53 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 106 | 20 | 53 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 69 | 75 | 45 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 38 | 0 | 25 | 25 | 13 | 0 | 67 | 50 | 21 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 50 | 50 | 19 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 6 | 1 | 1 | 33 | 0 | 17 | 50 | 0 | 0 | 39 | 25 | 72 | 8 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 33 | 50 | 17 | 8 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 3 | 1 | 1 | 0 | 33 | 0 | 67 | 0 | 0 | 73 | 50 | 51 | 4 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 48 | 75 | 16 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 12 | 0 | 0 | 42 | 8 | 8 | 25 | 8 | 8 | 174 | 89 | -18 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 12 | 0 | 0 | 17 | 33 | 8 | 17 | 17 | 8 | 195 | 38 | 35 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -33 | 100 | -3 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 29 | 100 | 0 | 4 |
| TOTAL GOA | | | | | 84 | 2 | 2 | 40 | 11 | 11 | 30 | 6 | 2 | 86 | 59 | 23 | 23 |
| GOTEBORG | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 39 | 0 | 0 | 62 | 26 | 5 | 5 | 3 | 0 | 18 | 90 | 0 | 31 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 39 | 0 | 0 | 67 | 21 | 5 | 8 | 0 | 0 | 17 | 74 | 10 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 54 | 0 | 0 | 85 | 6 | 9 | 0 | 0 | 0 | 4 | 84 | 4 | 62 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|---------------------------|-------------------|---------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | BRITISH AIRWAYS PLC | S | D | 54 | 0 | 0 | 87 | 6 | 4 | 4 | 0 | 0 | 5 | 82 | 7 | 62 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 7 | 0 | 0 | 43 | 14 | 14 | 14 | 14 | 0 | 54 | 56 | 12 | 9 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 8 | 0 | 0 | 13 | 25 | 25 | 13 | 25 | 0 | 78 | 22 | 22 | 9 |
| | HEATHROW | SAS | S | A | 65 | 0 | 0 | 82 | 15 | 2 | 0 | 2 | 0 | 9 | 64 | 11 | 67 |
| | HEATHROW | SAS | S | D | 65 | 0 | 0 | 74 | 22 | 2 | 3 | 0 | 0 | 11 | 78 | 8 | 67 |
| TOTAL GOTEBORG | | | | | 331 | 2 | 0 | 75 | 15 | 5 | 3 | 2 | 0 | 12 | 75 | 8 | 8 |
| GRAND CAYMAN | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 46 | 15 | 38 | 0 | 0 | 0 | 23 | 78 | -1 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 11 | 0 | 0 | 45 | 9 | 18 | 27 | 0 | 0 | 43 | 25 | 24 | 4 |
| TOTAL GRAND CAYMAN | | | | | 24 | 0 | 0 | 46 | 13 | 29 | 13 | 0 | 0 | 32 | 62 | 7 | 7 |
| GRAZ | | | | | | | | | | | | | | | | | |
| GRENADA | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 7 | 75 | 10 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 22 | 22 | 44 | 11 | 0 | 0 | 29 | 50 | 27 | 8 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 75 | 14 | 4 |
| TOTAL GRENADA | | | | | 22 | 0 | 0 | 45 | 23 | 27 | 5 | 0 | 0 | 17 | 65 | 18 | 18 |
| GRENOBLE | GATWICK | AIR 2000 | C | A | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 33 | 50 | 55 | 12 |
| | GATWICK | AIR 2000 | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 67 | 35 | 12 | |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 29 | 50 | 21 | 8 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 43 | 17 | 7 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 55 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL GRENOBLE | | | | | 32 | 0 | 0 | 63 | 16 | 3 | 19 | 0 | 0 | 26 | 60 | 29 | 29 |
| GRONINGEN | | | | | | | | | | | | | | | | | |
| GUERNSEY | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 27 | 0 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 13 | 80 | 23 | 10 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 2 | 77 | 6 | 31 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-----------------------|-------------------|-------------------------------|-------------------|-------------|-------------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| GUERNSEY | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 54 | 0 | 0 | 87 | 4 | 2 | 7 | 0 | 0 | 9 | 90 | 15 | 31 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 95 | 0 | 13 | 89 | 4 | 6 | 0 | 0 | 0 | 0 | 90 | -3 | 82 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 95 | 0 | 13 | 76 | 19 | 5 | 0 | 0 | 0 | 8 | 93 | 1 | 82 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 27 | 0 | 0 | 70 | 22 | 4 | 4 | 0 | 0 | 9 | 80 | 11 | 25 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 26 | 1 | 0 | 62 | 12 | 23 | 4 | 0 | 0 | 17 | 92 | 7 | 26 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 117 | 1 | 2 | 80 | 8 | 4 | 8 | 0 | 0 | 11 | 85 | 5 | 111 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 99 | 1 | 2 | 80 | 6 | 7 | 7 | 0 | 0 | 14 | 87 | 3 | 103 |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | A | 21 | 0 | 2 | 57 | 19 | 14 | 10 | 0 | 0 | 20 | 78 | 16 | 23 |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | D | 21 | 0 | 3 | 86 | 10 | 5 | 0 | 0 | 0 | 6 | 95 | 4 | 22 |
| | LUTON | FLYBE.BRITISH EUROPEAN | S | A | 25 | 0 | 2 | 80 | 0 | 12 | 8 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LUTON | FLYBE.BRITISH EUROPEAN | S | D | 25 | 0 | 2 | 88 | 0 | 4 | 8 | 0 | 0 | 10 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 73 | 0 | 1 | 82 | 10 | 3 | 4 | 0 | 1 | 7 | 95 | 1 | 20 |
| | STANSTED | KLM UK LTD | S | D | 74 | 0 | 0 | 55 | 26 | 9 | 9 | 0 | 0 | 20 | 86 | 13 | 21 |
| TOTAL GUERNSEY | | | | | 787 | 3 | 40 | 78 | 11 | 6 | 5 | 0 | 0 | 10 | 88 | 4 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|--------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| HALIFAX INT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 21 | 0 | 0 | 48 | 10 | 14 | 24 | 5 | 0 | 39 | 24 | 47 | 21 | |
| | HEATHROW | AIR CANADA | S | D | 22 | 0 | 0 | 68 | 23 | 5 | 5 | 0 | 0 | 12 | 67 | 9 | 21 | |
| TOTAL HALIFAX INT | | | | | 43 | 0 | 0 | 58 | 16 | 9 | 14 | 2 | 0 | 26 | 45 | 28 | 28 | |
| HAMBURG | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 23 | 0 | 0 | 91 | 0 | 4 | 4 | 0 | 0 | 7 | 100 | 3 | 14 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 90 | 6 | 1 | 2 | 0 | 0 | 2 | 82 | 6 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 95 | 3 | 1 | 1 | 0 | 0 | 3 | 77 | 9 | 93 | |
| | GATWICK | DEUTSCHE BA | S | A | 65 | 0 | 20 | 83 | 14 | 3 | 0 | 0 | 0 | 4 | 88 | 1 | 66 | |
| | GATWICK | DEUTSCHE BA | S | D | 65 | 1 | 20 | 62 | 26 | 12 | 0 | 0 | 0 | 14 | 79 | 8 | 66 | |
| | STANSTED | GILL AIRWAYS | S | A | 29 | 1 | 2 | 45 | 38 | 17 | 0 | 0 | 0 | 14 | 81 | 6 | 43 | |
| | STANSTED | GILL AIRWAYS | S | D | 29 | 1 | 2 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 93 | 5 | 44 | |
| | HEATHROW | LUFTHANSA | S | A | 120 | 0 | 0 | 81 | 14 | 5 | 0 | 0 | 0 | 6 | 80 | 6 | 119 | |
| | HEATHROW | LUFTHANSA | S | D | 120 | 0 | 0 | 96 | 3 | 2 | 0 | 0 | 0 | -2 | 91 | -2 | 118 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 54 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -3 | 82 | 1 | 28 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 54 | 0 | 0 | 87 | 11 | 2 | 0 | 0 | 0 | 3 | 79 | 10 | 29 | |
| TOTAL HAMBURG | | | | | 745 | 4 | 44 | 85 | 11 | 4 | 1 | 0 | 0 | 4 | 83 | 5 | 5 | |
| HANOVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 1 | 67 | 12 | 9 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 7 | 9 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 23 | 0 | 0 | 91 | 4 | 0 | 4 | 0 | 0 | -7 | 100 | -7 | 14 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 1 | 91 | 5 | 0 | 5 | 0 | 0 | 4 | 86 | 4 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 75 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 3 | 85 | 1 | 65 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 75 | 0 | 0 | 85 | 3 | 11 | 1 | 0 | 0 | 4 | 80 | 7 | 66 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 28 | 0 | 0 | 68 | 7 | 25 | 0 | 0 | 0 | 14 | 93 | 5 | 27 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 28 | 0 | 0 | 43 | 32 | 18 | 7 | 0 | 0 | 23 | 92 | 9 | 26 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|-----------------------------|-------------------|---------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| HANOVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | LUFTHANSA | S | A | 54 | 0 | 0 | 87 | 11 | 2 | 0 | 0 | 0 | 4 | 84 | 5 | 62 | |
| | HEATHROW | LUFTHANSA | S | D | 54 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | -1 | 85 | 7 | 62 | |
| TOTAL HANOVER | | | | | 422 | 1 | 1 | 84 | 9 | 5 | 1 | 0 | 0 | 4 | 83 | 6 | 6 | |
| HARARE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ZIMBABWE | S | A | 16 | 1 | 4 | 31 | 25 | 6 | 25 | 13 | 0 | 55 | 65 | 24 | 17 | |
| | GATWICK | AIR ZIMBABWE | S | D | 16 | 0 | 0 | 56 | 19 | 0 | 25 | 0 | 0 | 32 | 78 | 11 | 18 | |
| TOTAL HARARE | | | | | 32 | 1 | 4 | 44 | 22 | 3 | 25 | 6 | 0 | 43 | 75 | 15 | 15 | |
| HASSI MESSAOUD | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ALGERIE | C | A | 9 | 0 | 0 | 67 | 22 | 0 | 0 | 0 | 11 | 37 | 100 | 2 | 4 | |
| | GATWICK | AIR ALGERIE | C | D | 9 | 0 | 0 | 44 | 11 | 33 | 0 | 11 | 0 | 53 | 0 | 37 | 4 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 2 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 0 | 50 | 10 | 4 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 2 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 32 | 75 | 14 | 4 | |
| TOTAL HASSI MESSAOUD | | | | | 24 | 4 | 0 | 50 | 17 | 25 | 0 | 4 | 4 | 38 | 54 | 31 | 31 | |
| HAVANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CUBANA | S | A | 17 | 0 | 0 | 65 | 6 | 12 | 6 | 6 | 6 | 70 | 50 | 34 | 12 | |
| | GATWICK | CUBANA | S | D | 17 | 1 | 0 | 65 | 6 | 0 | 18 | 6 | 6 | 81 | 54 | 35 | 13 | |
| | MANCHESTER | CUBANA | S | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 25 | 41 | 4 | |
| | MANCHESTER | CUBANA | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 50 | 23 | 4 | |
| TOTAL HAVANA | | | | | 40 | 1 | 0 | 68 | 8 | 5 | 10 | 5 | 5 | 65 | 48 | 34 | 34 | |
| HEATHROW | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 254 | 0 | 0 | 72 | 16 | 11 | 1 | 0 | 0 | 11 | 79 | 8 | 261 | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 254 | 0 | 0 | 71 | 13 | 14 | 2 | 0 | 0 | 14 | 69 | 16 | 262 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 238 | 2 | 0 | 63 | 24 | 11 | 2 | 0 | 0 | 15 | 75 | 12 | 238 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 237 | 2 | 2 | 76 | 14 | 10 | 1 | 0 | 0 | 10 | 80 | 9 | 239 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 246 | 0 | 0 | 76 | 14 | 9 | 1 | 0 | 0 | 9 | 86 | 2 | 22 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 246 | 0 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 3 | 91 | 1 | 23 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 335 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 2 | 87 | 5 | 337 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 335 | 0 | 0 | 88 | 8 | 2 | 1 | 0 | 0 | 8 | 75 | 12 | 334 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 334 | 1 | 2 | 86 | 10 | 2 | 1 | 0 | 0 | 7 | 78 | 9 | 331 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | | | |
|-----------------------------------|-------------------|--------------------------------|-------------------|----------|----------------------------|--------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | Actual (7) | UNMATCHED Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | |
| HEATHROW | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 335 | 1 | 2 | 95 | 3 | 1 | 1 | 0 | 0 | 2 | 85 | 6 | 330 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 324 | 2 | 2 | 92 | 5 | 1 | 2 | 0 | 0 | 3 | 84 | 5 | 327 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 323 | 0 | 0 | 88 | 7 | 4 | 1 | 0 | 0 | 4 | 84 | 7 | 328 |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 170 | 0 | 0 | 90 | 7 | 1 | 2 | 0 | 0 | 4 | 83 | 7 | 167 |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 169 | 1 | 1 | 96 | 4 | 1 | 0 | 0 | 0 | 0 | 87 | 4 | 167 |
| TOTAL HEATHROW | | | | | 3803 | 10 | 12 | 84 | 10 | 5 | 1 | 0 | 0 | 6 | 81 | 8 | 8 |
| HELSINKI | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 42 | 0 | 1 | 40 | 26 | 19 | 10 | 5 | 0 | 36 | 78 | 4 | 32 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 42 | 0 | 0 | 62 | 24 | 5 | 7 | 2 | 0 | 20 | 56 | 21 | 34 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 51 | 0 | 0 | 67 | 22 | 8 | 4 | 0 | 0 | 12 | 72 | 6 | 61 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 51 | 0 | 0 | 80 | 14 | 4 | 2 | 0 | 0 | 6 | 81 | 5 | 62 |
| | GATWICK | FINNAIR | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 88 | -1 | 8 |
| | GATWICK | FINNAIR | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 75 | 24 | 4 |
| | HEATHROW | FINNAIR | S | A | 85 | 0 | 0 | 68 | 15 | 14 | 2 | 0 | 0 | 10 | 76 | 6 | 94 |
| | HEATHROW | FINNAIR | S | D | 85 | 0 | 0 | 78 | 13 | 8 | 1 | 0 | 0 | 8 | 85 | 6 | 93 |
| | MANCHESTER | FINNAIR | S | A | 26 | 1 | 1 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 97 | -2 | 31 |
| | MANCHESTER | FINNAIR | S | D | 27 | 0 | 0 | 70 | 22 | 4 | 4 | 0 | 0 | 12 | 90 | 21 | 31 |
| | STANSTED | FINNAIR | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | FINNAIR | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | | | 441 | 1 | 2 | 71 | 16 | 8 | 3 | 1 | 0 | 12 | 79 | 8 | 8 |
| HERAKLION | | | | | | | | | | | | | | | | | |
| TOTAL HERAKLION | | | | | 13 | 0 | 0 | 85 | 0 | 15 | 0 | 0 | 0 | 3 | 50 | 11 | 11 |
| HOLGUIN (FRANK PAIS) | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 67 | 0 | 0 | 0 |
| TOTAL HOLGUIN (FRANK PAIS) | | | | | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 67 | 0 | 0 | 0 |
| HONG KONG (CHEP LAP KOK) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 97 | -9 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 0 | 84 | 4 | 31 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|---------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | CATHAY PACIFIC AIRWAYS | S | A | 61 | 0 | 1 | 74 | 16 | 8 | 0 | 0 | 2 | 15 | 84 | -8 | 44 | |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 61 | 0 | 1 | 89 | 3 | 7 | 2 | 0 | 0 | 5 | 87 | 5 | 45 | |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | A | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 3 | 77 | 6 | 30 | |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | D | 31 | 0 | 0 | 71 | 16 | 10 | 3 | 0 | 0 | 11 | 60 | 33 | 30 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 68 | 29 | 0 | 3 | 0 | 0 | 2 | 77 | 0 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 58 | 26 | 13 | 3 | 0 | 0 | 18 | 71 | 16 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 5 | 71 | 1 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 6 | 84 | 7 | 31 | |
| TOTAL HONG KONG (CHEP LAP KOK) | | | | | 370 | 0 | 2 | 79 | 13 | 6 | 1 | 0 | 0 | 6 | 80 | 5 | 5 | |
| HOUSTON | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 1 | 1 | 28 | 31 | 17 | 21 | 3 | 0 | 44 | 58 | 38 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 30 | 23 | 23 | 23 | 0 | 0 | 39 | 55 | 37 | 31 | |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 62 | 0 | 0 | 32 | 39 | 19 | 10 | 0 | 0 | 27 | 58 | 27 | 62 | |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 62 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 12 | 89 | 12 | 61 | |
| TOTAL HOUSTON | | | | | 183 | 1 | 1 | 45 | 27 | 15 | 11 | 1 | 0 | 27 | 68 | 25 | 25 | |
| HURGHADA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 36 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL HURGHADA | | | | | 16 | 0 | 0 | 50 | 19 | 19 | 13 | 0 | 0 | 25 | 63 | 13 | 13 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

| ORIGIN / DESTINATION | | REPORTING AIRPORT | AIRLINE | Origin / Destinations: I | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | |
|------------------------|--|-------------------|-------------------------------|--------------------------|---|-------------------|----------|------------------|----------------------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | CHARTER/ SCHED | | NUMBER OF FLIGHTS | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | ARR/ DEP | MATCHED | | | | | | | | | | | UNMATCHED |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IBIZA | | LUTON | CORSAIR | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| | | LUTON | CORSAIR | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 65 | 0 | 0 | 0 |
| TOTAL IBIZA | | | | | | 10 | 0 | 0 | 30 | 10 | 20 | 40 | 0 | 0 | 42 | 43 | 31 | 31 |
| INNSBRUCK | | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |
| | | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | | GATWICK | AIR 2000 | C | A | 12 | 0 | 0 | 42 | 25 | 8 | 17 | 8 | 0 | 52 | 0 | 0 | 0 |
| | | GATWICK | AIR 2000 | C | D | 12 | 0 | 0 | 58 | 17 | 0 | 17 | 8 | 0 | 44 | 0 | 0 | 0 |
| | | MANCHESTER | AIR 2000 | C | A | 8 | 0 | 0 | 0 | 13 | 13 | 63 | 13 | 0 | 101 | 0 | 0 | 0 |
| | | MANCHESTER | AIR 2000 | C | D | 8 | 0 | 0 | 25 | 13 | 25 | 38 | 0 | 0 | 66 | 0 | 0 | 0 |
| | | STANSTED | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | | STANSTED | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | | GATWICK | CALEDONIAN AIRWAYS | C | A | 10 | 0 | 1 | 10 | 20 | 10 | 40 | 20 | 0 | 105 | 30 | 31 | 10 |
| | | GATWICK | CALEDONIAN AIRWAYS | C | D | 10 | 0 | 1 | 50 | 10 | 10 | 20 | 10 | 0 | 61 | 80 | 11 | 10 |
| | | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 27 | 0 | 24 | 2 |
| | | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 65 | 100 | 6 | 2 |
| | | EDINBURGH | TYROLEAN AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | | EDINBURGH | TYROLEAN AIRWAYS | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | | NEWCASTLE | TYROLEAN AIRWAYS | C | A | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 29 | 0 | 75 | 1 |
| | | NEWCASTLE | TYROLEAN AIRWAYS | C | D | 2 | 0 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | | | | 97 | 0 | 5 | 34 | 24 | 14 | 21 | 7 | 0 | 54 | 53 | 27 | 27 |
| INVERNESS | | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | A | 85 | 0 | 0 | 79 | 11 | 4 | 7 | 0 | 0 | 9 | 86 | 7 | 85 |
| | | GATWICK | BRITISH REGIONAL AIRLINES LTD | S | D | 85 | 0 | 1 | 82 | 8 | 4 | 6 | 0 | 0 | 8 | 91 | 6 | 85 |
| | | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 87 | 3 | 3 | 3 | 3 | 0 | 8 | 83 | 10 | 30 |
| | | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 10 | 3 | 3 | 3 | 0 | 16 | 81 | 12 | 31 |
| | | GLASGOW | LOGANAIR | S | A | 44 | 0 | 2 | 98 | 2 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | | GLASGOW | LOGANAIR | S | D | 44 | 0 | 2 | 84 | 11 | 2 | 2 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | | | | 322 | 1 | 5 | 84 | 8 | 3 | 5 | 1 | 0 | 8 | 84 | 7 | 7 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

| ORIGIN / DESTINATION | | REPORTING AIRPORT | | AIRLINE | | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|--------------------------|------------|-------------------|--|--------------------------|---|-------------------|------------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| ISLAMABAD | | | | | | | | | | | | | | | | | | | |
| | GATWICK | | | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 71 | 7 | 14 | 7 | 0 | 0 | 18 | 58 | 140 | 12 |
| | GATWICK | | | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 15 | 0 | 8 | 0 | 13 | 64 | 96 | 14 | |
| | MANCHESTER | | | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 14 | 58 | 131 | 12 | |
| | MANCHESTER | | | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 31 | 23 | 38 | 8 | 0 | 31 | 21 | 142 | 14 | |
| | HEATHROW | | | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 51 | 11 | 71 | 9 | |
| | HEATHROW | | | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 0 | 22 | 44 | 33 | 0 | 55 | 0 | 59 | 8 | |
| | MANCHESTER | | | PAKISTAN INTL AIRLINES | S | A | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 13 | 44 | 79 | 9 | |
| | MANCHESTER | | | PAKISTAN INTL AIRLINES | S | D | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 27 | 22 | 47 | 9 | |
| TOTAL ISLAMABAD | | | | | | | 88 | 0 | 0 | 52 | 17 | 18 | 13 | 0 | 0 | 26 | 38 | 101 | 101 |
| ISLAY | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | | | LOGANAIR | S | A | 47 | 0 | 3 | 77 | 13 | 2 | 9 | 0 | 12 | 89 | 6 | 47 | |
| | GLASGOW | | | LOGANAIR | S | D | 47 | 0 | 3 | 81 | 6 | 4 | 9 | 0 | 14 | 89 | 8 | 47 | |
| TOTAL ISLAY | | | | | | | 94 | 0 | 6 | 79 | 10 | 3 | 9 | 0 | 13 | 89 | 7 | 7 | |
| ISLE OF MAN | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | | | BA CITIEXPRESS (IOM) LTD | S | A | 53 | 0 | 1 | 89 | 4 | 4 | 4 | 0 | 5 | 92 | 1 | 53 | |
| | BIRMINGHAM | | | BA CITIEXPRESS (IOM) LTD | S | D | 53 | 0 | 1 | 83 | 6 | 6 | 6 | 0 | 14 | 91 | 7 | 53 | |
| | GLASGOW | | | BA CITIEXPRESS (IOM) LTD | S | A | 30 | 1 | 0 | 93 | 3 | 0 | 3 | 0 | 1 | 87 | 3 | 31 | |
| | GLASGOW | | | BA CITIEXPRESS (IOM) LTD | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 5 | 84 | 16 | 31 | |
| | HEATHROW | | | BA CITIEXPRESS (IOM) LTD | S | A | 84 | 1 | 0 | 90 | 8 | 1 | 0 | 0 | 4 | 79 | 14 | 84 | |
| | HEATHROW | | | BA CITIEXPRESS (IOM) LTD | S | D | 84 | 1 | 0 | 82 | 15 | 2 | 0 | 0 | 5 | 80 | 8 | 84 | |
| | LUTON | | | BA CITIEXPRESS (IOM) LTD | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 2 | 93 | -2 | 14 | |
| | LUTON | | | BA CITIEXPRESS (IOM) LTD | S | D | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 1 | 86 | 7 | 14 | |
| | MANCHESTER | | | BA CITIEXPRESS (IOM) LTD | S | A | 89 | 0 | 0 | 92 | 3 | 1 | 3 | 0 | 5 | 80 | 9 | 88 | |
| | MANCHESTER | | | BA CITIEXPRESS (IOM) LTD | S | D | 89 | 0 | 0 | 92 | 0 | 3 | 4 | 0 | 2 | 86 | 2 | 87 | |
| TOTAL ISLE OF MAN | | | | | | | 575 | 3 | 2 | 89 | 6 | 2 | 3 | 0 | 4 | 84 | 7 | 7 | |
| ISTANBUL | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | | | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 84 | 11 | 2 | 3 | 0 | -1 | 65 | 13 | 62 | |
| | HEATHROW | | | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 89 | 6 | 3 | 2 | 0 | 5 | 85 | 6 | 62 | |
| | HEATHROW | | | ISTANBUL HAVA YOLLARI | S | A | 13 | 0 | 0 | 31 | 38 | 15 | 15 | 0 | 29 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

| ORIGIN / DESTINATION | | REPORTING AIRPORT | | AIRLINE | | CHARTER/ SCHED | | ARR/ DEP | | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|-------------------------------------|--|-------------------|--------------------------------|---------|---|----------------|----------|----------|-----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| ISTANBUL | | HEATHROW | ISTANBUL HAVA YOLLARI | S | D | 13 | 0 | 0 | 23 | 23 | 15 | 31 | 8 | 0 | 57 | 0 | 0 | 0 | | | |
| | | MANCHESTER | ISTANBUL HAVA YOLLARI | S | A | 9 | 0 | 0 | 11 | 33 | 33 | 22 | 0 | 0 | 34 | 0 | 0 | 0 | | | |
| | | MANCHESTER | ISTANBUL HAVA YOLLARI | S | D | 9 | 0 | 0 | 44 | 11 | 44 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | | | |
| | | STANSTED | ISTANBUL HAVA YOLLARI | S | A | 9 | 0 | 0 | 22 | 44 | 33 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | | | |
| | | STANSTED | ISTANBUL HAVA YOLLARI | S | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 28 | 0 | 0 | 0 | | | |
| | | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 | | | |
| | | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | | | |
| | | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 93 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 2 | 41 | 22 | 71 | | | |
| | | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 93 | 0 | 0 | 82 | 13 | 4 | 1 | 0 | 0 | 7 | 82 | 8 | 72 | | | |
| | | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | A | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -5 | 57 | 13 | 14 | | | |
| | | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | D | 17 | 0 | 0 | 59 | 29 | 12 | 0 | 0 | 0 | 14 | 64 | 11 | 14 | | | |
| TOTAL ISTANBUL | | | | | | 416 | 1 | 4 | 73 | 15 | 9 | 3 | 0 | 0 | 8 | 62 | 14 | 14 | | | |
| IZMIR (ADNAM MENDERES) | | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 67 | 10 | 9 | | | |
| | | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 20 | 78 | 7 | 9 | | | |
| TOTAL IZMIR (ADNAM MENDERES) | | | | | | 20 | 0 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 11 | 72 | 9 | 9 | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---|-------------------|---------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| JAKARTA (SOEKARNO-HATT) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 11 | 57 | 14 | 21 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 95 | 4 | 22 |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | | | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 65 | 23 | 23 |
| JEDDAH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 12 | 71 | 7 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 61 | 22 | 11 | 6 | 0 | 0 | 20 | 67 | 10 | 18 |
| | MANCHESTER | ROYAL JORDANIAN | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 73 | 0 | 0 | 0 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 24 | 0 | 0 | 38 | 38 | 17 | 8 | 0 | 0 | 26 | 82 | 14 | 17 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 33 | 24 | 3 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 23 | 0 | 0 | 74 | 4 | 13 | 9 | 0 | 0 | 17 | 67 | 23 | 18 |
| TOTAL JEDDAH | | | | | 87 | 1 | 0 | 59 | 18 | 14 | 9 | 0 | 0 | 21 | 70 | 14 | 14 |
| JERBA | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 100 | -6 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 100 | 0 | 4 |
| | HEATHROW | TUNISAIR | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | HEATHROW | TUNISAIR | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL JERBA | | | | | 16 | 0 | 0 | 63 | 19 | 19 | 0 | 0 | 0 | 12 | 100 | -3 | -3 |
| JEREZ | | | | | | | | | | | | | | | | | |
| TOTAL JEREZ | | | | | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 12 | 29 | 25 | 25 |
| JERSEY | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 2 | 80 | 12 | 15 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 92 | 6 | 1 | 1 | 0 | 0 | -1 | 84 | 4 | 116 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 1 | 90 | 2 | 115 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 59 | 0 | 0 | 78 | 7 | 5 | 8 | 2 | 0 | 16 | 77 | 18 | 31 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 11 | 2 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 3 | 81 | 9 | 32 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 117 | 0 | 0 | 79 | 11 | 9 | 1 | 0 | 0 | 7 | 71 | 11 | 116 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 117 | 0 | 0 | 79 | 14 | 6 | 1 | 0 | 0 | 8 | 75 | 11 | 116 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 30 | 0 | 1 | 73 | 3 | 17 | 7 | 0 | 0 | 14 | 85 | 7 | 40 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|---------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| JERSEY | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 9 | 88 | 10 | 41 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 102 | 0 | 1 | 83 | 8 | 6 | 3 | 0 | 0 | 7 | 92 | 2 | 106 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 120 | 0 | 1 | 84 | 8 | 7 | 2 | 0 | 0 | 8 | 89 | 5 | 117 | |
| | LUTON | FLYBE.BRITISH EUROPEAN | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LUTON | FLYBE.BRITISH EUROPEAN | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | A | 86 | 0 | 0 | 90 | 3 | 6 | 1 | 0 | 0 | 0 | 87 | 14 | 53 | |
| | STANSTED | KLM UK LTD | S | D | 85 | 0 | 1 | 62 | 25 | 5 | 8 | 0 | 0 | 15 | 71 | 15 | 52 | |
| TOTAL JERSEY | | | | | 1047 | 2 | 7 | 83 | 10 | 5 | 2 | 0 | 0 | 6 | 83 | 7 | 7 | |
| JOHANNESBURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 33 | 0 | 0 | 88 | 0 | 3 | 6 | 3 | 0 | 9 | 74 | 13 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 9 | 84 | 8 | 31 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 41 | 0 | 3 | 66 | 17 | 15 | 2 | 0 | 0 | 13 | 22 | 42 | 36 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 41 | 0 | 0 | 85 | 5 | 5 | 5 | 0 | 0 | 7 | 74 | 8 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 1 | 77 | 17 | 7 | 0 | 0 | 0 | 4 | 35 | 30 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 84 | 3 | 31 | |
| TOTAL JOHANNESBURG | | | | | 210 | 0 | 4 | 81 | 10 | 6 | 3 | 0 | 0 | 8 | 61 | 18 | 18 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|---------------------------|-------------------|-----------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| KARACHI | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 11 | 22 | 67 | 0 | 0 | 0 | 32 | 11 | 30 | 9 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 24 | 50 | 21 | 8 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL KARACHI | | | | | 27 | 0 | 0 | 44 | 19 | 30 | 7 | 0 | 0 | 22 | 29 | 26 | 26 |
| KATHMANDU | GATWICK | ROYAL NEPAL AIRLINES | S | A | 2 | 0 | 5 | 0 | 50 | 0 | 50 | 0 | 0 | 45 | 0 | 62 | 9 |
| | GATWICK | ROYAL NEPAL AIRLINES | S | D | 2 | 0 | 5 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 40 | 9 |
| TOTAL KATHMANDU | | | | | 4 | 0 | 10 | 0 | 75 | 0 | 25 | 0 | 0 | 34 | 0 | 51 | 51 |
| KATOWICE | | | | | | | | | | | | | | | | | |
| KEFLAVIK | GLASGOW | ICELANDAIR | S | A | 31 | 0 | 0 | 42 | 16 | 19 | 10 | 10 | 3 | 54 | 77 | 13 | 31 |
| | GLASGOW | ICELANDAIR | S | D | 31 | 0 | 0 | 74 | 6 | 10 | 6 | 3 | 0 | 20 | 94 | -2 | 31 |
| | HEATHROW | ICELANDAIR | S | A | 40 | 3 | 0 | 55 | 23 | 23 | 0 | 0 | 16 | 70 | 25 | 40 | |
| | HEATHROW | ICELANDAIR | S | D | 40 | 3 | 0 | 30 | 35 | 30 | 5 | 0 | 26 | 48 | 33 | 40 | |
| TOTAL KEFLAVIK | | | | | 147 | 8 | 0 | 51 | 20 | 20 | 5 | 3 | 1 | 27 | 71 | 18 | 18 |
| KERRY COUNTY | STANSTED | RYANAIR | S | A | 32 | 0 | 0 | 53 | 19 | 22 | 6 | 0 | 0 | 21 | 69 | 16 | 32 |
| | STANSTED | RYANAIR | S | D | 32 | 0 | 0 | 56 | 25 | 13 | 6 | 0 | 0 | 19 | 59 | 22 | 32 |
| TOTAL KERRY COUNTY | | | | | 64 | 0 | 0 | 55 | 22 | 17 | 6 | 0 | 0 | 20 | 64 | 19 | 19 |
| KHARTOUM | HEATHROW | SUDAN AIRWAYS | S | A | 4 | 0 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 105 | 0 | 0 | 0 |
| | HEATHROW | SUDAN AIRWAYS | S | D | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 90 | 0 | 0 | 0 |
| | MANCHESTER | SUDAN AIRWAYS | S | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| | MANCHESTER | SUDAN AIRWAYS | S | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 95 | 0 | 0 | 0 |
| TOTAL KHARTOUM | | | | | 11 | 0 | 1 | 0 | 0 | 18 | 73 | 9 | 0 | 89 | 0 | 0 | 0 |
| KIEV (BORISPOL) | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 22 | 0 | 0 | 64 | 23 | 5 | 5 | 5 | 0 | 22 | 83 | 1 | 23 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| KIEV (BORISPOL) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 22 | 0 | 0 | 36 | 32 | 27 | 5 | 0 | 0 | 25 | 91 | 10 | 23 | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | A | 21 | 0 | 0 | 67 | 19 | 14 | 0 | 0 | 0 | 9 | 73 | 7 | 22 | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | D | 21 | 0 | 0 | 62 | 19 | 19 | 0 | 0 | 0 | 18 | 95 | 2 | 22 | |
| TOTAL KIEV (BORISPOL) | | | | | 86 | 1 | 0 | 57 | 23 | 16 | 2 | 1 | 0 | 18 | 86 | 5 | 5 | |
| KILIMANJARO | | | | | | | | | | | | | | | | | | |
| KINGSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR JAMAICA | S | A | 22 | 0 | 0 | 27 | 9 | 27 | 32 | 0 | 5 | 70 | 41 | 104 | 17 | |
| | HEATHROW | AIR JAMAICA | S | D | 22 | 0 | 0 | 36 | 9 | 14 | 27 | 5 | 9 | 80 | 24 | 109 | 17 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 52 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 7 | 0 | 0 | 14 | 29 | 43 | 14 | 0 | 0 | 41 | 0 | 0 | 0 | |
| TOTAL KINGSTON | | | | | 54 | 0 | 0 | 28 | 11 | 26 | 28 | 2 | 6 | 69 | 32 | 107 | 107 | |
| KIRKWALL | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | LOGANAIR | S | A | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | EDINBURGH | LOGANAIR | S | D | 27 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL KIRKWALL | | | | | 54 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 3 | 74 | 17 | 17 | |
| KISHINEV | | | | | | | | | | | | | | | | | | |
| KRAKOW | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 14 | 0 | 0 | 64 | 7 | 21 | 7 | 0 | 0 | 18 | 78 | 2 | 9 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 14 | 0 | 0 | 71 | 0 | 21 | 7 | 0 | 0 | 23 | 80 | 11 | 10 | |
| | GATWICK | LOT-POLISH AIRLINES | S | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 90 | 7 | 10 | |
| | GATWICK | LOT-POLISH AIRLINES | S | D | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 7 | 80 | 11 | 10 | |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL KRAKOW | | | | | 61 | 1 | 0 | 74 | 11 | 11 | 3 | 0 | 0 | 12 | 82 | 8 | 8 | |
| KRISTIANSAND (KJEVIK) | | | | | | | | | | | | | | | | | | |
| | GATWICK | MAERSK AIR | S | A | 27 | 0 | 0 | 48 | 26 | 19 | 7 | 0 | 0 | 22 | 81 | 13 | 26 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| KRISTIANSAND (KJEVIK) | | | | | | | | | | | | | | | | | | |
| | GATWICK | MAERSK AIR | | S D | 27 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 11 | 56 | 16 | 27 | |
| TOTAL KRISTIANSAND (KJEVIK) | | | | | 54 | 0 | 0 | 63 | 24 | 9 | 4 | 0 | 0 | 17 | 68 | 15 | 15 | |
| KRISTIANSTAD | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 30 | 0 | 1 | 87 | 3 | 10 | 0 | 0 | 0 | -5 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S D | 30 | 0 | 1 | 57 | 20 | 13 | 10 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL KRISTIANSTAD | | | | | 60 | 0 | 2 | 72 | 12 | 12 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | |
| KUALA LUMPUR (SEPANG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | | S A | 62 | 0 | 0 | 69 | 11 | 15 | 2 | 3 | 0 | 11 | 58 | 15 | 62 | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | | S D | 62 | 0 | 0 | 68 | 18 | 8 | 5 | 0 | 2 | 32 | 79 | 5 | 62 | |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 126 | 0 | 0 | 67 | 14 | 12 | 4 | 2 | 1 | 22 | 69 | 10 | 10 | |
| KUWAIT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 30 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -4 | 84 | 10 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 74 | 19 | 3 | 3 | 0 | 0 | 12 | 94 | 4 | 31 | |
| | HEATHROW | KUWAIT AIRWAYS | | S A | 31 | 0 | 0 | 61 | 10 | 16 | 13 | 0 | 0 | 21 | 52 | 13 | 31 | |
| | HEATHROW | KUWAIT AIRWAYS | | S D | 31 | 0 | 0 | 65 | 19 | 16 | 0 | 0 | 0 | 16 | 77 | 10 | 31 | |
| TOTAL KUWAIT | | | | | 123 | 0 | 0 | 74 | 12 | 10 | 4 | 0 | 0 | 11 | 77 | 9 | 9 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 29 | 32 | 23 | 16 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 20 | 0 | 0 | 0 | |
| TOTAL LAGOS | | | | | 89 | 0 | 0 | 63 | 18 | 10 | 9 | 0 | 0 | 16 | 0 | 0 | 0 | |
| LAHORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 33 | 11 | 33 | 22 | 0 | 0 | 38 | 0 | 75 | 8 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 11 | 67 | 22 | 0 | 0 | 0 | 28 | 13 | 45 | 8 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 85 | 0 | 358 | 4 | |
| TOTAL LAHORE | | | | | 27 | 0 | 0 | 15 | 33 | 33 | 15 | 4 | 0 | 50 | 4 | 123 | 123 | |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | S | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 42 | 20 | 57 | 5 | |
| | GATWICK | AIR 2000 | S | D | 6 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 0 | 24 | 60 | 47 | 5 | |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -2 | 100 | 8 | 4 | |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | -3 | 4 | |
| | MANCHESTER | AIR 2000 | S | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 2 | 80 | 40 | 5 | |
| | MANCHESTER | AIR 2000 | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 4 | 40 | 53 | 5 | |
| | NEWCASTLE | AIR 2000 | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -28 | 100 | -5 | 4 | |
| | NEWCASTLE | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 100 | -6 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 0 | 68 | 14 | 4 | 7 | 7 | 0 | 24 | 71 | 7 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 52 | 34 | 7 | 7 | 0 | 0 | 20 | 63 | 15 | 32 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 125 | 75 | -8 | 4 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 95 | 100 | -6 | 3 | |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 75 | 25 | 4 | |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 45 | 75 | 37 | 4 | |
| | GATWICK | CYPRUS AIRWAYS | S | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 50 | 100 | -2 | 4 | |
| | GATWICK | CYPRUS AIRWAYS | S | D | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 52 | 75 | 9 | 4 | |
| | HEATHROW | CYPRUS AIRWAYS | S | A | 47 | 0 | 0 | 43 | 21 | 21 | 15 | 0 | 0 | 30 | 45 | 20 | 44 | |
| | HEATHROW | CYPRUS AIRWAYS | S | D | 48 | 1 | 0 | 29 | 25 | 25 | 21 | 0 | 0 | 35 | 67 | 13 | 43 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | CYPRUS AIRWAYS | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 14 | 88 | 9 | 8 | |
| | MANCHESTER | CYPRUS AIRWAYS | S | D | 9 | 0 | 0 | 44 | 33 | 0 | 22 | 0 | 0 | 30 | 75 | 19 | 8 | |
| | STANSTED | CYPRUS AIRWAYS | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 11 | 100 | -9 | 5 | |
| | STANSTED | CYPRUS AIRWAYS | S | D | 5 | 0 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 92 | 80 | 12 | 5 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 13 | 60 | 17 | 5 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 23 | 40 | 21 | 5 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | -10 | 3 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 93 | 100 | 4 | 3 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 50 | 67 | 8 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 19 | 50 | 64 | 8 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 75 | 1 | 4 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 75 | 7 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 1 | 20 | 40 | 40 | 0 | 0 | 0 | 26 | 100 | 0 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 7 | 100 | 4 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 6 | 75 | -7 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 1 | 100 | -13 | 4 | |
| TOTAL LARNACA | | | | | 308 | 1 | 3 | 50 | 20 | 15 | 12 | 3 | 0 | 28 | 65 | 18 | 18 | |
| LAS PALMAS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 60 | 11 | 5 | |
| | BIRMINGHAM | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 100 | 0 | 5 | |
| | GATWICK | AIR 2000 | C | A | 15 | 0 | 0 | 27 | 27 | 27 | 20 | 0 | 0 | 31 | 27 | 32 | 15 | |
| | GATWICK | AIR 2000 | C | D | 14 | 0 | 1 | 57 | 0 | 29 | 14 | 0 | 0 | 25 | 86 | 6 | 14 | |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 60 | 16 | 5 | |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 80 | 19 | 5 | |
| | MANCHESTER | AIR 2000 | C | A | 14 | 0 | 0 | 64 | 14 | 14 | 7 | 0 | 0 | 9 | 50 | 23 | 10 | |
| | MANCHESTER | AIR 2000 | C | D | 14 | 0 | 0 | 79 | 7 | 0 | 14 | 0 | 0 | 14 | 89 | 2 | 9 | |
| | STANSTED | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | STANSTED | AIR 2000 | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 0 | 56 | 33 | 0 | 0 | 11 | 148 | 60 | 19 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 22 | 60 | 19 | 5 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LAS PALMAS | GATWICK | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 7 | 50 | 21 | 21 | 0 | 0 | 39 | 33 | 27 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 14 | 0 | 0 | 79 | 0 | 21 | 0 | 0 | 0 | 12 | 89 | 8 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 60 | 36 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 7 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 20 | 25 | 28 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 29 | 29 | 14 | 29 | 0 | 0 | 35 | 22 | 42 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 14 | 0 | 0 | 71 | 7 | 7 | 14 | 0 | 0 | 15 | 56 | 32 | 9 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 41 | 40 | 25 | 5 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 80 | 9 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 26 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 0 | 0 | 0 |
| | NEWCASTLE | FUTURA AIRLINES | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 20 | 0 | 20 | 123 | 0 | 0 | 0 |
| | NEWCASTLE | FUTURA AIRLINES | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 0 | 20 | 114 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 40 | 0 | 20 | 143 | 0 | 52 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 20 | 0 | 20 | 40 | 0 | 20 | 143 | 60 | 14 | 5 |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 33 | 40 | 24 | 5 |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 20 | 43 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 60 | 17 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 6 | 0 | 46 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 1 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 21 | 100 | 6 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 14 | 0 | 0 | 7 | 14 | 36 | 36 | 0 | 7 | 132 | 44 | 30 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 0 | 21 | 29 | 14 | 29 | 0 | 7 | 122 | 67 | 24 | 9 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| LAS PALMAS | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 38 | 20 | 63 | 5 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 60 | 40 | 0 | 0 | 0 | 8 | 40 | 53 | 5 | | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 60 | 20 | 20 | 0 | 0 | 16 | 0 | 0 | 0 | | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 80 | 0 | 20 | 0 | 0 | 14 | 0 | 0 | 0 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 14 | 0 | 50 | 14 | 14 | 21 | 0 | 34 | 61 | 16 | 18 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 29 | 43 | 14 | 14 | 0 | 29 | 47 | 21 | 19 | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 20 | 0 | 60 | 20 | 0 | 37 | 80 | 7 | 5 | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 20 | 60 | 20 | 0 | 0 | 22 | 80 | 9 | 5 | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 50 | 0 | 25 | 25 | 0 | 32 | 100 | 8 | 4 | | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 75 | 0 | 0 | 25 | 0 | 28 | 100 | 8 | 4 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 56 | 22 | 22 | 0 | 0 | 17 | 89 | 12 | 9 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 78 | 22 | 0 | 0 | 0 | 3 | 78 | 6 | 9 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 3 | 1 | 100 | 0 | 0 | 0 | 0 | -9 | 75 | -2 | 4 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 75 | 25 | 0 | 0 | 0 | 7 | 75 | 22 | 4 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 23 | 0 | 70 | 26 | 4 | 0 | 0 | 7 | 44 | 26 | 9 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 24 | 0 | 100 | 0 | 0 | 0 | 0 | -6 | 89 | 7 | 9 | | |
| TOTAL LAS PALMAS | | | | | 437 | 2 | 2 | 52 | 19 | 16 | 11 | 0 | 2 | 33 | 62 | 18 | 18 |
| LAS VEGAS | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 20 | 20 | 20 | 40 | 0 | 47 | 20 | 70 | 5 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 40 | 20 | 40 | 0 | 0 | 27 | 60 | 72 | 5 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 144 | 0 | 65 | 5 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 20 | 40 | 0 | 40 | 0 | 56 | 40 | 23 | 5 | | |
| TOTAL LAS VEGAS | | | | | 20 | 0 | 0 | 20 | 20 | 20 | 30 | 10 | 0 | 69 | 30 | 57 | 57 |
| LE HAVRE | BIRMINGHAM | LOVE AIR | S | A | 33 | 0 | 7 | 88 | 9 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | |
| | BIRMINGHAM | LOVE AIR | S | D | 33 | 0 | 7 | 85 | 6 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL LE HAVRE | | | | | 66 | 0 | 14 | 86 | 8 | 3 | 3 | 0 | 0 | 5 | 0 | 0 | |
| LEEDS BRADFORD | HEATHROW | BMI BRITISH MIDLAND | S | A | 141 | 0 | 1 | 84 | 11 | 4 | 1 | 0 | 6 | 71 | 13 | 140 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LEEDS BRADFORD | HEATHROW | BMI BRITISH MIDLAND | S | D | 141 | 0 | 1 | 82 | 11 | 6 | 1 | 0 | 0 | 6 | 76 | 8 | 139 |
| | GLASGOW | BMI REGIONAL | S | A | 72 | 0 | 1 | 94 | 3 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GLASGOW | BMI REGIONAL | S | D | 71 | 0 | 2 | 90 | 6 | 1 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |
| | EDINBURGH | GILL AIRWAYS | S | A | 46 | 0 | 0 | 93 | 2 | 2 | 2 | 0 | 0 | 5 | 98 | 7 | 44 |
| | EDINBURGH | GILL AIRWAYS | S | D | 45 | 0 | 1 | 91 | 7 | 0 | 2 | 0 | 0 | 2 | 100 | 1 | 43 |
| TOTAL LEEDS BRADFORD | | | | | 516 | 0 | 6 | 87 | 8 | 3 | 1 | 0 | 0 | 6 | 85 | 6 | 6 |
| LEIPZIG | | | | | | | | | | | | | | | | | |
| LIBREVILLE | GATWICK | AIR GABON | S | A | 4 | 0 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 46 | 5 |
| | GATWICK | AIR GABON | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 50 | 14 | 4 |
| TOTAL LIBREVILLE | | | | | 8 | 0 | 1 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 22 | 32 | 32 |
| LILLE | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL LILLE | | | | | 9 | 1 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| LILONGWE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 20 | 100 | -2 | 4 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 6 | 4 |
| TOTAL LILONGWE | | | | | 10 | 0 | 9 | 60 | 30 | 0 | 10 | 0 | 0 | 14 | 90 | 3 | 3 |
| LIMOGES | | | | | | | | | | | | | | | | | |
| | LUTON | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL LIMOGES | | | | | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 17 | 0 | 22 | 22 |
| LISBON | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 81 | 0 | 0 | 47 | 30 | 14 | 10 | 0 | 0 | 21 | 65 | 17 | 81 |
| | HEATHROW | AIR PORTUGAL | S | D | 81 | 0 | 0 | 58 | 17 | 16 | 9 | 0 | 0 | 22 | 62 | 16 | 81 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 82 | 11 | 2 | 4 | 1 | 0 | 9 | 80 | 7 | 93 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 85 | 6 | 5 | 2 | 1 | 0 | 8 | 76 | 11 | 93 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|--------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| LISBON | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 35 | 0 | 0 | 26 | 40 | 23 | 11 | 0 | 0 | 32 | 100 | -8 | 1 |
| | GATWICK | GB AIRWAYS LTD | S | D | 62 | 0 | 0 | 61 | 18 | 13 | 6 | 2 | 0 | 23 | 100 | 0 | 3 |
| | STANSTED | GO FLY LTD | S | A | 34 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 34 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MANCHESTER | PORTUGALIA | S | A | 27 | 0 | 0 | 78 | 15 | 4 | 4 | 0 | 0 | 8 | 81 | 10 | 27 |
| | MANCHESTER | PORTUGALIA | S | D | 27 | 0 | 0 | 93 | 4 | 0 | 4 | 0 | 0 | 1 | 91 | 2 | 23 |
| TOTAL LISBON | | | | | 568 | 0 | 0 | 68 | 16 | 9 | 6 | 1 | 0 | 15 | 72 | 12 | 12 |
| LJUBLJANA | | | | | | | | | | | | | | | | | |
| | HEATHROW | ADRIA AIRWAYS | S | A | 27 | 0 | 0 | 67 | 22 | 7 | 4 | 0 | 0 | 14 | 70 | 9 | 23 |
| | HEATHROW | ADRIA AIRWAYS | S | D | 27 | 0 | 0 | 41 | 26 | 33 | 0 | 0 | 0 | 19 | 83 | 6 | 23 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 14 | 0 | 0 | 57 | 29 | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL LJUBLJANA | | | | | 81 | 0 | 0 | 62 | 21 | 14 | 4 | 0 | 0 | 15 | 76 | 7 | 7 |
| LONDON CITY | | | | | | | | | | | | | | | | | |
| | EDINBURGH | KLM UK LTD | S | A | 77 | 1 | 4 | 92 | 6 | 1 | 0 | 0 | 0 | -1 | 70 | 15 | 102 |
| | EDINBURGH | KLM UK LTD | S | D | 78 | 0 | 3 | 83 | 8 | 6 | 3 | 0 | 0 | 8 | 78 | 13 | 101 |
| | GLASGOW | KLM UK LTD | S | A | 60 | 0 | 7 | 87 | 12 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | D | 60 | 0 | 7 | 92 | 7 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | KLM UK LTD | S | A | 72 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 91 | -7 | 90 |
| | MANCHESTER | KLM UK LTD | S | D | 72 | 0 | 1 | 97 | 1 | 0 | 1 | 0 | 0 | -1 | 97 | -2 | 90 |
| | GLASGOW | SCOT AIRWAYS | S | A | 12 | 0 | 0 | 58 | 33 | 8 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GLASGOW | SCOT AIRWAYS | S | D | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL LONDON CITY | | | | | 443 | 1 | 23 | 91 | 6 | 2 | 1 | 0 | 0 | 1 | 83 | 5 | 5 |
| LONDONDERRY | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 30 | 0 | 1 | 83 | 10 | 3 | 3 | 0 | 0 | 2 | 80 | 5 | 35 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 30 | 0 | 1 | 73 | 13 | 10 | 3 | 0 | 0 | 10 | 82 | 9 | 34 |
| | GLASGOW | LOGANAIR | S | A | 28 | 0 | 3 | 68 | 21 | 7 | 4 | 0 | 0 | 15 | 80 | 9 | 30 |
| | GLASGOW | LOGANAIR | S | D | 29 | 0 | 2 | 62 | 24 | 14 | 0 | 0 | 0 | 14 | 77 | 8 | 30 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

| | | Origin / Destinations: L | | | | | | | | | | | | | | | |
|--|-------------------|-----------------------------|----------------|----------|------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LONDONDERRY | | | | | | | | | | | | | | | | | |
| TOTAL LONDONDERRY | | | | | 117 | 0 | 7 | 72 | 17 | 9 | 3 | 0 | 0 | 10 | 80 | 8 | 8 |
| LOS ANGELES INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 90 | 0 | 6 | 3 | 0 | 0 | -7 | 90 | -13 | 31 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 13 | 65 | 16 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | -1 | 73 | 8 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 11 | 69 | 11 | 59 |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 0 | 61 | 16 | 31 |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 68 | 16 | 0 | 16 | 0 | 0 | 24 | 58 | 14 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 62 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | -5 | 81 | -6 | 62 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 62 | 0 | 0 | 65 | 24 | 8 | 3 | 0 | 0 | 13 | 74 | 11 | 62 |
| TOTAL LOS ANGELES INTERNATIONAL | | | | | 372 | 0 | 0 | 77 | 15 | 5 | 3 | 0 | 0 | 6 | 72 | 7 | 7 |
| LUSAKA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 12 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 50 | 27 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 23 | 67 | 18 | 9 |
| TOTAL LUSAKA | | | | | 26 | 1 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 11 | 59 | 22 | 22 |
| LUTON | | | | | | | | | | | | | | | | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 138 | 0 | 1 | 83 | 6 | 7 | 4 | 0 | 0 | 4 | 81 | 10 | 140 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 138 | 1 | 0 | 72 | 16 | 7 | 4 | 0 | 0 | 14 | 70 | 17 | 138 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 115 | 0 | 1 | 85 | 6 | 4 | 4 | 0 | 0 | 5 | 79 | 10 | 110 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 115 | 1 | 0 | 86 | 4 | 3 | 5 | 1 | 0 | 10 | 77 | 11 | 110 |
| TOTAL LUTON | | | | | 506 | 3 | 2 | 81 | 8 | 6 | 4 | 0 | 0 | 9 | 77 | 12 | 12 |
| LUXEMBOURG | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 70 | 19 | 11 | 0 | 0 | 0 | 10 | 74 | 7 | 27 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 85 | 4 | 7 | 4 | 0 | 0 | 2 | 89 | 0 | 27 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 99 | 0 | 1 | 65 | 19 | 13 | 3 | 0 | 0 | 15 | 84 | 6 | 75 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 100 | 1 | 0 | 73 | 17 | 9 | 1 | 0 | 0 | 10 | 86 | 7 | 76 |
| | HEATHROW | LUXAIR | S | A | 62 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 10 | 74 | 11 | 62 |
| | HEATHROW | LUXAIR | S | D | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | 1 | 95 | -3 | 62 |
| | MANCHESTER | LUXAIR | S | A | 23 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 6 | 62 | 12 | 21 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|-------------------------|-------------------|--------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | LUXAIR | S | D | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 95 | -3 | 21 | |
| | STANSTED | LUXAIR | S | A | 48 | 0 | 2 | 90 | 8 | 2 | 0 | 0 | 0 | -2 | 94 | 2 | 49 | |
| | STANSTED | LUXAIR | S | D | 48 | 0 | 2 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 94 | 3 | 49 | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 74 | 0 | 3 | 86 | 11 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | LONDON CITY | VLM (BELGIUM) | S | D | 74 | 0 | 3 | 74 | 20 | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL LUXEMBOURG | | | | | 667 | 1 | 11 | 79 | 15 | 6 | 1 | 0 | 0 | 7 | 86 | 5 | 5 | |
| LUXOR | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 51 | 25 | 67 | 4 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 34 | 75 | 9 | 4 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 29 | 50 | 19 | 4 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 14 | 4 | |
| | HEATHROW | EGYPT AIR | S | A | 5 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 71 | 0 | 132 | 5 | |
| | HEATHROW | EGYPT AIR | S | D | 5 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 89 | 0 | 154 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 55 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | |
| TOTAL LUXOR | | | | | 56 | 0 | 0 | 29 | 21 | 21 | 29 | 0 | 0 | 40 | 35 | 72 | 72 | |
| LYON | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 12 | 0 | 0 | 58 | 17 | 17 | 8 | 0 | 0 | 19 | 50 | 44 | 10 | |
| | GATWICK | AIR 2000 | C | D | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 70 | 38 | 10 | |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 25 | 171 | 4 | |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 75 | 145 | 4 | |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 0 | 25 | 32 | 4 | |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 12 | 0 | 0 | 33 | 33 | 25 | 8 | 0 | 0 | 25 | 46 | 36 | 13 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 21 | 69 | 26 | 13 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|------------------------|-------------------|----------|------------|----------|-----------|-----|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | 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) | | | | | | | | | | | | |
| LYON | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 122 | 0 | 44 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 25 | 31 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 43 | 33 | 21 | 6 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 23 | 100 | 2 | 6 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 47 | 100 | -10 | 4 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 6 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 78 | 11 | 10 | 1 | 0 | 0 | 5 | 83 | 7 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 83 | 4 | 8 | 4 | 1 | 0 | 9 | 88 | 3 | 93 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 12 | 0 | 0 | 42 | 17 | 25 | 17 | 0 | 0 | 29 | 25 | 26 | 8 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 12 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 89 | 3 | 9 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 48 | 11 | 87 | 18 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 45 | 65 | 23 | 17 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 31 | 0 | 0 | 65 | 26 | 10 | 0 | 0 | 0 | 11 | 93 | 2 | 30 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | C | A | 7 | 0 | 0 | 14 | 57 | 29 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 31 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 90 | 6 | 30 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | C | D | 7 | 0 | 0 | 57 | 14 | 29 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 8 | 0 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 59 | 0 | 24 | 4 | |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 32 | 75 | 13 | 4 | |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | A | 82 | 0 | 2 | 72 | 13 | 13 | 1 | 0 | 0 | 10 | 81 | 7 | 79 | |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | D | 81 | 1 | 2 | 75 | 16 | 7 | 1 | 0 | 0 | 7 | 87 | 5 | 79 | |
| | STANSTED | GO FLY LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 19 | 0 | 0 | 5 | 16 | 32 | 21 | 26 | 0 | 102 | 0 | 42 | 20 | |
| | GATWICK | MONARCH AIRLINES | C | D | 19 | 0 | 0 | 21 | 16 | 37 | 16 | 11 | 0 | 71 | 43 | 18 | 21 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 30 | 0 | 44 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 50 | 16 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 75 | 9 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 93 | 0 | 55 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 38 | 25 | 26 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|---------|-------------------|----------|------------|----------------------------|---|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | 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) | | | | | | | | | | | |
| LYON | | | | | | | | | | | | | | | | | |
| TOTAL LYON | | | | | 642 | 1 | 4 | 65 | 15 | 12 | 5 | 2 | 0 | 19 | 68 | 18 | 18 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MAASTRICHT | STANSTED | KLM EXEL | S | A | 75 | 0 | 2 | 51 | 24 | 23 | 3 | 0 | 0 | 19 | 63 | 16 | 75 |
| | STANSTED | KLM EXEL | S | D | 75 | 0 | 2 | 63 | 23 | 13 | 1 | 0 | 0 | 15 | 87 | 7 | 75 |
| TOTAL MAASTRICHT | | | | | 150 | 0 | 4 | 57 | 23 | 18 | 2 | 0 | 0 | 17 | 75 | 12 | 12 |
| MADRAS/CHENNAI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 78 | 15 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 38 | 56 | 25 | 9 |
| TOTAL MADRAS/CHENNAI | | | | | 18 | 0 | 0 | 72 | 6 | 11 | 11 | 0 | 0 | 16 | 67 | 20 | 20 |
| MADRID | GATWICK | AIR EUROPA | S | A | 23 | 0 | 0 | 26 | 30 | 26 | 17 | 0 | 0 | 42 | 15 | 27 | 26 |
| | GATWICK | AIR EUROPA | S | D | 23 | 0 | 0 | 52 | 26 | 0 | 22 | 0 | 0 | 27 | 65 | 17 | 26 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 93 | 0 | 0 | 62 | 23 | 10 | 4 | 1 | 0 | 16 | 90 | 1 | 93 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 93 | 0 | 0 | 63 | 17 | 13 | 5 | 1 | 0 | 20 | 82 | 8 | 93 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 60 | 25 | 13 | 2 | 1 | 0 | 14 | 75 | 8 | 123 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 69 | 27 | 3 | 0 | 0 | 0 | 9 | 79 | 9 | 124 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 41 | 0 | 1 | 66 | 7 | 17 | 10 | 0 | 0 | 22 | 78 | 8 | 41 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 42 | 0 | 0 | 76 | 7 | 7 | 10 | 0 | 0 | 18 | 85 | 8 | 41 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 31 | 1 | 0 | 26 | 16 | 32 | 26 | 0 | 0 | 44 | 87 | -1 | 23 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 30 | 1 | 0 | 27 | 20 | 20 | 33 | 0 | 0 | 45 | 83 | 11 | 23 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 61 | 13 | 3 | 23 | 0 | 0 | 26 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 61 | 16 | 0 | 19 | 3 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | IBERIA | S | A | 26 | 0 | 5 | 38 | 31 | 27 | 4 | 0 | 0 | 25 | 30 | 17 | 27 |
| | GATWICK | IBERIA | S | D | 26 | 0 | 5 | 50 | 19 | 23 | 8 | 0 | 0 | 26 | 78 | 9 | 27 |
| | HEATHROW | IBERIA | S | A | 153 | 0 | 0 | 63 | 18 | 12 | 5 | 1 | 0 | 17 | 70 | 12 | 151 |
| | HEATHROW | IBERIA | S | D | 152 | 0 | 1 | 70 | 17 | 9 | 3 | 1 | 0 | 12 | 82 | 7 | 150 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 17 | 1 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| MADRID | GATWICK | SPANAIR | S | A | 8 | 0 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 42 | 11 | 28 | 9 | |
| | GATWICK | SPANAIR | S | D | 8 | 0 | 0 | 38 | 0 | 13 | 50 | 0 | 0 | 64 | 44 | 14 | 9 | |
| TOTAL MADRID | | | | | 1078 | 2 | 12 | 61 | 20 | 12 | 8 | 1 | 0 | 19 | 75 | 9 | 9 | |
| MAHON | GATWICK | CITY FLYER EXPRESS | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | GATWICK | CITY FLYER EXPRESS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | S | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 47 | 88 | 3 | 8 | |
| | LUTON | MONARCH AIRLINES | S | D | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 25 | 56 | 7 | 9 | |
| TOTAL MAHON | | | | | 22 | 0 | 0 | 50 | 23 | 14 | 14 | 0 | 0 | 26 | 74 | 11 | 11 | |
| MALAGA | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 26 | 0 | 53 | 5 | |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 17 | 60 | 24 | 5 | |
| | GATWICK | AIR 2000 | C | A | 12 | 0 | 0 | 33 | 17 | 42 | 8 | 0 | 0 | 28 | 31 | 54 | 13 | |
| | GATWICK | AIR 2000 | C | D | 13 | 0 | 0 | 54 | 8 | 31 | 8 | 0 | 0 | 27 | 69 | 39 | 13 | |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 49 | 20 | 40 | 5 | |
| | GLASGOW | AIR 2000 | C | D | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 35 | 20 | 36 | 5 | |
| | MANCHESTER | AIR 2000 | C | A | 10 | 1 | 0 | 30 | 40 | 20 | 10 | 0 | 0 | 29 | 50 | 33 | 14 | |
| | MANCHESTER | AIR 2000 | C | D | 11 | 0 | 0 | 64 | 9 | 9 | 18 | 0 | 0 | 23 | 79 | 19 | 14 | |
| | MANCHESTER | AIR FOYLE PASSENGER AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 78 | 0 | 0 | 0 | |
| | MANCHESTER | AIR FOYLE PASSENGER AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 71 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 12 | 0 | 0 | 0 | 8 | 42 | 42 | 8 | 0 | 82 | 33 | 64 | 9 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 12 | 0 | 0 | 25 | 33 | 17 | 25 | 0 | 0 | 41 | 56 | 58 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 12 | 0 | 0 | 0 | 42 | 42 | 17 | 0 | 0 | 44 | 0 | 55 | 14 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 12 | 0 | 0 | 58 | 33 | 8 | 0 | 0 | 0 | 16 | 43 | 34 | 14 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 13 | 50 | 25 | 13 | 0 | 0 | 29 | 33 | 39 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 13 | 67 | 26 | 9 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 87 | 60 | 8 | 5 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 35 | 100 | 1 | 5 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|----------------------|-------------------|-------------|---------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MALAGA | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 16 | 0 | 0 | 13 | 31 | 38 | 19 | 0 | 0 | 45 | 41 | 25 | 22 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 16 | 0 | 0 | 75 | 6 | 13 | 6 | 0 | 0 | 21 | 86 | 9 | 22 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 85 | 40 | 48 | 5 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 41 | 60 | 43 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 85 | 25 | 24 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 70 | 50 | 12 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 28 | 0 | 1 | 82 | 4 | 0 | 11 | 0 | 4 | 23 | 63 | 24 | 16 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 30 | 0 | 0 | 80 | 13 | 0 | 3 | 0 | 3 | 21 | 76 | 23 | 17 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 4 | 50 | 79 | 6 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 7 | 40 | 108 | 5 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 8 | 0 | 0 | 38 | 0 | 50 | 13 | 0 | 0 | 30 | 67 | 164 | 6 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 67 | 178 | 6 |
| | GATWICK | GB AIRWAYS LTD | S | A | 34 | 0 | 0 | 24 | 38 | 12 | 26 | 0 | 0 | 34 | 79 | 9 | 61 |
| | GATWICK | GB AIRWAYS LTD | S | D | 34 | 0 | 0 | 62 | 21 | 9 | 9 | 0 | 0 | 21 | 72 | 17 | 61 |
| | HEATHROW | GB AIRWAYS LTD | S | A | 31 | 0 | 0 | 32 | 19 | 32 | 16 | 0 | 0 | 33 | 67 | 17 | 3 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 31 | 0 | 0 | 26 | 32 | 23 | 19 | 0 | 0 | 35 | 50 | 17 | 4 |
| | STANSTED | GO FLY LTD | S | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 10 | 6 | 55 | 29 | 0 | 0 | 50 | 19 | 34 | 31 |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 16 | 19 | 35 | 29 | 0 | 0 | 46 | 39 | 30 | 31 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 28 | 1 | 0 | 11 | 14 | 36 | 25 | 4 | 11 | 111 | 35 | 31 | 31 |
| | GATWICK | MONARCH AIRLINES | C | D | 28 | 1 | 0 | 68 | 11 | 4 | 14 | 4 | 0 | 39 | 84 | 9 | 31 |
| | LUTON | MONARCH AIRLINES | S | A | 27 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 27 | 67 | 11 | 18 |
| | LUTON | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 78 | 15 | 4 | 4 | 0 | 0 | 11 | 94 | 2 | 18 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 19 | 2 | 0 | 21 | 11 | 42 | 16 | 0 | 11 | 113 | 28 | 56 | 18 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 19 | 0 | 0 | 47 | 11 | 21 | 16 | 5 | 0 | 38 | 39 | 39 | 18 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 76 | 20 | 44 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 60 | 39 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 12 | 0 | 0 | 25 | 25 | 33 | 17 | 0 | 0 | 38 | 29 | 19 | 17 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 12 | 0 | 4 | 83 | 0 | 17 | 0 | 0 | 0 | 12 | 100 | 2 | 17 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 63 | 11 | 40 | 9 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 43 | 67 | 30 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 13 | 1 | 0 | 8 | 23 | 23 | 31 | 8 | 8 | 125 | 21 | 42 | 14 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 13 | 1 | 0 | 54 | 0 | 15 | 8 | 15 | 8 | 99 | 79 | 12 | 14 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 3 | 1 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 46 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 6 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 |
| | BIRMINGHAM | SPANAIR | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 33 | 181 | 100 | 0 | 5 |
| | BIRMINGHAM | SPANAIR | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 212 | 60 | 14 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 75 | 27 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 75 | 13 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 75 | 10 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 50 | 14 | 4 |
| | MANCHESTER | TRANSAER | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 216 | 40 | 18 | 5 |
| | MANCHESTER | TRANSAER | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 185 | 80 | 8 | 5 |
| | GLASGOW | VIVA | C | A | 2 | 0 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GLASGOW | VIVA | C | D | 2 | 0 | 2 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL MALAGA | | | | | 770 | 9 | 14 | 44 | 19 | 19 | 15 | 2 | 1 | 41 | 57 | 27 | 27 |
| MALE INTERNATIONAL | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 60 | 0 | 0 | 20 | 117 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 5 | 80 | -2 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 20 | 28 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 0 | 20 | 60 | 0 | 0 | 65 | 67 | 23 | 3 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 65 | 3 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---------------------------------|-------------------|----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 33 | 67 | -15 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -2 | 33 | 75 | 3 |
| TOTAL MALE INTERNATIONAL | | | | | 36 | 0 | 0 | 53 | 11 | 17 | 17 | 0 | 3 | 36 | 50 | 93 | 93 |
| MALMO | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BRAATHENS ASA | S | A | 54 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | LONDON CITY | BRAATHENS ASA | S | D | 54 | 0 | 0 | 69 | 24 | 4 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL MALMO | | | | | 108 | 0 | 0 | 79 | 18 | 2 | 2 | 0 | 0 | 8 | 76 | 8 | 8 |
| MALTA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 25 | 60 | 11 | 5 |
| | BIRMINGHAM | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 14 | 100 | 1 | 5 |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 90 | 7 | 10 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -1 | 10 |
| | MANCHESTER | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 80 | 25 | 5 |
| | MANCHESTER | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 80 | 9 | 5 |
| | BIRMINGHAM | AIR MALTA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -24 | 100 | -14 | 4 |
| | BIRMINGHAM | AIR MALTA | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 7 | 4 |
| | GATWICK | AIR MALTA | S | A | 36 | 0 | 0 | 69 | 19 | 11 | 0 | 0 | 0 | 5 | 84 | 4 | 32 |
| | GATWICK | AIR MALTA | S | D | 36 | 0 | 0 | 42 | 28 | 25 | 6 | 0 | 0 | 23 | 66 | 12 | 32 |
| | GLASGOW | AIR MALTA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 75 | 6 | 4 |
| | GLASGOW | AIR MALTA | C | A | 11 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 3 | 80 | -2 | 10 |
| | GLASGOW | AIR MALTA | C | D | 11 | 0 | 1 | 73 | 0 | 27 | 0 | 0 | 0 | 13 | 100 | 1 | 10 |
| | GLASGOW | AIR MALTA | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 13 | 4 |
| | HEATHROW | AIR MALTA | S | A | 54 | 0 | 0 | 83 | 9 | 4 | 4 | 0 | 0 | 2 | 87 | 0 | 54 |
| | HEATHROW | AIR MALTA | S | D | 54 | 0 | 0 | 46 | 41 | 7 | 4 | 2 | 0 | 23 | 63 | 18 | 54 |
| | LUTON | AIR MALTA | C | A | 4 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | LUTON | AIR MALTA | C | D | 4 | 1 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | AIR MALTA | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 89 | -9 | 9 |
| | MANCHESTER | AIR MALTA | C | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | -6 | 100 | -23 | 4 |
| | MANCHESTER | AIR MALTA | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 78 | 10 | 9 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | C | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 9 | 100 | -12 | 4 | |
| | NEWCASTLE | AIR MALTA | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 3 | 5 | |
| | NEWCASTLE | AIR MALTA | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 5 | |
| | STANSTED | AIR MALTA | C | A | 3 | 1 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | -3 | 25 | 19 | 4 | |
| | STANSTED | AIR MALTA | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 75 | 16 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 27 | 50 | 36 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 34 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 11 | 44 | 44 | 0 | 0 | 0 | 28 | 0 | 31 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 36 | 0 | 34 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 78 | 7 | 9 | |
| | GATWICK | GB AIRWAYS LTD | S | A | 28 | 0 | 0 | 54 | 29 | 14 | 4 | 0 | 0 | 16 | 78 | 10 | 18 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 28 | 0 | 0 | 61 | 21 | 14 | 4 | 0 | 0 | 20 | 73 | 17 | 22 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 20 | 41 | 5 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 40 | 69 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 29 | 100 | 3 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 5 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 80 | 12 | 5 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 80 | 3 | 5 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 33 | 33 | 38 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 25 | 90 | 7 | 10 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 50 | 13 | 4 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | -1 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 49 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 1 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL MALTA | | | | | 495 | 5 | 6 | 67 | 18 | 11 | 3 | 0 | 0 | 11 | 73 | 11 | 11 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|------------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| MANCHESTER | GATWICK | AIR 2000 | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 20 | 56 | 5 |
| | GATWICK | AIR 2000 | C | A | 10 | 0 | 0 | 50 | 20 | 10 | 20 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | S | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 15 | 80 | 36 | 5 |
| | GATWICK | AIR 2000 | C | D | 6 | 0 | 0 | 33 | 17 | 0 | 33 | 0 | 17 | 260 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 246 | 0 | 0 | 82 | 11 | 7 | 0 | 0 | 4 | 78 | 5 | 23 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 246 | 0 | 0 | 82 | 10 | 7 | 1 | 0 | 6 | 87 | 1 | 23 | |
| | EDINBURGH | BMI REGIONAL | S | A | 76 | 0 | 1 | 78 | 13 | 5 | 4 | 0 | 11 | 69 | 15 | 68 | |
| | EDINBURGH | BMI REGIONAL | S | D | 66 | 1 | 2 | 74 | 20 | 5 | 2 | 0 | 12 | 81 | 11 | 70 | |
| | GLASGOW | BMI REGIONAL | S | A | 97 | 0 | 3 | 79 | 18 | 2 | 1 | 0 | 10 | 78 | 6 | 63 | |
| | GLASGOW | BMI REGIONAL | S | D | 96 | 0 | 4 | 94 | 5 | 0 | 1 | 0 | 6 | 95 | 2 | 63 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 64 | 100 | 13 | 2 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 26 | 100 | -26 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 32 | 0 | 0 | 53 | 25 | 9 | 13 | 0 | 0 | 25 | 50 | 34 | 14 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 32 | 0 | 0 | 25 | 9 | 25 | 31 | 9 | 0 | 60 | 36 | 46 | 14 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 199 | 0 | 1 | 80 | 16 | 4 | 1 | 0 | 0 | 6 | 86 | 7 | 168 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 200 | 0 | 0 | 82 | 16 | 2 | 1 | 0 | 0 | 7 | 89 | 6 | 170 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 74 | 0 | 0 | 93 | 5 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 98 | 0 | 1 | 90 | 8 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 100 | 0 | 0 | 77 | 13 | 6 | 4 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 96 | 4 | 0 | 92 | 2 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 69 | 1 | 0 | 78 | 16 | 1 | 4 | 0 | 0 | 10 | 87 | 5 | 119 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 45 | 0 | 1 | 76 | 22 | 2 | 0 | 0 | 0 | 10 | 88 | 7 | 121 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 24 | 2 | 0 | 46 | 17 | 25 | 13 | 0 | 0 | 25 | 81 | 13 | 124 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 33 | 3 | 4 | 97 | 0 | 3 | 0 | 0 | 0 | 1 | 89 | 6 | 125 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | 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) | | | | | | | | | | | |
| MANCHESTER | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 324 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 7 | 77 | 8 | 329 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 325 | 0 | 0 | 93 | 4 | 1 | 2 | 0 | 0 | -1 | 86 | 2 | 330 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 72 | 0 | 1 | 89 | 4 | 1 | 6 | 0 | 0 | 4 | 90 | 7 | 69 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 72 | 0 | 1 | 79 | 11 | 4 | 6 | 0 | 0 | 9 | 84 | 11 | 70 |
| | LONDON CITY | KLM UK LTD | S | A | 72 | 0 | 1 | 99 | 0 | 0 | 1 | 0 | 0 | -10 | 98 | -16 | 89 |
| | LONDON CITY | KLM UK LTD | S | D | 72 | 0 | 1 | 85 | 15 | 0 | 0 | 0 | 0 | 9 | 82 | 12 | 90 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 40 | 40 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 0 | 72 | 6 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -4 | 50 | 77 | 2 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 1 | 40 | 0 | 20 | 40 | 0 | 0 | 45 | 71 | 2 | 7 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 52 | 100 | -5 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 0 | 25 | 0 | 70 | 50 | -8 | 4 |
| TOTAL MANCHESTER | | | | | 2838 | 13 | 24 | 83 | 11 | 4 | 2 | 0 | 0 | 7 | 83 | 7 | 7 |
| MANILA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | -7 | 89 | -1 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 10 | 83 | 18 | 18 |
| TOTAL MANILA | | | | | 35 | 0 | 0 | 89 | 3 | 6 | 3 | 0 | 0 | 2 | 73 | 29 | 29 |
| MARRAKESH | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 5 | 8 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 53 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL MARRAKESH | | | | | 24 | 0 | 0 | 42 | 29 | 17 | 13 | 0 | 0 | 34 | 89 | 8 | 8 |
| MARSEILLE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 92 | 0 | 0 | 62 | 12 | 15 | 11 | 0 | 0 | 20 | 81 | 7 | 93 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 92 | 0 | 0 | 53 | 20 | 17 | 10 | 0 | 0 | 23 | 88 | 6 | 93 |
| | STANSTED | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|--------------------------|-------------------|------------------------|-------------------|-------------|-------------------|---------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MARSEILLE | | | | | | | | | | | | | | | | | |
| TOTAL MARSEILLE | | | | | 188 | 0 | 0 | 56 | 16 | 16 | 11 | 0 | 0 | 22 | 84 | 7 | 7 |
| MAURITIUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR MAURITIUS LTD | S | A | 8 | 0 | 0 | 13 | 38 | 38 | 13 | 0 | 0 | 34 | 11 | 45 | 9 |
| | HEATHROW | AIR MAURITIUS LTD | S | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 36 | 33 | 21 | 9 |
| | MANCHESTER | AIR MAURITIUS LTD | S | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 53 | 100 | 0 | 5 |
| | MANCHESTER | AIR MAURITIUS LTD | S | D | 4 | 1 | 1 | 50 | 25 | 25 | 0 | 0 | 15 | 80 | -5 | 5 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 31 | 23 | 23 | 23 | 0 | 0 | 41 | 69 | 18 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 15 | 21 | 21 | 14 |
| TOTAL MAURITIUS | | | | | 51 | 1 | 1 | 41 | 24 | 20 | 16 | 0 | 0 | 32 | 45 | 20 | 20 |
| MEDINA | | | | | | | | | | | | | | | | | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 63 | 0 | 38 | 1 |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 74 | 0 | 72 | 2 |
| TOTAL MEDINA | | | | | 5 | 0 | 0 | 20 | 0 | 20 | 60 | 0 | 0 | 69 | 0 | 61 | 61 |
| MELBOURNE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 13 | 3 | 0 | 0 | 0 | 60 | 15 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 89 | 7 | 0 | 4 | 0 | 7 | 81 | 7 | 31 | |
| | HEATHROW | QANTAS | S | A | 23 | 0 | 0 | 83 | 4 | 4 | 4 | 4 | 14 | 50 | 28 | 14 | |
| | HEATHROW | QANTAS | S | D | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 4 | 66 | 9 | 35 | |
| TOTAL MELBOURNE | | | | | 111 | 0 | 0 | 86 | 8 | 4 | 2 | 1 | 0 | 66 | 13 | 13 | |
| MEXICO CITY | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL MEXICO CITY | | | | | 35 | 0 | 0 | 74 | 20 | 6 | 0 | 0 | 7 | 69 | 11 | 11 | |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | -11 | 0 | 0 | 0 | |
| | GATWICK | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 81 | 13 | 0 | 6 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 74 | 13 | 10 | 0 | 3 | 12 | 81 | 33 | 31 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 14 | 52 | 41 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 48 | 23 | 19 | 10 | 0 | 22 | 71 | 10 | 28 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 32 | 19 | 29 | 19 | 0 | 0 | 36 | 34 | 22 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 74 | 23 | 3 | 0 | 0 | 0 | 3 | 81 | -4 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 32 | 3 | 0 | 0 | 0 | 13 | 61 | 17 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 55 | 16 | 13 | 10 | 6 | 0 | 36 | 71 | 12 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 55 | 23 | 10 | 13 | 0 | 0 | 26 | 55 | 24 | 31 | |
| TOTAL MIAMI INTERNATIONAL | | | | | 310 | 0 | 0 | 64 | 19 | 10 | 6 | 1 | 0 | 16 | 63 | 20 | 20 | |
| MILAN (Linate) | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR ONE | S | A | 51 | 0 | 0 | 22 | 22 | 35 | 22 | 0 | 0 | 41 | 53 | 17 | 89 | |
| | STANSTED | AIR ONE | S | D | 51 | 0 | 0 | 20 | 20 | 29 | 31 | 0 | 0 | 45 | 76 | 13 | 89 | |
| | HEATHROW | ALITALIA | S | A | 86 | 0 | 0 | 30 | 27 | 33 | 10 | 0 | 0 | 31 | 57 | 17 | 215 | |
| | HEATHROW | ALITALIA | S | D | 91 | 0 | 0 | 29 | 12 | 32 | 26 | 1 | 0 | 41 | 71 | 10 | 215 | |
| | LONDON CITY | ALITALIA | S | A | 46 | 0 | 4 | 17 | 24 | 30 | 28 | 0 | 0 | 46 | 83 | 1 | 42 | |
| | LONDON CITY | ALITALIA | S | D | 46 | 0 | 4 | 0 | 24 | 26 | 50 | 0 | 0 | 68 | 48 | 18 | 42 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 96 | 0 | 0 | 42 | 17 | 24 | 17 | 1 | 0 | 34 | 70 | 11 | 154 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 96 | 0 | 0 | 66 | 18 | 9 | 6 | 1 | 0 | 20 | 85 | 8 | 154 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 77 | 0 | 1 | 32 | 30 | 23 | 13 | 1 | 0 | 30 | 86 | 6 | 71 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 77 | 0 | 1 | 78 | 14 | 4 | 3 | 1 | 0 | 14 | 83 | 9 | 71 | |
| | STANSTED | KLM UK LTD | S | A | 77 | 1 | 4 | 36 | 23 | 22 | 14 | 4 | 0 | 39 | 49 | 26 | 85 | |
| | STANSTED | KLM UK LTD | S | D | 78 | 1 | 3 | 32 | 17 | 33 | 15 | 3 | 0 | 42 | 55 | 27 | 86 | |
| TOTAL MILAN (Linate) | | | | | 874 | 3 | 17 | 37 | 20 | 24 | 18 | 1 | 0 | 35 | 69 | 13 | 13 | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALITALIA | S | A | 129 | 0 | 1 | 14 | 16 | 43 | 26 | 2 | 0 | 51 | 0 | 0 | 0 | |
| | HEATHROW | ALITALIA | S | D | 123 | 0 | 1 | 54 | 19 | 16 | 11 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 56 | 0 | 0 | 41 | 21 | 21 | 16 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 56 | 0 | 0 | 46 | 30 | 20 | 4 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 1 | 22 | 22 | 50 | 6 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 52 | 0 | 0 | 23 | 29 | 37 | 12 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 52 | 0 | 0 | 54 | 23 | 21 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 79 | 0 | 0 | 33 | 28 | 25 | 11 | 3 | 0 | 32 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 78 | 1 | 0 | 76 | 13 | 6 | 4 | 1 | 0 | 15 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 88 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | MANCHESTER | EUROFLY SPA | C | A | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | MANCHESTER | EUROFLY SPA | C | D | 2 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | A | 81 | 3 | 4 | 44 | 20 | 23 | 11 | 1 | 0 | 29 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 83 | 2 | 1 | 49 | 25 | 10 | 14 | 1 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | KLM UK LTD | S | A | 48 | 0 | 6 | 23 | 19 | 27 | 27 | 4 | 0 | 47 | 0 | 0 | 0 | |
| | MANCHESTER | KLM UK LTD | S | D | 49 | 0 | 5 | 73 | 12 | 4 | 8 | 2 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 80 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | MANCHESTER | TRANSAER | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 91 | 0 | 0 | 0 | |
| | MANCHESTER | TRANSAER | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | | | 946 | 12 | 19 | 42 | 21 | 23 | 14 | 1 | 0 | 32 | 0 | 0 | 0 | |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORTHWEST AIRLINES | S | A | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | -5 | 68 | 16 | 31 | |
| | GATWICK | NORTHWEST AIRLINES | S | D | 31 | 0 | 0 | 65 | 23 | 0 | 10 | 3 | 0 | 20 | 81 | 9 | 31 | |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 62 | 0 | 0 | 74 | 16 | 3 | 5 | 2 | 0 | 7 | 74 | 13 | 13 | |
| MINSK | | | | | | | | | | | | | | | | | | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 16 | 56 | 11 | 9 | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 67 | 9 | 9 | |
| TOTAL MINSK | | | | | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 61 | 10 | 10 | |
| MOENCHENGLADBACH | | | | | | | | | | | | | | | | | | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 47 | 3 | 0 | 64 | 26 | 9 | 2 | 0 | 0 | 12 | 91 | 1 | 55 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 52 | 0 | 0 | 29 | 35 | 29 | 8 | 0 | 0 | 29 | 75 | 13 | 75 | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 103 | 0 | 5 | 80 | 15 | 6 | 0 | 0 | 0 | 7 | 66 | 13 | 102 | |
| | LONDON CITY | VLM (BELGIUM) | S | D | 103 | 0 | 5 | 62 | 28 | 9 | 1 | 0 | 0 | 15 | 44 | 20 | 102 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|-------------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MOENCHENGLADBACH | | | | | | | | | | | | | | | | | |
| TOTAL MOENCHENGLADBACH | | | | | 305 | 3 | 10 | 63 | 24 | 11 | 2 | 0 | 0 | 14 | 65 | 13 | 13 |
| MOLDE | | | | | | | | | | | | | | | | | |
| MOMBASA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 72 | 40 | 29 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 80 | 19 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 60 | 20 | 20 | 0 | 78 | 40 | 26 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 100 | -3 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 77 | 0 | 91 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 20 | 47 | 5 |
| TOTAL MOMBASA | | | | | 29 | 0 | 0 | 34 | 0 | 34 | 28 | 3 | 0 | 50 | 39 | 47 | 47 |
| MONASTIR | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 80 | 4 | 5 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 8 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 12 | 0 | 1 | 42 | 33 | 17 | 8 | 0 | 0 | 20 | 22 | 33 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 15 | 63 | 16 | 8 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 75 | 15 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 75 | 9 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 38 | 25 | 13 | 13 | 0 | 13 | 169 | 56 | 42 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 11 | 22 | 0 | 0 | 11 | 144 | 63 | 14 | 8 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 40 | 40 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 80 | 13 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 82 | 0 | 40 | 1 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 60 | 20 | 54 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 0 | 25 | 130 | 67 | 8 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 0 | 0 | 25 | 112 | 89 | 4 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 14 | 0 | 0 | 57 | 29 | 7 | 7 | 0 | 0 | 17 | 67 | 21 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 7 | 89 | 15 | 9 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 14 | 80 | 7 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 80 | 15 | 5 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|--------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| MONASTIR | GLASGOW | NOUVELAIR TUNISIE | C | A | 6 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 5 | 40 | 53 | 5 | |
| | GLASGOW | NOUVELAIR TUNISIE | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 40 | 55 | 5 | |
| | MANCHESTER | NOUVELAIR TUNISIE | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 60 | 130 | 5 | |
| | MANCHESTER | NOUVELAIR TUNISIE | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 38 | 0 | 45 | 5 | |
| | NEWCASTLE | NOUVELAIR TUNISIE | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 50 | 20 | 4 | |
| | NEWCASTLE | NOUVELAIR TUNISIE | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 50 | 12 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | |
| TOTAL MONASTIR | | | | | 171 | 1 | 4 | 67 | 15 | 10 | 6 | 0 | 2 | 33 | 58 | 25 | 25 | |
| MONTEGO BAY | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 53 | 0 | 0 | 0 | |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 1 | 50 | 0 | 25 | 0 | 0 | 25 | 341 | 0 | 0 | 0 | |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 0 | 25 | 342 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 19 | 0 | 0 | 53 | 16 | 16 | 5 | 5 | 5 | 46 | 62 | 104 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 21 | 29 | 21 | 21 | 0 | 7 | 63 | 36 | 43 | 14 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 28 | 20 | 70 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 60 | 32 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 1 | 17 | 17 | 0 | 67 | 0 | 0 | 78 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 107 | 0 | 0 | 0 | |
| TOTAL MONTEGO BAY | | | | | 72 | 0 | 2 | 36 | 17 | 19 | 21 | 1 | 6 | 86 | 39 | 67 | 67 | |
| MONTPELLIER | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 61 | 6 | 19 | 13 | 0 | 0 | 19 | 81 | 6 | 31 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 52 | 32 | 13 | 3 | 0 | 0 | 19 | 90 | 8 | 31 | |
| TOTAL MONTPELLIER | | | | | 62 | 0 | 0 | 56 | 19 | 16 | 8 | 0 | 0 | 19 | 85 | 7 | 7 | |
| MONTREAL (DORVAL) | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|------------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MONTREAL (DORVAL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 14 | 3 | 4 | 21 | 14 | 29 | 36 | 0 | 0 | 54 | 0 | 0 | 0 |
| | HEATHROW | AIR CANADA | S | D | 16 | 1 | 1 | 69 | 19 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 1 | 67 | 13 | 7 | 13 | 0 | 0 | 14 | 100 | 7 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 1 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 7 | 33 | 16 | 3 |
| TOTAL MONTREAL (DORVAL) | | | | | 91 | 6 | 6 | 67 | 13 | 9 | 11 | 0 | 0 | 18 | 60 | 12 | 12 |
| MOSCOW (SHEREMETYEVO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 43 | 0 | 0 | 65 | 19 | 12 | 2 | 2 | 0 | 19 | 67 | 11 | 45 |
| | HEATHROW | AEROFLOT | S | D | 43 | 0 | 0 | 63 | 26 | 2 | 5 | 2 | 2 | 29 | 73 | 14 | 44 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 90 | -6 | 31 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 74 | 15 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -18 | 94 | -9 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 84 | 4 | 31 |
| | GATWICK | TRANSAERO AIRLINES | S | A | 11 | 0 | 1 | 82 | 9 | 9 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | GATWICK | TRANSAERO AIRLINES | S | D | 10 | 0 | 2 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | | | 231 | 0 | 3 | 84 | 11 | 3 | 1 | 1 | 0 | 5 | 79 | 6 | 6 |
| MUMBAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 44 | 0 | 0 | 27 | 27 | 32 | 14 | 0 | 0 | 35 | 36 | 32 | 45 |
| | HEATHROW | AIR INDIA | S | D | 45 | 0 | 0 | 27 | 11 | 38 | 18 | 2 | 4 | 66 | 41 | 25 | 44 |
| | MANCHESTER | AIR INDIA | S | A | 18 | 0 | 0 | 44 | 11 | 17 | 28 | 0 | 0 | 42 | 22 | 59 | 9 |
| | MANCHESTER | AIR INDIA | S | D | 18 | 0 | 0 | 33 | 22 | 22 | 17 | 0 | 6 | 97 | 33 | 58 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 3 | 6 | 6 | 0 | 0 | 8 | 81 | 3 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 71 | 16 | 10 | 3 | 0 | 0 | 13 | 58 | 21 | 31 |
| TOTAL MUMBAI | | | | | 187 | 0 | 0 | 46 | 16 | 23 | 13 | 1 | 2 | 41 | 49 | 26 | 26 |
| MUNICH | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -11 | 96 | -6 | 23 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 6 | 91 | 6 | 23 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 1 | 100 | -2 | 19 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 94 | 6 | 18 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | | | |
|--------------------------------|-------------------|----------------------|-------------------|-------------|----------------------------|-----------|------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | 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) | | | | | | | | | | | |
| MUNICH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 147 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 5 | 74 | 8 | 149 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 147 | 0 | 0 | 88 | 7 | 3 | 1 | 0 | 0 | 5 | 86 | 5 | 149 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 57 | 0 | 0 | 32 | 40 | 14 | 12 | 2 | 0 | 32 | 63 | 10 | 51 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 56 | 1 | 0 | 46 | 13 | 14 | 27 | 0 | 0 | 37 | 81 | 7 | 32 |
| | GATWICK | DEUTSCHE BA | S | A | 89 | 0 | 0 | 56 | 28 | 15 | 1 | 0 | 0 | 16 | 61 | 12 | 67 |
| | GATWICK | DEUTSCHE BA | S | D | 89 | 0 | 0 | 67 | 20 | 8 | 4 | 0 | 0 | 13 | 80 | 9 | 66 |
| | STANSTED | GO FLY LTD | S | A | 81 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | -4 | 0 | 0 | 0 |
| | STANSTED | GO FLY LTD | S | D | 81 | 0 | 2 | 56 | 22 | 14 | 9 | 0 | 0 | 20 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA | S | A | 8 | 0 | 0 | 50 | 13 | 0 | 25 | 13 | 0 | 60 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA | S | D | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 57 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 154 | 0 | 0 | 65 | 24 | 8 | 3 | 0 | 0 | 11 | 70 | 11 | 162 |
| | HEATHROW | LUFTHANSA | S | D | 131 | 0 | 0 | 85 | 9 | 5 | 2 | 0 | 0 | 5 | 86 | 4 | 155 |
| | MANCHESTER | LUFTHANSA | S | A | 12 | 0 | 0 | 67 | 8 | 8 | 17 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MANCHESTER | LUFTHANSA | S | D | 11 | 1 | 0 | 45 | 18 | 18 | 18 | 0 | 0 | 26 | 0 | 0 | 0 |
| | STANSTED | LUFTHANSA | S | A | 92 | 1 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | LUFTHANSA | S | D | 93 | 0 | 0 | 67 | 16 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 59 | 0 | 0 | 75 | 12 | 8 | 3 | 2 | 0 | 14 | 71 | 13 | 62 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 59 | 0 | 1 | 88 | 8 | 0 | 3 | 0 | 0 | 6 | 93 | 5 | 59 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 75 | 0 | 1 | 76 | 13 | 9 | 1 | 0 | 0 | 4 | 75 | 10 | 89 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 75 | 0 | 3 | 88 | 9 | 0 | 1 | 1 | 0 | 5 | 85 | 4 | 88 |
| TOTAL MUNICH | | | | | 1622 | 4 | 7 | 74 | 15 | 7 | 4 | 0 | 0 | 10 | 79 | 7 | 7 |
| MUNSTER-OSNABRUCK | | | | | | | | | | | | | | | | | |
| TOTAL MUNSTER-OSNABRUCK | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 52 | 21 | 21 |
| MURCIA SAN JAVIER | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 12 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 43 | 15 | 14 |
| | GATWICK | GB AIRWAYS LTD | S | D | 12 | 0 | 0 | 33 | 25 | 33 | 8 | 0 | 0 | 28 | 90 | 9 | 10 |
| TOTAL MURCIA SAN JAVIER | | | | | 29 | 0 | 0 | 41 | 24 | 28 | 7 | 0 | 0 | 23 | 63 | 12 | 12 |
| MUSCAT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 81 | 16 | 0 | 3 | 0 | 0 | 7 | 81 | 4 | 31 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|---------------------|-------------------|----------|------------|----------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | 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) | | | | | | | | | | | | |
| MUSCAT | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 5 | 71 | 11 | 31 | |
| | HEATHROW | GULF AIR | S | A | 31 | 1 | 0 | 58 | 16 | 16 | 10 | 0 | 0 | 17 | 63 | 18 | 40 | |
| | HEATHROW | GULF AIR | S | D | 30 | 1 | 0 | 60 | 33 | 3 | 0 | 3 | 0 | 19 | 66 | 13 | 35 | |
| TOTAL MUSCAT | | | | | 123 | 2 | 0 | 71 | 19 | 7 | 3 | 1 | 0 | 12 | 69 | 12 | 12 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|---------------------------|-------------------|-----------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NAGOYA (AFB) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | JAPAN AIRLINES | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | -7 | 0 | 0 | 0 | |
| | HEATHROW | JAPAN AIRLINES | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL NAGOYA (AFB) | | | | | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 0 | 89 | -2 | -2 | |
| NAIROBI | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 1 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 7 | 56 | 15 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 22 | 17 | 9 | |
| | HEATHROW | KENYA AIRWAYS | S | A | 35 | 0 | 0 | 49 | 23 | 17 | 11 | 0 | 0 | 25 | 17 | 85 | 29 | |
| | HEATHROW | KENYA AIRWAYS | S | D | 35 | 0 | 0 | 71 | 14 | 11 | 3 | 0 | 0 | 9 | 52 | 38 | 29 | |
| TOTAL NAIROBI | | | | | 87 | 1 | 0 | 64 | 17 | 13 | 6 | 0 | 0 | 15 | 36 | 50 | 50 | |
| NANTES | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 26 | 0 | 1 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 45 | 16 | 31 | |
| | GATWICK | BRIT AIR | S | D | 26 | 0 | 1 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 81 | 7 | 31 | |
| TOTAL NANTES | | | | | 52 | 0 | 2 | 85 | 12 | 4 | 0 | 0 | 0 | 6 | 63 | 11 | 11 | |
| NAPLES | | | | | | | | | | | | | | | | | | |
| | LUTON | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 78 | 33 | 114 | 3 | |
| | LUTON | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 44 | 100 | 10 | 3 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 0 | 65 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 37 | 0 | 62 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 41 | 33 | 50 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 78 | 9 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 75 | 13 | 8 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 78 | 9 | 9 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 62 | 0 | 0 | 53 | 18 | 15 | 15 | 0 | 0 | 21 | 74 | 12 | 62 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 62 | 0 | 0 | 53 | 13 | 27 | 6 | 0 | 0 | 23 | 69 | 13 | 62 | |
| TOTAL NAPLES | | | | | 169 | 0 | 0 | 48 | 18 | 22 | 12 | 0 | 0 | 25 | 66 | 23 | 23 | |
| NASSAU | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| NASSAU | GATWICK | BRITISH AIRWAYS PLC | S | D | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 40 | 42 | 5 |
| TOTAL NASSAU | | | | | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 40 | 42 | 42 |
| NEW ORLEANS | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| TOTAL NEW ORLEANS | | | | | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | HEATHROW | AIR INDIA | S | A | 30 | 0 | 1 | 27 | 37 | 20 | 17 | 0 | 32 | 45 | 25 | 31 | |
| | HEATHROW | AIR INDIA | S | D | 30 | 0 | 1 | 13 | 23 | 37 | 27 | 0 | 49 | 29 | 41 | 31 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 182 | 0 | 1 | 43 | 26 | 18 | 12 | 0 | 29 | 80 | 1 | 186 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 181 | 0 | 1 | 78 | 14 | 5 | 1 | 2 | 12 | 73 | 10 | 184 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 1 | 1 | 66 | 7 | 17 | 7 | 3 | 22 | 84 | 6 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 58 | 13 | 13 | 13 | 3 | 32 | 77 | 11 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 211 | 0 | 0 | 65 | 17 | 12 | 5 | 0 | 20 | 81 | 2 | 205 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 212 | 0 | 0 | 82 | 11 | 4 | 3 | 0 | 10 | 79 | 10 | 210 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 53 | 27 | 17 | 3 | 0 | 13 | 90 | -6 | 31 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 7 | 0 | 0 | 3 | 14 | 58 | 27 | 31 | |
| | MANCHESTER | DELTA AIRLINES | S | A | 21 | 0 | 1 | 90 | 10 | 0 | 0 | 0 | -9 | 87 | -2 | 30 | |
| | MANCHESTER | DELTA AIRLINES | S | D | 21 | 0 | 1 | 90 | 10 | 0 | 0 | 0 | 4 | 87 | 10 | 31 | |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | -9 | 85 | 4 | 13 | |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 13 | 0 | 0 | 38 | 15 | 38 | 8 | 0 | 22 | 69 | 13 | 13 | |
| | HEATHROW | UNITED AIRLINES | S | A | 92 | 0 | 0 | 54 | 24 | 16 | 5 | 0 | 17 | 71 | 12 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | D | 91 | 0 | 0 | 87 | 7 | 5 | 0 | 1 | 7 | 97 | -2 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 62 | 0 | 0 | 45 | 29 | 18 | 6 | 0 | 38 | 45 | 31 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 62 | 0 | 0 | 76 | 21 | 3 | 0 | 0 | 9 | 65 | 18 | 62 | |
| TOTAL NEW YORK (JF KENNEDY) | | | | | 1343 | 1 | 7 | 66 | 17 | 11 | 5 | 1 | 0 | 18 | 75 | 10 | 10 |
| NEW YORK (NEWARK) | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 23 | 23 | 40 | 7 | 7 | 50 | 64 | 33 | 28 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 2 | 62 | 22 | 29 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | | | |
|--------------------------------|-------------------|-----------------------------|-------------------|----------|----------------------------|----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NEW YORK (NEWARK) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 32 | 2 | 0 | 75 | 13 | 3 | 9 | 0 | 0 | 10 | 84 | -2 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 35 | 0 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 11 | 65 | 16 | 31 |
| | BIRMINGHAM | CONTINENTAL AIRLINES | S | A | 31 | 0 | 0 | 58 | 23 | 16 | 3 | 0 | 0 | 15 | 77 | 5 | 31 |
| | BIRMINGHAM | CONTINENTAL AIRLINES | S | D | 31 | 0 | 0 | 84 | 6 | 3 | 3 | 3 | 0 | 15 | 58 | 16 | 31 |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 61 | 1 | 0 | 59 | 13 | 21 | 5 | 2 | 0 | 20 | 68 | 6 | 62 |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 62 | 0 | 0 | 79 | 11 | 6 | 3 | 0 | 0 | 11 | 65 | 28 | 62 |
| | GLASGOW | CONTINENTAL AIRLINES | S | A | 31 | 0 | 0 | 29 | 19 | 39 | 13 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GLASGOW | CONTINENTAL AIRLINES | S | D | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | CONTINENTAL AIRLINES | S | A | 31 | 0 | 0 | 58 | 16 | 16 | 6 | 0 | 3 | 28 | 65 | 2 | 31 |
| | MANCHESTER | CONTINENTAL AIRLINES | S | D | 31 | 0 | 0 | 68 | 16 | 10 | 0 | 3 | 3 | 29 | 87 | 7 | 30 |
| | STANSTED | EL AL | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -18 | 3 |
| | STANSTED | EL AL | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 67 | 15 | 3 |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 48 | 6 | 23 | 19 | 3 | 0 | 39 | 68 | 11 | 31 |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 68 | 13 | 13 | 6 | 0 | 0 | 18 | 65 | 22 | 31 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 29 | 32 | 19 | 16 | 3 | 0 | 38 | 65 | 14 | 31 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 68 | 13 | 6 | 13 | 0 | 0 | 20 | 81 | 14 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 42 | 29 | 23 | 6 | 0 | 0 | 19 | 84 | -2 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 87 | 8 | 31 |
| TOTAL NEW YORK (NEWARK) | | | | | 626 | 3 | 0 | 63 | 15 | 14 | 6 | 1 | 0 | 20 | 71 | 13 | 13 |
| NEWCASTLE | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 0 | 0 | 0 |
| | GLASGOW | AIR 2000 | C | D | 4 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 100 | -3 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 169 | 0 | 1 | 88 | 10 | 2 | 0 | 0 | 0 | 3 | 80 | 6 | 167 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 170 | 0 | 0 | 93 | 4 | 2 | 1 | 0 | 0 | 0 | 89 | 0 | 167 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 168 | 0 | 1 | 79 | 13 | 5 | 2 | 1 | 0 | 7 | 75 | 8 | 172 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 169 | 1 | 0 | 80 | 12 | 5 | 2 | 0 | 0 | 9 | 90 | 5 | 172 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 88 | 0 | 4 | 99 | 1 | 0 | 0 | 0 | 0 | -5 | 93 | -1 | 88 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 88 | 0 | 4 | 95 | 3 | 1 | 0 | 0 | 0 | 1 | 95 | 4 | 88 |
| | STANSTED | KLM UK LTD | S | A | 89 | 0 | 4 | 90 | 9 | 0 | 1 | 0 | 0 | -1 | 89 | -2 | 70 |
| | STANSTED | KLM UK LTD | S | D | 89 | 0 | 5 | 72 | 18 | 8 | 2 | 0 | 0 | 11 | 90 | 8 | 70 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------|-------------------|---------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| NEWCASTLE | | | | | | | | | | | | | | | | | |
| TOTAL NEWCASTLE | | | | | 1039 | 3 | 20 | 87 | 9 | 3 | 1 | 0 | 0 | 3 | 86 | 4 | 4 |
| NEWQUAY | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 50 | 0 | 4 | 70 | 4 | 12 | 12 | 2 | 0 | 23 | 77 | 12 | 31 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 80 | 0 | 5 | 60 | 16 | 10 | 13 | 1 | 0 | 25 | 79 | 11 | 62 |
| TOTAL NEWQUAY | | | | | 130 | 0 | 9 | 64 | 12 | 11 | 12 | 2 | 0 | 24 | 78 | 11 | 11 |
| NICE | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | A | 31 | 0 | 0 | 48 | 29 | 10 | 13 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | AB AIRLINES | S | D | 31 | 0 | 0 | 39 | 32 | 26 | 3 | 0 | 0 | 23 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 62 | 0 | 0 | 35 | 23 | 32 | 10 | 0 | 0 | 29 | 62 | 15 | 61 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 62 | 0 | 0 | 66 | 19 | 10 | 5 | 0 | 0 | 14 | 82 | 5 | 61 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 64 | 12 | 17 | 7 | 0 | 0 | 17 | 64 | 10 | 120 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 70 | 13 | 11 | 6 | 0 | 0 | 13 | 87 | 6 | 119 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 94 | 0 | 0 | 91 | 2 | 1 | 5 | 0 | 0 | -1 | 84 | 4 | 86 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 92 | 0 | 2 | 63 | 16 | 12 | 9 | 0 | 0 | 21 | 63 | 19 | 83 |
| TOTAL NICE | | | | | 624 | 1 | 2 | 64 | 15 | 14 | 7 | 0 | 0 | 16 | 71 | 12 | 12 |
| NIS | | | | | | | | | | | | | | | | | |
| NORRKOPING | | | | | | | | | | | | | | | | | |
| NORWICH | | | | | | | | | | | | | | | | | |
| | EDINBURGH | SCOT AIRWAYS | S | A | 50 | 0 | 0 | 72 | 20 | 2 | 4 | 2 | 0 | 17 | 76 | 14 | 46 |
| | EDINBURGH | SCOT AIRWAYS | S | D | 49 | 0 | 1 | 90 | 4 | 0 | 6 | 0 | 0 | 10 | 81 | 9 | 47 |
| | LUTON | SCOT AIRWAYS | S | A | 26 | 0 | 0 | 42 | 38 | 19 | 0 | 0 | 0 | 18 | 65 | 14 | 20 |
| | LUTON | SCOT AIRWAYS | S | D | 24 | 0 | 0 | 71 | 13 | 17 | 0 | 0 | 0 | 8 | 69 | 5 | 16 |
| | MANCHESTER | SCOT AIRWAYS | S | A | 45 | 0 | 0 | 93 | 4 | 0 | 2 | 0 | 0 | 8 | 93 | 8 | 44 |
| | MANCHESTER | SCOT AIRWAYS | S | D | 46 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | -4 | 95 | -9 | 44 |
| TOTAL NORWICH | | | | | 240 | 0 | 1 | 81 | 11 | 4 | 3 | 0 | 0 | 9 | 83 | 6 | 6 |
| NUREMBERG | | | | | | | | | | | | | | | | | |
| | STANSTED | EUROWINGS LUFTVERKEHRS | S | A | 53 | 0 | 1 | 53 | 26 | 17 | 4 | 0 | 0 | 17 | 58 | 13 | 53 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------|-------------------|------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| NUREMBERG | STANSTED | EUROWINGS LUFTVERKEHRS | S | D | 53 | 0 | 1 | 55 | 17 | 23 | 6 | 0 | 0 | 20 | 75 | 10 | 53 |
| | HEATHROW | LUFTHANSA | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 4 | 87 | 0 | 31 |
| | HEATHROW | LUFTHANSA | S | D | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 3 | 94 | 2 | 31 |
| TOTAL NUREMBERG | | | | | 168 | 0 | 2 | 67 | 15 | 14 | 4 | 0 | 0 | 13 | 76 | 8 | 8 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------------|-------------------|------------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | 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) | | | | | | | | | | | |
| OPORTO | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 49 | 0 | 1 | 57 | 24 | 14 | 4 | 0 | 0 | 19 | 71 | 19 | 31 |
| | HEATHROW | AIR PORTUGAL | S | D | 49 | 0 | 1 | 78 | 10 | 6 | 6 | 0 | 0 | 11 | 77 | 10 | 31 |
| | GATWICK | GB AIRWAYS LTD | S | A | 58 | 0 | 0 | 60 | 22 | 14 | 3 | 0 | 0 | 16 | 96 | -1 | 49 |
| | GATWICK | GB AIRWAYS LTD | S | D | 31 | 0 | 0 | 52 | 16 | 13 | 13 | 6 | 0 | 37 | 90 | 10 | 50 |
| TOTAL OPORTO | | | | | 187 | 0 | 2 | 63 | 19 | 12 | 6 | 1 | 0 | 19 | 86 | 8 | 8 |
| ORLANDO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 74 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 39 | 26 | 13 | 23 | 0 | 0 | 34 | 81 | 14 | 21 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 26 | 19 | 32 | 23 | 0 | 0 | 41 | 59 | 23 | 22 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 55 | 1 | 2 | 42 | 20 | 25 | 9 | 4 | 0 | 30 | 77 | 13 | 31 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 56 | 0 | 0 | 59 | 30 | 7 | 4 | 0 | 0 | 16 | 84 | 14 | 31 |
| TOTAL ORLANDO | | | | | 195 | 2 | 2 | 45 | 22 | 19 | 13 | 1 | 0 | 28 | 76 | 16 | 16 |
| OSAKA (KANSAI) | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | -8 | 79 | -7 | 19 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 22 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 14 | 74 | 9 | 19 |
| | HEATHROW | JAPAN AIRLINES | S | A | 31 | 0 | 0 | 74 | 13 | 13 | 0 | 0 | 0 | 2 | 65 | 7 | 23 |
| | HEATHROW | JAPAN AIRLINES | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 9 | 61 | 16 | 23 |
| TOTAL OSAKA (KANSAI) | | | | | 106 | 0 | 0 | 78 | 14 | 8 | 0 | 0 | 0 | 4 | 71 | 8 | 8 |
| OSLO (FORNEBU) | | | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR FOYLE PASSENGER AIRLINES | S | A | 27 | 0 | 0 | 59 | 22 | 11 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | AIR FOYLE PASSENGER AIRLINES | S | D | 27 | 0 | 0 | 44 | 22 | 19 | 15 | 0 | 0 | 30 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 21 | 0 | 1 | 43 | 14 | 10 | 29 | 5 | 0 | 46 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 22 | 0 | 0 | 55 | 14 | 14 | 18 | 0 | 0 | 32 | 0 | 0 | 0 |
| | NEWCASTLE | BRAATHENS ASA | S | A | 27 | 0 | 0 | 44 | 37 | 11 | 7 | 0 | 0 | 23 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|-----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | 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) | | | | | | | | | | | |
| OSLO (GARDERMOEN) | NEWCASTLE | BRAATHENS ASA | S | D | 27 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 33 | 0 | 0 | 0 |
| | STANSTED | BRAATHENS ASA | S | A | 62 | 0 | 4 | 48 | 19 | 13 | 18 | 2 | 0 | 33 | 0 | 0 | 0 |
| | STANSTED | BRAATHENS ASA | S | D | 62 | 0 | 4 | 37 | 21 | 16 | 23 | 3 | 0 | 42 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 55 | 0 | 1 | 42 | 22 | 22 | 15 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 57 | 0 | 0 | 49 | 18 | 21 | 12 | 0 | 0 | 26 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 122 | 0 | 3 | 39 | 26 | 19 | 15 | 2 | 0 | 35 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 125 | 0 | 0 | 70 | 15 | 6 | 8 | 0 | 0 | 15 | 0 | 0 | 0 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 8 | 0 | 0 | 38 | 25 | 13 | 0 | 25 | 0 | 61 | 89 | 2 | 9 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 8 | 0 | 0 | 25 | 13 | 25 | 25 | 13 | 0 | 72 | 22 | 33 | 9 |
| | HEATHROW | SAS | S | A | 164 | 0 | 3 | 30 | 24 | 23 | 21 | 2 | 0 | 41 | 0 | 0 | 0 |
| | HEATHROW | SAS | S | D | 160 | 0 | 3 | 64 | 13 | 11 | 11 | 2 | 0 | 25 | 0 | 0 | 0 |
| | MANCHESTER | SAS | S | A | 27 | 0 | 0 | 33 | 37 | 22 | 7 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | SAS | S | D | 27 | 0 | 0 | 56 | 19 | 19 | 7 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | | | 1030 | 1 | 19 | 48 | 20 | 16 | 15 | 1 | 0 | 31 | 42 | 28 | 28 |
| OSTERSUND / FROSON | | | | | | | | | | | | | | | | | |
| TOTAL OSTERSUND / FROSON | | | | | 2 | 0 | 6 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 60 | 14 | 14 |
| OTTAWA INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 28 | 4 | 3 | 39 | 11 | 25 | 21 | 4 | 0 | 44 | 13 | 62 | 31 |
| | HEATHROW | AIR CANADA | S | D | 30 | 1 | 1 | 57 | 30 | 10 | 3 | 0 | 0 | 15 | 48 | 21 | 31 |
| TOTAL OTTAWA INTERNATIONAL | | | | | 58 | 5 | 4 | 48 | 21 | 17 | 12 | 2 | 0 | 29 | 31 | 41 | 41 |
| OVDA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 46 | 80 | 10 | 5 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 28 | 100 | -1 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 51 | 80 | 75 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 33 | 100 | 0 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 33 | 60 | 56 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 15 | 100 | 3 | 5 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------|-------------------|--------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| OVDA | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | HEATHROW | EL AL | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 86 | -4 | 7 |
| | HEATHROW | EL AL | S | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 18 | 78 | 13 | 9 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 36 | 0 | 26 | 5 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 100 | -4 | 5 |
| TOTAL OVDA | | | | | 64 | 0 | 0 | 53 | 17 | 17 | 13 | 0 | 0 | 22 | 76 | 19 | 19 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | GATWICK | MERIDIANA AIR | S | A | 26 | 0 | 0 | 12 | 42 | 31 | 15 | 0 | 0 | 39 | 4 | 55 | 25 |
| | GATWICK | MERIDIANA AIR | S | D | 21 | 0 | 0 | 38 | 14 | 29 | 19 | 0 | 0 | 34 | 14 | 51 | 21 |
| TOTAL PALERMO | | | | | 49 | 0 | 0 | 22 | 29 | 29 | 20 | 0 | 0 | 39 | 9 | 53 | 53 |
| PALMA DE MALLORCA | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 40 | 33 | 15 | 6 |
| | GATWICK | AIR 2000 | C | D | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 100 | 4 | 6 |
| | MANCHESTER | AIR 2000 | C | A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 23 | 0 | 19 | 5 |
| | MANCHESTER | AIR 2000 | C | D | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 29 | 43 | 10 | 7 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 31 | 0 | 0 | 26 | 23 | 39 | 13 | 0 | 0 | 38 | 69 | 13 | 35 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 42 | 29 | 19 | 10 | 0 | 0 | 26 | 89 | 8 | 35 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 44 | 0 | 44 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 10 | 56 | 18 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 17 | 0 | 0 | 12 | 24 | 47 | 18 | 0 | 0 | 40 | 38 | 22 | 13 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 17 | 0 | 0 | 76 | 6 | 6 | 12 | 0 | 0 | 14 | 100 | 2 | 13 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 50 | 0 | 10 | 30 | 10 | 0 | 49 | 0 | 34 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 14 | 100 | -3 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 41 | 0 | 40 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 25 | 17 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 14 | 0 | 0 | 71 | 21 | 0 | 7 | 0 | 0 | 14 | 44 | 19 | 18 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 14 | 0 | 0 | 57 | 36 | 0 | 7 | 0 | 0 | 14 | 78 | 10 | 18 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 27 | 50 | 39 | 4 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 75 | 30 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 13 | 25 | 50 | 13 | 0 | 0 | 38 | 0 | 66 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 7 | 40 | 32 | 5 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | -3 | 63 | 14 | 32 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 14 | 69 | 17 | 32 |
| | STANSTED | EUROPEAN AIR CHARTER | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | FUTURA AIRLINES | S | A | 14 | 0 | 0 | 36 | 29 | 21 | 14 | 0 | 0 | 30 | 50 | 20 | 14 |
| | GATWICK | FUTURA AIRLINES | S | D | 14 | 0 | 0 | 36 | 21 | 29 | 14 | 0 | 0 | 28 | 57 | 17 | 14 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|--------------------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PALMA DE MALLORCA | GATWICK | GB AIRWAYS LTD | S | A | 22 | 0 | 0 | 50 | 18 | 14 | 14 | 0 | 5 | 76 | 71 | 4 | 14 |
| | GATWICK | GB AIRWAYS LTD | S | D | 22 | 0 | 0 | 68 | 18 | 5 | 9 | 0 | 0 | 22 | 50 | 16 | 14 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 10 | 2 |
| | LUTON | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 100 | 2 | 4 |
| | LUTON | MONARCH AIRLINES | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | 0 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 29 | 25 | 28 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 17 | 75 | 16 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 2 | 44 | 44 | 11 | 0 | 0 | 0 | 13 | 67 | 54 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 11 | 0 | 0 | 64 | 18 | 9 | 9 | 0 | 0 | 13 | 100 | -1 | 9 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 2 | 25 | 75 | 0 | 0 | 0 | 0 | 24 | 40 | 35 | 5 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 21 | 100 | 5 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 16 | 0 | 3 | 50 | 13 | 25 | 6 | 6 | 0 | 33 | 69 | 12 | 13 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 20 | 0 | 0 | 65 | 5 | 10 | 15 | 5 | 0 | 31 | 76 | 15 | 17 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 75 | 33 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 60 | 25 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 0 | 35 | 2 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 67 | 12 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 2 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 50 | 27 | 2 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 9 | 0 | 1 | 67 | 22 | 0 | 11 | 0 | 0 | 16 | 85 | 6 | 13 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 11 | 0 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 8 | 93 | 3 | 15 |
| TOTAL PALMA DE MALLORCA | | | | | 502 | 1 | 13 | 56 | 18 | 17 | 9 | 1 | 0 | 23 | 62 | 18 | 18 |
| PAPHOS | BIRMINGHAM | AIR 2000 | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 50 | 11 | 4 |
| | BIRMINGHAM | AIR 2000 | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 4 |
| | GATWICK | AIR 2000 | S | A | 10 | 0 | 0 | 20 | 70 | 10 | 0 | 0 | 0 | 22 | 13 | 30 | 8 |
| | GATWICK | AIR 2000 | S | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 88 | 8 | 8 |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 25 | 33 | 4 |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 21 | 4 |
| | MANCHESTER | AIR 2000 | S | A | 6 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 25 | 75 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|--------------------------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|---|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PAPHOS | MANCHESTER | AIR 2000 | S | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 8 | 50 | 50 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 50 | 12 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 7 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 1 | 0 | 30 | 0 | 40 | 20 | 0 | 10 | 130 | 33 | 44 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 11 | 0 | 0 | 36 | 36 | 27 | 0 | 0 | 0 | 24 | 50 | 41 | 8 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 100 | -2 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 3 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | -1 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 22 | 33 | 0 | 11 | 0 | 56 | 78 | 14 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 10 | 57 | 88 | 18 | 8 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 13 | 0 | 34 | 0 | 55 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 32 | 60 | 29 | 5 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 6 | 0 | 0 | 50 | 0 | 17 | 33 | 0 | 0 | 28 | 40 | 90 | 5 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 19 | 60 | 74 | 5 |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| | LUTON | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | LUTON | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | A | 9 | 0 | 1 | 56 | 11 | 0 | 22 | 11 | 0 | 58 | 0 | 0 | 0 |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | D | 10 | 0 | 0 | 40 | 30 | 0 | 20 | 10 | 0 | 59 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | C | A | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 75 | 1 | 4 |
| | LUTON | MONARCH AIRLINES | C | D | 6 | 1 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 100 | -3 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 22 | 11 | 22 | 33 | 0 | 11 | 98 | 0 | 165 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 22 | 11 | 22 | 33 | 0 | 11 | 100 | 33 | 151 | 3 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 76 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|---------------------------|-------------------|---------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PAPHOS | | | | | | | | | | | | | | | | | | |
| TOTAL PAPHOS | | | | | 234 | 2 | 4 | 56 | 17 | 14 | 9 | 2 | 2 | 35 | 58 | 34 | 34 | |
| PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | AIR FRANCE | S | A | 27 | 0 | 0 | 33 | 22 | 19 | 26 | 0 | 0 | 42 | 18 | 27 | 28 | |
| | EDINBURGH | AIR FRANCE | S | D | 26 | 0 | 1 | 42 | 15 | 15 | 27 | 0 | 0 | 40 | 82 | 6 | 28 | |
| | HEATHROW | AIR FRANCE | S | A | 389 | 2 | 1 | 60 | 21 | 16 | 3 | 0 | 0 | 16 | 49 | 22 | 363 | |
| | HEATHROW | AIR FRANCE | S | D | 388 | 2 | 1 | 73 | 17 | 9 | 2 | 0 | 0 | 10 | 72 | 15 | 361 | |
| | LONDON CITY | AIR FRANCE | S | A | 88 | 0 | 4 | 81 | 14 | 6 | 0 | 0 | 0 | 7 | 84 | 9 | 97 | |
| | LONDON CITY | AIR FRANCE | S | D | 88 | 0 | 4 | 61 | 24 | 11 | 3 | 0 | 0 | 18 | 54 | 23 | 97 | |
| | MANCHESTER | AIR FRANCE | S | A | 124 | 0 | 0 | 69 | 17 | 11 | 3 | 0 | 0 | 12 | 56 | 20 | 121 | |
| | MANCHESTER | AIR FRANCE | S | D | 124 | 0 | 0 | 85 | 9 | 6 | 1 | 0 | 0 | 5 | 81 | 9 | 121 | |
| | GATWICK | AIR GABON | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 11 | 4 | |
| | GATWICK | AIR GABON | S | D | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 80 | 18 | 5 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 220 | 0 | 0 | 74 | 17 | 6 | 3 | 0 | 0 | 9 | 67 | 16 | 242 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 220 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 8 | 74 | 10 | 242 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 147 | 0 | 0 | 69 | 16 | 11 | 5 | 0 | 0 | 12 | 64 | 21 | 145 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 147 | 0 | 0 | 65 | 23 | 9 | 3 | 0 | 0 | 14 | 72 | 15 | 145 | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 26 | 0 | 0 | 88 | 4 | 0 | 8 | 0 | 0 | 12 | 73 | 15 | 22 | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 25 | 0 | 1 | 84 | 16 | 0 | 0 | 0 | 0 | 9 | 41 | 18 | 22 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 26 | 0 | 0 | 58 | 19 | 12 | 8 | 4 | 0 | 22 | 47 | 36 | 59 | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 26 | 0 | 0 | 38 | 23 | 31 | 8 | 0 | 0 | 26 | 47 | 29 | 59 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 142 | 0 | 1 | 79 | 13 | 7 | 1 | 0 | 0 | 8 | 74 | 14 | 136 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 143 | 0 | 0 | 88 | 10 | 1 | 1 | 0 | 0 | 6 | 86 | 7 | 142 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 49 | 1 | 1 | 86 | 8 | 4 | 2 | 0 | 0 | 4 | 94 | 1 | 53 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 48 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 92 | 5 | 53 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 6 | 64 | 22 | 22 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 2 | 96 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|--|-------------------|-------------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | 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 |
| PARIS (CHARLES DE GAULLE) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 212 | 0 | 0 | 85 | 7 | 8 | 1 | 0 | 0 | 1 | 71 | 15 | 207 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 212 | 0 | 0 | 81 | 10 | 6 | 2 | 0 | 0 | 5 | 75 | 11 | 207 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 128 | 2 | 0 | 66 | 10 | 15 | 9 | 0 | 0 | 17 | 69 | 15 | 125 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 130 | 0 | 0 | 68 | 12 | 12 | 6 | 1 | 1 | 18 | 62 | 18 | 125 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 60 | 0 | 1 | 65 | 22 | 12 | 2 | 0 | 0 | 14 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 60 | 0 | 1 | 73 | 22 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | CAMEROON AIRLINES | S | A | 3 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 73 | 0 | 34 | 4 |
| | GATWICK | CAMEROON AIRLINES | S | D | 2 | 0 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 100 | -27 | 3 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 150 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 0 | 5 | 84 | 10 | 145 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 149 | 0 | 1 | 81 | 14 | 3 | 2 | 0 | 0 | 10 | 81 | 12 | 145 |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | A | 12 | 0 | 0 | 8 | 0 | 75 | 8 | 8 | 0 | 62 | 0 | 0 | 0 |
| | EDINBURGH | FLYBE.BRITISH EUROPEAN | S | D | 12 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | A | 59 | 0 | 3 | 69 | 14 | 15 | 2 | 0 | 0 | 12 | 81 | 9 | 58 |
| | GLASGOW | FLYBE.BRITISH EUROPEAN | S | D | 61 | 0 | 2 | 77 | 11 | 7 | 5 | 0 | 0 | 11 | 90 | 4 | 58 |
| | NEWCASTLE | GILL AIRWAYS | S | A | 54 | 0 | 1 | 70 | 9 | 15 | 6 | 0 | 0 | 10 | 43 | 27 | 51 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 54 | 0 | 1 | 39 | 28 | 28 | 6 | 0 | 0 | 27 | 65 | 18 | 51 |
| | STANSTED | KLM UK LTD | S | A | 113 | 0 | 4 | 60 | 19 | 13 | 7 | 0 | 0 | 18 | 79 | 17 | 111 |
| | STANSTED | KLM UK LTD | S | D | 115 | 0 | 2 | 44 | 21 | 24 | 10 | 0 | 0 | 30 | 71 | 19 | 111 |
| | LUTON | SCOT AIRWAYS | S | A | 99 | 0 | 1 | 62 | 26 | 11 | 0 | 1 | 0 | 15 | 45 | 29 | 80 |
| | LUTON | SCOT AIRWAYS | S | D | 98 | 1 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 5 | 66 | 15 | 77 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 4322 | 9 | 37 | 72 | 15 | 10 | 3 | 0 | 0 | 12 | 69 | 15 | 15 |
| PARIS (LE BOURGET) | | | | | | | | | | | | | | | | | |
| PARIS (ORLY) | HEATHROW | AIR LIB | S | A | 93 | 0 | 0 | 71 | 20 | 8 | 1 | 0 | 0 | 11 | 69 | 16 | 93 |
| | HEATHROW | AIR LIB | S | D | 93 | 0 | 0 | 76 | 9 | 14 | 1 | 0 | 0 | 11 | 74 | 15 | 93 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 0 | 89 | 8 | 2 | 1 | 0 | 0 | 1 | 81 | 3 | 89 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 89 | 0 | 0 | 76 | 16 | 7 | 1 | 0 | 0 | 8 | 78 | 9 | 89 |
| TOTAL PARIS (ORLY) | | | | | 366 | 0 | 0 | 78 | 13 | 8 | 1 | 0 | 0 | 8 | 75 | 11 | 11 |
| PERTH (AUSTRALIA) | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PERTH (AUSTRALIA) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 90 | 3 | 0 | 6 | 0 | 0 | 4 | 71 | 6 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 19 | 3 | 3 | 0 | 0 | 10 | 77 | 10 | 31 |
| TOTAL PERTH (AUSTRALIA) | | | | | 62 | 0 | 0 | 82 | 11 | 2 | 5 | 0 | 0 | 7 | 73 | 10 | 10 |
| PHILADELPHIA INTERNATIONAL | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 1 | 0 | 64 | 24 | 10 | 2 | 0 | 0 | 11 | 97 | -3 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 78 | 17 | 0 | 5 | 0 | 0 | 8 | 23 | 29 | 31 |
| | GATWICK | US AIRWAYS | S | A | 60 | 0 | 2 | 38 | 23 | 28 | 8 | 2 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | US AIRWAYS | S | D | 60 | 1 | 2 | 57 | 18 | 10 | 13 | 2 | 0 | 30 | 0 | 0 | 0 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | 239 | 2 | 4 | 59 | 21 | 12 | 7 | 1 | 0 | 20 | 59 | 14 | 14 |
| PHUKET | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 11 | 22 | 22 | 44 | 0 | 0 | 58 | 50 | 22 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 1 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 7 | 80 | 35 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 48 | 50 | 23 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 8 | 40 | 52 | 5 |
| TOTAL PHUKET | | | | | 38 | 1 | 0 | 58 | 5 | 13 | 24 | 0 | 0 | 29 | 56 | 34 | 34 |
| PISA | GATWICK | ALITALIA | S | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 56 | 68 | 11 | 31 |
| | GATWICK | ALITALIA | S | D | 4 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 39 | 77 | 6 | 31 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 61 | 0 | 1 | 67 | 13 | 11 | 7 | 2 | 0 | 16 | 79 | 10 | 62 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 62 | 0 | 0 | 56 | 23 | 10 | 11 | 0 | 0 | 22 | 82 | 9 | 62 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 0 | 0 | 25 | 116 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 58 | 0 | 0 | 55 | 12 | 19 | 14 | 0 | 0 | 25 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 58 | 0 | 0 | 57 | 21 | 16 | 7 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL PISA | | | | | 253 | 0 | 1 | 57 | 17 | 15 | 10 | 0 | 0 | 23 | 75 | 13 | 13 |
| PITTSBURGH | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 58 | 19 | 16 | 6 | 0 | 0 | 17 | 0 | 35 | 2 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 10 | 16 | 6 | 0 | 0 | 14 | 33 | 17 | 3 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|-------------------------|-------------------|---------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PITTSBURGH | | | | | | | | | | | | | | | | | |
| TOTAL PITTSBURGH | | | | | 62 | 0 | 0 | 63 | 15 | 16 | 6 | 0 | 0 | 16 | 46 | 46 | 46 |
| PLOVDIV | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 87 | 0 | 0 | 0 |
| | GATWICK | AIR VIA BULGARIAN AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 80 | 8 | 5 |
| | GATWICK | AIR VIA BULGARIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 5 | 5 |
| | MANCHESTER | AIR VIA BULGARIAN AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 100 | -7 | 5 |
| | MANCHESTER | AIR VIA BULGARIAN AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 80 | 7 | 5 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | | | 31 | 0 | 1 | 65 | 6 | 13 | 16 | 0 | 0 | 20 | 90 | 3 | 3 |
| PLYMOUTH | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 28 | 0 | 0 | 82 | 11 | 4 | 4 | 0 | 0 | 5 | 100 | -5 | 2 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 69 | 0 | 1 | 54 | 19 | 13 | 13 | 1 | 0 | 27 | 82 | 8 | 92 |
| | GATWICK | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 39 | 0 | 0 | 64 | 21 | 8 | 8 | 0 | 0 | 17 | 84 | 10 | 61 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 19 | 0 | 3 | 74 | 5 | 21 | 0 | 0 | 0 | 14 | 55 | 15 | 11 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 100 | -3 | 8 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 23 | 0 | 0 | 78 | 4 | 13 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL PLYMOUTH | | | | | 181 | 0 | 4 | 66 | 14 | 11 | 8 | 1 | 0 | 17 | 82 | 8 | 8 |
| PONTOISE | | | | | | | | | | | | | | | | | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 72 | 2 | 2 | 38 | 19 | 33 | 8 | 1 | 0 | 33 | 0 | 0 | 0 |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 79 | 0 | 0 | 25 | 18 | 37 | 20 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL PONTOISE | | | | | 151 | 2 | 2 | 31 | 19 | 35 | 15 | 1 | 0 | 36 | 0 | 0 | 0 |
| PORLAMAR | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------------|-------------------|-------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| PORLAMAR | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 99 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 100 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | | | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 72 | 67 | 10 | 10 |
| PORT OF SPAIN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BWIA | S | A | 31 | 0 | 0 | 52 | 19 | 23 | 6 | 0 | 0 | 19 | 63 | 5 | 30 |
| | HEATHROW | BWIA | S | D | 31 | 0 | 0 | 55 | 16 | 26 | 3 | 0 | 0 | 19 | 68 | 16 | 28 |
| TOTAL PORT OF SPAIN | | | | | 62 | 0 | 0 | 53 | 18 | 24 | 5 | 0 | 0 | 19 | 66 | 10 | 10 |
| PRAGUE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 40 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 14 | 63 | 15 | 40 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 40 | 0 | 0 | 78 | 20 | 3 | 0 | 0 | 0 | 7 | 88 | 6 | 40 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 79 | 10 | 6 | 5 | 0 | 0 | 5 | 85 | -1 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 77 | 13 | 3 | 6 | 0 | 0 | 10 | 85 | 5 | 62 |
| | HEATHROW | CSA | S | A | 62 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 7 | 82 | 7 | 62 |
| | HEATHROW | CSA | S | D | 62 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 1 | 95 | 2 | 62 |
| | MANCHESTER | CSA | S | A | 23 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 5 | 74 | 8 | 23 |
| | MANCHESTER | CSA | S | D | 23 | 0 | 0 | 61 | 30 | 9 | 0 | 0 | 0 | 14 | 77 | 9 | 22 |
| | STANSTED | CSA | S | A | 19 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 4 | 89 | 2 | 19 |
| | STANSTED | CSA | S | D | 19 | 0 | 0 | 84 | 5 | 11 | 0 | 0 | 0 | 7 | 95 | 0 | 19 |
| | GLASGOW | TRAVEL SERVICE AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GLASGOW | TRAVEL SERVICE AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | | | 416 | 0 | 0 | 78 | 14 | 6 | 2 | 0 | 0 | 7 | 84 | 5 | 5 |
| PRESTWICK | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 112 | 1 | 4 | 87 | 8 | 4 | 1 | 0 | 0 | 2 | 82 | 7 | 115 |
| | STANSTED | RYANAIR | S | D | 113 | 0 | 3 | 68 | 16 | 12 | 4 | 0 | 0 | 15 | 81 | 10 | 116 |
| TOTAL PRESTWICK | | | | | 225 | 1 | 7 | 77 | 12 | 8 | 2 | 0 | 0 | 9 | 81 | 8 | 8 |
| PUERTO PLATA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|------------------------------|-------------------|----------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PUERTO PLATA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 75 | 18 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 60 | 32 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 25 | 117 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 13 | 50 | 105 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 4 | 80 | -1 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 60 | 20 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 33 | 275 | 25 | 28 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 33 | 354 | 100 | 1 | 4 |
| TOTAL PUERTO PLATA | | | | | 49 | 1 | 0 | 76 | 16 | 0 | 4 | 0 | 4 | 47 | 67 | 25 | 25 |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 55 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL PUERTO VALLARTA | | | | | 12 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 33 | 67 | 22 | 22 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|--------------------------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|----------|------------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|
| | | | | | 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 |
| RALEIGH | GATWICK | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 48 | 16 | 16 | 13 | 6 | 0 | 42 | 90 | -7 | 30 |
| | GATWICK | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 87 | 3 | 3 | 6 | 0 | 0 | 5 | 94 | 7 | 31 |
| TOTAL RALEIGH | | | | | 62 | 0 | 0 | 68 | 10 | 10 | 10 | 3 | 0 | 24 | 92 | 0 | 0 |
| REIMS | | | | | | | | | | | | | | | | | |
| RENNES | GATWICK | BRIT AIR | S | A | 53 | 0 | 1 | 64 | 19 | 15 | 2 | 0 | 0 | 17 | 57 | 15 | 53 |
| | GATWICK | BRIT AIR | S | D | 53 | 0 | 1 | 75 | 17 | 6 | 2 | 0 | 0 | 10 | 83 | 9 | 52 |
| TOTAL RENNES | | | | | 106 | 0 | 2 | 70 | 18 | 10 | 2 | 0 | 0 | 13 | 70 | 12 | 12 |
| REUS | | | | | | | | | | | | | | | | | |
| TOTAL REUS | | | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| RHODES | | | | | | | | | | | | | | | | | |
| TOTAL RHODES | | | | | 12 | 1 | 0 | 58 | 25 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| RIGA | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 4 | 95 | -5 | 19 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 31 | 0 | 0 | 55 | 29 | 13 | 3 | 0 | 0 | 17 | 44 | 15 | 18 |
| TOTAL RIGA | | | | | 62 | 0 | 0 | 69 | 18 | 10 | 3 | 0 | 0 | 10 | 76 | 6 | 6 |
| RIMINI | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 13 | 23 | 19 | 42 | 3 | 0 | 63 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 26 | 32 | 29 | 10 | 3 | 0 | 43 | 0 | 0 | 0 |
| TOTAL RIMINI | | | | | 64 | 0 | 0 | 20 | 27 | 25 | 25 | 3 | 0 | 53 | 0 | 0 | 0 |
| RIO DE JANEIRO (GALEAO) | GATWICK | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 30 | 10 | 10 | 40 | 10 | 0 | 67 | 67 | 5 | 6 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 21 | 36 | 21 | 21 | 0 | 0 | 37 | 67 | 25 | 6 |
| | HEATHROW | VARIG | S | A | 17 | 0 | 0 | 47 | 12 | 24 | 18 | 0 | 0 | 31 | 38 | 22 | 16 |
| | HEATHROW | VARIG | S | D | 17 | 0 | 0 | 59 | 12 | 18 | 12 | 0 | 0 | 22 | 59 | 23 | 17 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | | | 58 | 0 | 0 | 41 | 17 | 19 | 21 | 2 | 0 | 36 | 57 | 38 | 38 |
| RIYADH | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|-----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | 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) | | | | | | | | | | | |
| RIYADH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 100 | -17 | 14 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 6 | 92 | 2 | 13 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 14 | 0 | 0 | 21 | 21 | 36 | 21 | 0 | 0 | 44 | 75 | 8 | 4 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 14 | 0 | 0 | 50 | 43 | 7 | 0 | 0 | 0 | 15 | 75 | 12 | 4 | |
| TOTAL RIYADH | | | | | 55 | 0 | 0 | 62 | 22 | 11 | 5 | 0 | 0 | 14 | 91 | -4 | -4 | |
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 9 | 50 | 26 | 12 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 83 | 23 | 12 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | A | 31 | 0 | 0 | 29 | 16 | 29 | 19 | 6 | 0 | 52 | 55 | 21 | 56 | |
| | LUTON | DEBONAIR AIRWAYS LTD | S | D | 27 | 5 | 1 | 56 | 19 | 15 | 4 | 7 | 0 | 34 | 85 | 11 | 55 | |
| | STANSTED | GO FLY LTD | S | A | 61 | 1 | 1 | 66 | 20 | 15 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 60 | 2 | 2 | 58 | 17 | 20 | 5 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL ROME (CIAMPINO) | | | | | 191 | 8 | 4 | 57 | 17 | 18 | 5 | 2 | 0 | 22 | 72 | 17 | 17 | |
| ROME (FIUMICINO) | | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 69 | 32 | 20 | 31 | |
| | GATWICK | ALITALIA | S | D | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 59 | 87 | 7 | 31 | |
| | HEATHROW | ALITALIA | S | A | 149 | 1 | 3 | 32 | 29 | 28 | 11 | 0 | 0 | 29 | 51 | 19 | 157 | |
| | HEATHROW | ALITALIA | S | D | 151 | 0 | 2 | 42 | 21 | 23 | 15 | 0 | 0 | 27 | 69 | 12 | 155 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 60 | 0 | 2 | 53 | 25 | 22 | 0 | 0 | 0 | 15 | 62 | 11 | 58 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 62 | 0 | 0 | 61 | 10 | 23 | 6 | 0 | 0 | 24 | 90 | 5 | 58 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 154 | 0 | 0 | 54 | 21 | 18 | 6 | 1 | 0 | 22 | 65 | 11 | 155 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 154 | 0 | 0 | 72 | 16 | 6 | 5 | 1 | 0 | 14 | 76 | 9 | 155 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 18 | 50 | 20 | 14 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 11 | 69 | 11 | 13 | |
| | STANSTED | KLM UK LTD | S | A | 57 | 0 | 3 | 21 | 28 | 32 | 19 | 0 | 0 | 39 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | D | 58 | 1 | 1 | 31 | 17 | 31 | 21 | 0 | 0 | 36 | 0 | 0 | 0 | |
| TOTAL ROME (FIUMICINO) | | | | | 896 | 2 | 11 | 48 | 21 | 21 | 10 | 0 | 0 | 24 | 66 | 12 | 12 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|------------------------|-------------------|--------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|--|
| | | | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| ROTTERDAM | | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 77 | 0 | 0 | 86 | 8 | 5 | 1 | 0 | 0 | 5 | 92 | 2 | 78 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 77 | 0 | 0 | 79 | 14 | 5 | 1 | 0 | 0 | 7 | 87 | 6 | 79 | |
| | HEATHROW | KLM | S | A | 110 | 1 | 1 | 86 | 8 | 4 | 2 | 0 | 0 | 4 | 81 | 7 | 130 | |
| | HEATHROW | KLM | S | D | 108 | 1 | 3 | 89 | 7 | 2 | 2 | 0 | 0 | -3 | 85 | 4 | 130 | |
| | LONDON CITY | VLM (BELGIUM) | S | A | 121 | 0 | 6 | 86 | 11 | 3 | 0 | 0 | 0 | 2 | 98 | 0 | 124 | |
| | LONDON CITY | VLM (BELGIUM) | S | D | 121 | 0 | 6 | 80 | 17 | 3 | 0 | 0 | 0 | 9 | 85 | 9 | 123 | |
| | MANCHESTER | VLM (BELGIUM) | S | A | 74 | 0 | 2 | 84 | 15 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | MANCHESTER | VLM (BELGIUM) | S | D | 74 | 1 | 2 | 99 | 0 | 0 | 1 | 0 | 0 | -6 | 0 | 0 | 0 | |
| TOTAL ROTTERDAM | | | | | 762 | 4 | 21 | 86 | 10 | 3 | 1 | 0 | 0 | 3 | 87 | 5 | 5 | |
| ROVANIEMI | | | | | | | | | | | | | | | | | | |
| RZESZOW | | | | | | | | | | | | | | | | | | |
| TOTAL RZESZOW | | | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 50 | 18 | 18 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-----------------------|-------------------|----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 80 | -1 | 5 | |
| | HEATHROW | AEGEAN AIRLINES | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | -4 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 75 | -6 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 55 | 100 | 1 | 4 | |
| TOTAL SALONIKA | | | | | 11 | 0 | 0 | 45 | 18 | 18 | 18 | 0 | 0 | 28 | 89 | -3 | -3 | |
| SALZBURG | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -4 | 100 | -16 | 4 | |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | -1 | 4 | |
| | GATWICK | AIR 2000 | C | A | 7 | 0 | 3 | 43 | 29 | 14 | 14 | 0 | 0 | 28 | 50 | 22 | 6 | |
| | GATWICK | AIR 2000 | C | D | 8 | 0 | 3 | 38 | 13 | 25 | 25 | 0 | 0 | 40 | 83 | 4 | 6 | |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 88 | 6 | 8 | |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 88 | 3 | 8 | |
| | NEWCASTLE | AIR 2000 | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 67 | 11 | 3 | |
| | STANSTED | AIR 2000 | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | STANSTED | AIR 2000 | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 50 | 22 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 26 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 55 | 67 | 21 | 6 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 45 | 67 | 17 | 6 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 71 | 33 | 35 | 3 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 54 | 33 | 14 | 3 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 100 | -1 | 3 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 34 | 2 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 52 | 60 | 61 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 61 | 50 | 55 | 4 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 63 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 44 | 22 | 0 | 33 | 0 | 0 | 49 | 50 | 13 | 12 | |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 42 | 91 | 4 | 11 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 100 | -7 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------------------|-------------------|------------|-----------------------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SALZBURG | | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 100 | 7 | 4 |
| | | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 23 | 0 | 0 | 0 |
| | | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | | | | 119 | 1 | 8 | 50 | 14 | 13 | 24 | 0 | 0 | 34 | 74 | 11 | 11 |
| SAMARKAND | | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | 0 |
| TOTAL SAMARKAND | | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | 0 |
| SAN DIEGO | | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 65 | 16 | 10 | 10 | 0 | 0 | 15 | 84 | -1 | 31 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 23 | 39 | 26 | 13 | 0 | 0 | 31 | 58 | 20 | 31 |
| TOTAL SAN DIEGO | | | | | | 62 | 0 | 0 | 44 | 27 | 18 | 11 | 0 | 0 | 23 | 71 | 9 | 9 |
| SAN FRANCISCO | | HEATHROW | BRITISH AIRWAYS PLC | S | A | 55 | 0 | 0 | 91 | 7 | 0 | 0 | 2 | 0 | 1 | 91 | -7 | 43 |
| | | HEATHROW | BRITISH AIRWAYS PLC | S | D | 55 | 0 | 0 | 67 | 20 | 11 | 2 | 0 | 0 | 13 | 68 | 14 | 44 |
| | | HEATHROW | UNITED AIRLINES | S | A | 61 | 0 | 0 | 92 | 0 | 3 | 5 | 0 | 0 | -7 | 77 | 1 | 62 |
| | | HEATHROW | UNITED AIRLINES | S | D | 61 | 0 | 0 | 79 | 10 | 10 | 2 | 0 | 0 | 8 | 82 | 11 | 62 |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | -2 | 84 | 5 | 31 |
| | | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 58 | 29 | 13 | 0 | 0 | 0 | 15 | 58 | 27 | 31 |
| TOTAL SAN FRANCISCO | | | | | | 294 | 0 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 4 | 78 | 7 | 7 |
| SAN JOSE COST RICA | | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 66 | 0 | 0 | 0 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 40 | 0 | 20 | 20 | 20 | 0 | 64 | 0 | 0 | 0 |
| TOTAL SAN JOSE COST RICA | | | | | | 10 | 0 | 0 | 40 | 10 | 10 | 20 | 20 | 0 | 65 | 0 | 0 | 0 |
| SAN JUAN (PUERTO RICO) | | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| | | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 39 | 0 | 0 | 0 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 30 | 60 | 15 | 5 |
| | | GATWICK | BRITISH AIRWAYS PLC | S | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 20 | 27 | 5 |
| TOTAL SAN JUAN (PUERTO RICO) | | | | | | 16 | 0 | 0 | 38 | 31 | 6 | 25 | 0 | 0 | 36 | 40 | 51 | 51 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|--------------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SANAA | | | | | | | | | | | | | | | | | | |
| | GATWICK | YEMENIA | S | A | 5 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 31 | 0 | 86 | 9 | |
| | GATWICK | YEMENIA | S | D | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 38 | 22 | 47 | 9 | |
| TOTAL SANAA | | | | | 10 | 0 | 0 | 20 | 30 | 40 | 10 | 0 | 0 | 35 | 11 | 67 | 67 | |
| SANDEFJORD(TORP) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 53 | 1 | 5 | 68 | 8 | 9 | 4 | 8 | 4 | 37 | 78 | 13 | 54 | |
| | STANSTED | RYANAIR | S | D | 58 | 0 | 0 | 71 | 9 | 10 | 7 | 3 | 0 | 25 | 52 | 25 | 56 | |
| TOTAL SANDEFJORD(TORP) | | | | | 113 | 1 | 5 | 69 | 8 | 11 | 5 | 5 | 2 | 30 | 65 | 19 | 19 | |
| SANFORD | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 52 | 0 | 0 | 0 | |
| | GATWICK | AIR 2000 | C | A | 10 | 0 | 0 | 20 | 20 | 50 | 10 | 0 | 0 | 35 | 0 | 0 | 0 | |
| | GATWICK | AIR 2000 | C | D | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | MANCHESTER | AIR 2000 | C | A | 7 | 0 | 1 | 57 | 0 | 43 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | MANCHESTER | AIR 2000 | C | D | 9 | 0 | 0 | 44 | 11 | 22 | 11 | 0 | 11 | 176 | 0 | 0 | 0 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 46 | 60 | -10 | 5 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 42 | 100 | 8 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 7 | 1 | 0 | 57 | 43 | 0 | 0 | 0 | 0 | 13 | 29 | 140 | 14 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 10 | 0 | 0 | 70 | 10 | 0 | 10 | 10 | 0 | 41 | 62 | 36 | 13 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 17 | 4 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 50 | 19 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 15 | 0 | 2 | 67 | 20 | 0 | 7 | 7 | 0 | 29 | 75 | 2 | 12 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 16 | 0 | 0 | 69 | 6 | 13 | 0 | 13 | 0 | 34 | 85 | 97 | 13 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 83 | 50 | 17 | 4 | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 62 | 50 | 14 | 4 | |
| TOTAL SANFORD | | | | | 116 | 1 | 5 | 53 | 14 | 17 | 8 | 7 | 1 | 47 | 54 | 75 | 75 | |
| SANTIAGO DE CHILE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | -3 | 100 | -7 | 14 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 6 | 93 | 6 | 14 | |
| TOTAL SANTIAGO DE CHILE | | | | | 53 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 2 | 96 | 0 | 0 | |
| SANTIAGO DE COMPOSTELA | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-------------------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| SANTIAGO DE COMPOSTELA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 55 | 10 | 26 | 10 | 0 | 0 | 23 | 58 | 22 | 31 | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 77 | 16 | 0 | 6 | 0 | 0 | 8 | 87 | 1 | 31 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 128 | 0 | 0 | 0 | |
| TOTAL SANTIAGO DE COMPOSTELA | | | | | 66 | 1 | 0 | 65 | 12 | 14 | 8 | 2 | 0 | 19 | 73 | 12 | 12 | |
| SANTO DOMINGO | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 0 | 20 | 20 | 20 | 20 | 268 | 80 | 11 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 88 | 40 | 29 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 27 | 43 | 22 | 7 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 44 | 86 | 6 | 7 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 26 | 36 | 48 | 11 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 42 | 35 | 12 | |
| TOTAL SANTO DOMINGO | | | | | 29 | 0 | 1 | 55 | 3 | 3 | 31 | 3 | 3 | 81 | 45 | 54 | 54 | |
| SAO PAULO (GUARULHOS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 34 | 50 | 17 | 4 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 7 | 0 | 0 | 14 | 14 | 29 | 43 | 0 | 0 | 55 | 100 | 4 | 4 | |
| | GATWICK | TRANSBRASIL | S | A | 2 | 0 | 5 | 50 | 0 | 0 | 50 | 0 | 0 | 53 | 100 | -13 | 8 | |
| | GATWICK | TRANSBRASIL | S | D | 2 | 0 | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 94 | 0 | 0 | 0 | |
| | HEATHROW | VARIG | S | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 45 | 0 | 36 | 4 | |
| | HEATHROW | VARIG | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 4 | |
| TOTAL SAO PAULO (GUARULHOS) | | | | | 31 | 0 | 9 | 42 | 13 | 16 | 29 | 0 | 0 | 41 | 75 | 5 | 5 | |
| SEATTLE (TACOMA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | -6 | 94 | -13 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 10 | 81 | 12 | 31 | |
| TOTAL SEATTLE (TACOMA) | | | | | 62 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 2 | 87 | -1 | -1 | |
| SEOUL (KIMPO) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | KOREAN AIR | S | A | 22 | 0 | 0 | 77 | 9 | 14 | 0 | 0 | 0 | 1 | 73 | -3 | 22 | |
| | HEATHROW | KOREAN AIR | S | D | 22 | 0 | 0 | 82 | 14 | 5 | 0 | 0 | 0 | 9 | 82 | 9 | 22 | |
| TOTAL SEOUL (KIMPO) | | | | | 44 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 5 | 77 | 4 | 4 | |
| SEVILLE | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|--------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SEVILLE | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 39 | 29 | 19 | 13 | 0 | 0 | 27 | 55 | 13 | 31 |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 23 | 32 | 29 | 16 | 0 | 0 | 35 | 84 | 5 | 31 |
| TOTAL SEVILLE | | | | | 62 | 0 | 0 | 31 | 31 | 24 | 15 | 0 | 0 | 31 | 61 | 14 | 14 |
| SEYCHELLES | GATWICK | AIR SEYCHELLES | S | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 44 | 28 | 9 |
| | GATWICK | AIR SEYCHELLES | S | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 39 | 33 | 47 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 23 | 89 | 7 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 50 | 8 |
| TOTAL SEYCHELLES | | | | | 38 | 0 | 0 | 61 | 13 | 11 | 11 | 0 | 5 | 70 | 49 | 29 | 29 |
| SFAX | | | | | | | | | | | | | | | | | |
| SHANNON | BIRMINGHAM | AB AIRLINES | S | A | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | AB AIRLINES | S | D | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | AB AIRLINES | S | A | 85 | 0 | 0 | 72 | 14 | 8 | 6 | 0 | 0 | 11 | 90 | 1 | 70 |
| | GATWICK | AB AIRLINES | S | D | 85 | 1 | 0 | 71 | 12 | 8 | 9 | 0 | 0 | 16 | 80 | 6 | 71 |
| | HEATHROW | AER LINGUS | S | A | 96 | 0 | 0 | 81 | 6 | 6 | 3 | 3 | 0 | 17 | 81 | 10 | 100 |
| | HEATHROW | AER LINGUS | S | D | 96 | 0 | 0 | 77 | 8 | 6 | 5 | 3 | 0 | 19 | 74 | 11 | 100 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 54 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 7 | 87 | 3 | 52 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 54 | 0 | 0 | 83 | 11 | 0 | 2 | 4 | 0 | 12 | 79 | 8 | 53 |
| | STANSTED | VIRGIN EXPRESS | S | A | 54 | 0 | 0 | 89 | 4 | 6 | 2 | 0 | 0 | -1 | 0 | 0 | 0 |
| | STANSTED | VIRGIN EXPRESS | S | D | 54 | 0 | 0 | 80 | 15 | 2 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL SHANNON | | | | | 594 | 1 | 0 | 79 | 9 | 5 | 5 | 1 | 0 | 13 | 81 | 7 | 7 |
| SHARM EL SHEIKH (OPHIRA) | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 17 | 0 | 55 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 17 | 60 | 39 | 5 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|---------------------------------------|-------------------|---------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 25 | 0 | 0 | 48 | 16 | 20 | 16 | 0 | 0 | 25 | 44 | 31 | 31 |
| SINGAPORE | | | | | | | | | | | | | | | | | |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 77 | 0 | 0 | 83 | 9 | 8 | 0 | 0 | -7 | 68 | 9 | 63 | |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 77 | 0 | 0 | 66 | 19 | 12 | 3 | 0 | 15 | 71 | 18 | 63 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 22 | 0 | 0 | 82 | 14 | 0 | 5 | 0 | -4 | 61 | 12 | 18 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 22 | 0 | 0 | 41 | 27 | 9 | 23 | 0 | 30 | 61 | 27 | 18 | |
| TOTAL SINGAPORE | | | | | 198 | 0 | 0 | 72 | 16 | 9 | 4 | 0 | 6 | 68 | 15 | 15 | |
| SION | | | | | | | | | | | | | | | | | |
| | HEATHROW | SWISS AIRLINES | S | A | 4 | 0 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 170 | 75 | 16 | 4 |
| | HEATHROW | SWISS AIRLINES | S | D | 5 | 0 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 80 | 50 | 38 | 4 |
| TOTAL SION | | | | | 9 | 0 | 0 | 0 | 22 | 33 | 11 | 33 | 0 | 120 | 63 | 27 | 27 |
| SOFIA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BALKAN BULGARIAN AIRLINES | S | A | 22 | 0 | 0 | 41 | 5 | 14 | 18 | 23 | 0 | 81 | 32 | 52 | 22 |
| | HEATHROW | BALKAN BULGARIAN AIRLINES | S | D | 22 | 0 | 0 | 45 | 14 | 9 | 14 | 18 | 0 | 64 | 55 | 59 | 22 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 56 | 0 | 30 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 45 | 50 | 20 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 78 | 100 | -4 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 76 | 0 | 21 | 2 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 22 | 0 | 0 | 41 | 18 | 14 | 27 | 0 | 0 | 33 | 74 | 6 | 23 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 22 | 0 | 0 | 36 | 18 | 23 | 23 | 0 | 0 | 33 | 74 | 12 | 23 |
| TOTAL SOFIA | | | | | 101 | 0 | 0 | 41 | 13 | 15 | 23 | 9 | 0 | 53 | 53 | 29 | 29 |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 17 | 0 | 1 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 16 | 1 | 14 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH REGIONAL AIRLINES LTD | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH REGIONAL AIRLINES LTD | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 91 | 1 | 1 | 87 | 7 | 4 | 2 | 0 | 0 | 4 | 93 | 4 | 69 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 90 | 1 | 3 | 83 | 10 | 4 | 2 | 0 | 0 | 6 | 90 | 6 | 69 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 92 | 2 | 4 | 87 | 10 | 2 | 1 | 0 | 0 | 5 | 95 | -9 | 93 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 93 | 1 | 3 | 91 | 3 | 3 | 2 | 0 | 0 | 3 | 96 | -11 | 93 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 67 | 0 | 2 | 78 | 15 | 7 | 0 | 0 | 0 | 7 | 82 | 11 | 65 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 68 | 0 | 1 | 79 | 13 | 6 | 1 | 0 | 0 | 6 | 86 | 5 | 66 |
| TOTAL SOUTHAMPTON | | | | | 540 | 6 | 29 | 85 | 9 | 4 | 1 | 0 | 0 | 5 | 89 | 2 | 2 |
| SPLIT | | | | | | | | | | | | | | | | | |
| | HEATHROW | CROATIA AIRLINES | S | A | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 75 | 14 | 4 |
| | HEATHROW | CROATIA AIRLINES | S | D | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 9 | 75 | 7 | 4 |
| TOTAL SPLIT | | | | | 6 | 0 | 2 | 67 | 17 | 17 | 0 | 0 | 0 | 10 | 75 | 11 | 11 |
| ST ETIENNE | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 74 | 10 | 3 | 13 | 0 | 0 | 19 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 65 | 26 | 3 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ST ETIENNE | | | | | 62 | 0 | 0 | 69 | 18 | 3 | 10 | 0 | 0 | 18 | 0 | 0 | 0 |
| ST KITTS | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 75 | 14 | 4 |
| TOTAL ST KITTS | | | | | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 75 | 14 | 14 |
| ST LOUIS (LAMBERT) | | | | | | | | | | | | | | | | | |
| | GATWICK | TRANS WORLD AIRLINES | S | A | 31 | 0 | 27 | 6 | 13 | 55 | 26 | 0 | 0 | 54 | 45 | 61 | 31 |
| | GATWICK | TRANS WORLD AIRLINES | S | D | 31 | 0 | 27 | 65 | 16 | 10 | 10 | 0 | 0 | 20 | 74 | 52 | 31 |
| TOTAL ST LOUIS (LAMBERT) | | | | | 62 | 0 | 54 | 35 | 15 | 32 | 18 | 0 | 0 | 37 | 60 | 56 | 56 |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 44 | 50 | 52 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 27 | 25 | 74 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 58 | 44 | 56 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 33 | 42 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 62 | 8 | 8 | 15 | 0 | 8 | 125 | 79 | 8 | 14 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 34 | 69 | 26 | 13 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 20 | 56 | 13 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 55 | 0 | 0 | 0 | |
| TOTAL ST LUCIA (HEWANORRA) | | | | | 58 | 0 | 0 | 40 | 19 | 22 | 17 | 0 | 2 | 53 | 56 | 31 | 31 | |
| ST PETERSBURG | | | | | | | | | | | | | | | | | | |
| | GATWICK | AEROFLOT | S | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | -8 | 7 | |
| | GATWICK | AEROFLOT | S | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 86 | 8 | 7 | |
| | HEATHROW | AEROFLOT | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 100 | -8 | 4 | |
| | HEATHROW | AEROFLOT | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 5 | 4 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | -15 | 77 | 53 | 22 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 22 | 0 | 0 | 55 | 23 | 23 | 0 | 0 | 0 | 18 | 77 | 9 | 22 | |
| TOTAL ST PETERSBURG | | | | | 64 | 0 | 0 | 83 | 9 | 8 | 0 | 0 | 0 | 82 | 20 | 20 | | |
| ST THOMAS ISLANDS | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 | |
| TOTAL ST THOMAS ISLANDS | | | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 39 | 0 | 0 | 0 | |
| STANSTED | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 72 | 0 | 2 | 86 | 6 | 3 | 6 | 0 | 0 | 4 | 86 | 6 | 70 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 72 | 0 | 1 | 90 | 3 | 3 | 4 | 0 | 0 | 3 | 88 | 5 | 68 | |
| | EDINBURGH | GO FLY LTD | S | A | 142 | 0 | 0 | 66 | 18 | 14 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | EDINBURGH | GO FLY LTD | S | D | 142 | 0 | 0 | 66 | 16 | 15 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | EDINBURGH | KLM UK LTD | S | A | 166 | 0 | 9 | 85 | 5 | 6 | 4 | 0 | 0 | 2 | 90 | 0 | 169 | |
| | EDINBURGH | KLM UK LTD | S | D | 167 | 0 | 9 | 86 | 5 | 7 | 2 | 0 | 0 | 8 | 74 | 15 | 167 | |
| | GLASGOW | KLM UK LTD | S | A | 111 | 1 | 1 | 63 | 14 | 13 | 11 | 0 | 0 | 20 | 78 | 9 | 142 | |
| | GLASGOW | KLM UK LTD | S | D | 108 | 1 | 4 | 66 | 16 | 11 | 7 | 0 | 0 | 17 | 80 | 7 | 138 | |
| | NEWCASTLE | KLM UK LTD | S | A | 89 | 0 | 4 | 83 | 8 | 7 | 2 | 0 | 0 | 7 | 89 | 5 | 71 | |
| | NEWCASTLE | KLM UK LTD | S | D | 88 | 1 | 5 | 89 | 7 | 5 | 0 | 0 | 0 | 5 | 87 | 7 | 70 | |
| TOTAL STANSTED | | | | | 1157 | 3 | 38 | 77 | 10 | 9 | 4 | 0 | 0 | 9 | 83 | 7 | 7 | |
| STAVANGER | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | 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 |
| STAVANGER | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | BRAATHENS ASA | S | A | 26 | 1 | 1 | 65 | 12 | 12 | 12 | 0 | 0 | 18 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | BRAATHENS ASA | S | D | 27 | 0 | 0 | 74 | 7 | 15 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 3 | 67 | 13 | 3 | 3 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 67 | 19 | 5 | 10 | 0 | 0 | 17 | 67 | 3 | 3 | 3 |
| | NEWCASTLE | GILL AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 33 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | C | D | 2 | 3 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| | HEATHROW | SAS | S | A | 60 | 0 | 2 | 82 | 13 | 5 | 0 | 0 | 0 | 3 | 76 | 9 | 62 | 62 |
| | HEATHROW | SAS | S | D | 60 | 0 | 2 | 82 | 17 | 0 | 2 | 0 | 0 | 6 | 79 | 6 | 61 | 61 |
| TOTAL STAVANGER | | | | | 221 | 4 | 7 | 77 | 13 | 6 | 4 | 0 | 0 | 9 | 74 | 9 | 9 | 9 |
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | | |
| | LUTON | BRITANNIA AB | C | A | 8 | 1 | 0 | 13 | 0 | 50 | 25 | 0 | 13 | 113 | 0 | 0 | 0 | 0 |
| | LUTON | BRITANNIA AB | C | D | 8 | 1 | 0 | 13 | 13 | 50 | 13 | 13 | 0 | 62 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 93 | 0 | 0 | 70 | 22 | 5 | 3 | 0 | 0 | 9 | 92 | 2 | 36 | 36 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 93 | 0 | 0 | 83 | 11 | 4 | 2 | 0 | 0 | 9 | 68 | 11 | 37 | 37 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 154 | 0 | 0 | 77 | 18 | 2 | 3 | 0 | 1 | 14 | 81 | 8 | 153 | 153 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 154 | 0 | 0 | 84 | 11 | 3 | 1 | 0 | 1 | 8 | 85 | 7 | 154 | 154 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 12 | 0 | 0 | 17 | 33 | 33 | 8 | 8 | 0 | 43 | 15 | 68 | 13 | 13 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 12 | 0 | 0 | 0 | 25 | 50 | 17 | 8 | 0 | 60 | 8 | 57 | 13 | 13 |
| | HEATHROW | SAS | S | A | 144 | 0 | 0 | 68 | 19 | 10 | 2 | 0 | 0 | 11 | 70 | 13 | 151 | 151 |
| | HEATHROW | SAS | S | D | 144 | 0 | 0 | 92 | 3 | 5 | 0 | 1 | 0 | 5 | 80 | 10 | 150 | 150 |
| | MANCHESTER | SAS | S | A | 24 | 0 | 0 | 79 | 13 | 0 | 8 | 0 | 0 | 7 | 84 | 2 | 25 | 25 |
| | MANCHESTER | SAS | S | D | 24 | 0 | 0 | 83 | 8 | 0 | 8 | 0 | 0 | 12 | 96 | 1 | 25 | 25 |
| | STANSTED | SAS | S | A | 60 | 0 | 2 | 73 | 18 | 8 | 0 | 0 | 0 | 7 | 83 | 4 | 6 | 6 |
| | STANSTED | SAS | S | D | 60 | 0 | 2 | 77 | 10 | 12 | 2 | 0 | 0 | 11 | 100 | 11 | 6 | 6 |
| TOTAL STOCKHOLM (ARLANDA) | | | | | 990 | 2 | 4 | 76 | 14 | 7 | 2 | 0 | 0 | 12 | 76 | 11 | 11 | 11 |
| STOCKHOLM (SKAVSTA) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 85 | 0 | 0 | 58 | 16 | 16 | 8 | 1 | 0 | 23 | 86 | 7 | 84 | 84 |
| | STANSTED | RYANAIR | S | D | 85 | 0 | 0 | 64 | 11 | 19 | 6 | 1 | 0 | 21 | 80 | 12 | 84 | 84 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|----------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 (SKAVSTA) | | | | | | | | | | | | | | | | | |
| TOTAL STOCKHOLM (SKAVSTA) | | | | | 170 | 0 | 0 | 61 | 14 | 18 | 7 | 1 | 0 | 22 | 83 | 9 | 9 |
| STORNOWAY | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 54 | 0 | 0 | 89 | 6 | 2 | 4 | 0 | 0 | 7 | 75 | 15 | 52 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 55 | 0 | 0 | 89 | 4 | 5 | 2 | 0 | 0 | 7 | 70 | 18 | 53 |
| TOTAL STORNOWAY | | | | | 109 | 0 | 0 | 89 | 5 | 4 | 3 | 0 | 0 | 7 | 72 | 16 | 16 |
| STRASBOURG | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AIR FRANCE | S | A | 76 | 0 | 1 | 68 | 18 | 11 | 3 | 0 | 0 | 11 | 82 | 8 | 66 |
| | LONDON CITY | AIR FRANCE | S | D | 76 | 0 | 1 | 34 | 33 | 25 | 8 | 0 | 0 | 29 | 34 | 24 | 62 |
| TOTAL STRASBOURG | | | | | 152 | 0 | 2 | 51 | 26 | 18 | 5 | 0 | 0 | 20 | 58 | 15 | 15 |
| STUTT GART | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 92 | 0 | 0 | 86 | 7 | 8 | 0 | 0 | 0 | 4 | 72 | 10 | 87 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 92 | 0 | 0 | 84 | 10 | 5 | 1 | 0 | 0 | 3 | 93 | 0 | 88 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 76 | 0 | 1 | 92 | 3 | 4 | 1 | 0 | 0 | -2 | 94 | 0 | 47 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 77 | 0 | 0 | 91 | 6 | 1 | 1 | 0 | 0 | 4 | 92 | 8 | 48 |
| | HEATHROW | LUFTHANSA | S | A | 53 | 0 | 1 | 77 | 15 | 6 | 2 | 0 | 0 | 6 | 74 | 11 | 62 |
| | HEATHROW | LUFTHANSA | S | D | 53 | 0 | 1 | 89 | 9 | 2 | 0 | 0 | 0 | 3 | 85 | 1 | 61 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 23 | 0 | 0 | 57 | 4 | 30 | 9 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 23 | 0 | 0 | 57 | 13 | 30 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL STUTT GART | | | | | 513 | 1 | 3 | 85 | 8 | 7 | 1 | 0 | 0 | 4 | 84 | 5 | 5 |
| SUDSVALL | | | | | | | | | | | | | | | | | |
| SUMBURGH | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 26 | 0 | 1 | 96 | 0 | 4 | 0 | 0 | 0 | 2 | 74 | 9 | 53 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 27 | 0 | 0 | 59 | 33 | 0 | 7 | 0 | 0 | 15 | 77 | 16 | 52 |
| | EDINBURGH | LOGANAIR | S | A | 27 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | EDINBURGH | LOGANAIR | S | D | 27 | 0 | 0 | 74 | 22 | 0 | 4 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | A | 26 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | D | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|-----------------------|-------------------|----------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SUMBURGH | | | | | | | | | | | | | | | | | | |
| TOTAL SUMBURGH | | | | | 160 | 0 | 2 | 84 | 13 | 1 | 2 | 0 | 0 | 7 | 74 | 12 | 12 | |
| SYDNEY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 50 | 14 | 14 | 14 | 0 | 7 | 50 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -35 | 50 | 21 | 4 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 40 | 38 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 16 | 75 | 29 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 104 | 100 | 11 | 4 | |
| | HEATHROW | QANTAS | S | A | 39 | 0 | 0 | 79 | 13 | 5 | 3 | 0 | 0 | 3 | 44 | 42 | 48 | |
| | HEATHROW | QANTAS | S | D | 31 | 0 | 0 | 68 | 16 | 13 | 3 | 0 | 0 | 16 | 78 | 9 | 27 | |
| TOTAL SYDNEY | | | | | 113 | 0 | 2 | 72 | 12 | 10 | 5 | 1 | 1 | 15 | 58 | 29 | 29 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---|-------------------|-------------------------------|-------------------|-------------|-------------------|-----------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | 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) | | | | | | | | | | | |
| TAIPEI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 9 | 92 | 8 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 19 | 92 | 6 | 13 |
| | HEATHROW | EVA AIR | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | -11 | 38 | 36 | 13 |
| | HEATHROW | EVA AIR | S | D | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 11 | 77 | 5 | 13 |
| TOTAL TAIPEI | | | | | 53 | 0 | 0 | 74 | 13 | 8 | 6 | 0 | 0 | 7 | 75 | 14 | 14 |
| TALLIN | GATWICK | ESTONIAN AIR | S | A | 27 | 0 | 0 | 89 | 0 | 7 | 4 | 0 | 0 | 7 | 70 | 8 | 27 |
| | GATWICK | ESTONIAN AIR | S | D | 27 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 6 | 85 | 9 | 27 |
| TOTAL TALLIN | | | | | 54 | 0 | 0 | 87 | 4 | 6 | 4 | 0 | 0 | 7 | 78 | 8 | 8 |
| TAMPA | GATWICK | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 44 | 11 | 11 | 28 | 6 | 0 | 45 | 50 | 78 | 14 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 0 | 58 | 16 | 0 | 21 | 5 | 0 | 40 | 33 | 74 | 15 |
| TOTAL TAMPA | | | | | 37 | 0 | 0 | 51 | 14 | 5 | 24 | 5 | 0 | 43 | 41 | 76 | 76 |
| TANGIERS (IBN BATUTA) | | | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 |
| TARBES-LOURDES INTERNA | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 50 | 13 | 13 |
| TASHKENT | HEATHROW | UZBEKISTAN AIRLINES | S | A | 17 | 0 | 1 | 88 | 0 | 12 | 0 | 0 | 0 | -4 | 78 | 10 | 18 |
| | HEATHROW | UZBEKISTAN AIRLINES | S | D | 17 | 0 | 1 | 82 | 18 | 0 | 0 | 0 | 0 | 6 | 72 | 29 | 18 |
| TOTAL TASHKENT | | | | | 34 | 0 | 2 | 85 | 9 | 6 | 0 | 0 | 0 | 1 | 75 | 20 | 20 |
| TBILISI | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -7 | 100 | 2 | 1 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 18 | 100 | 12 | 1 |
| TOTAL TBILISI | | | | | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 6 | 100 | 7 | 7 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-----------------------|-------------------|---------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| TEESSIDE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 141 | 0 | 0 | 79 | 13 | 5 | 2 | 1 | 0 | 8 | 86 | 4 | 143 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 141 | 0 | 0 | 82 | 10 | 5 | 2 | 1 | 0 | 7 | 88 | 2 | 143 | |
| | MANCHESTER | EASTERN AIRWAYS | S | A | 16 | 0 | 2 | 75 | 19 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | MANCHESTER | EASTERN AIRWAYS | S | D | 16 | 0 | 2 | 94 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL TEESSIDE | | | | | 315 | 0 | 4 | 81 | 12 | 4 | 2 | 1 | 0 | 7 | 87 | 3 | 3 | |
| TEHRAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | -2 | 54 | 16 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 57 | 14 | 14 | |
| | HEATHROW | IRAN AIR | S | A | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 9 | 43 | 37 | 14 | |
| | HEATHROW | IRAN AIR | S | D | 13 | 0 | 0 | 31 | 54 | 15 | 0 | 0 | 0 | 22 | 14 | 49 | 14 | |
| TOTAL TEHRAN | | | | | 53 | 0 | 0 | 64 | 26 | 9 | 0 | 0 | 0 | 9 | 42 | 29 | 29 | |
| TEL AVIV | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 11 | 1 | 0 | 27 | 36 | 27 | 9 | 0 | 0 | 33 | 44 | 16 | 9 | |
| | GATWICK | AIR 2000 | C | D | 11 | 0 | 0 | 64 | 0 | 9 | 27 | 0 | 0 | 26 | 88 | 9 | 8 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 23 | 35 | 29 | 13 | 0 | 0 | 30 | 74 | 8 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 61 | 16 | 13 | 10 | 0 | 0 | 22 | 65 | 19 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 39 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | -1 | 77 | 11 | 35 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 39 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 0 | -1 | 89 | 2 | 35 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 7 | 0 | 0 | 14 | 43 | 14 | 29 | 0 | 0 | 33 | 33 | 31 | 6 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 22 | 83 | 9 | 6 | |
| | GATWICK | EL AL | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 15 | 80 | 14 | 5 | |
| | GATWICK | EL AL | C | D | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 80 | 8 | 5 | |
| | HEATHROW | EL AL | S | A | 38 | 0 | 0 | 71 | 8 | 11 | 11 | 0 | 0 | 19 | 65 | 8 | 37 | |
| | HEATHROW | EL AL | S | D | 41 | 1 | 1 | 66 | 17 | 7 | 10 | 0 | 0 | 18 | 74 | 11 | 39 | |
| | MANCHESTER | EL AL | S | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 78 | 7 | 9 | |
| | MANCHESTER | EL AL | S | D | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 24 | 89 | 0 | 9 | |
| | STANSTED | EL AL | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 4 | 88 | -2 | 8 | |
| | STANSTED | EL AL | S | D | 11 | 1 | 1 | 36 | 55 | 9 | 0 | 0 | 0 | 18 | 75 | 10 | 8 | |
| | STANSTED | ISRAIR LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|---------------------------|-------------------|------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | Actual (7) | Plan (8) | | | | | | | | | | |
| TEL AVIV | | | | | | | | | | | | | | | | | | |
| | STANSTED | ISRAIR LTD | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 12 | 0 | 0 | 8 | 0 | 50 | 33 | 8 | 0 | 81 | 13 | 52 | 16 | |
| | GATWICK | MONARCH AIRLINES | C | D | 15 | 0 | 0 | 40 | 20 | 33 | 7 | 0 | 0 | 27 | 56 | 17 | 16 | |
| TOTAL TEL AVIV | | | | | 335 | 3 | 3 | 59 | 17 | 14 | 9 | 0 | 0 | 19 | 70 | 12 | 12 | |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 20 | 44 | 37 | 9 | |
| | BIRMINGHAM | AIR 2000 | C | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 27 | 67 | 28 | 9 | |
| | GATWICK | AIR 2000 | C | A | 30 | 0 | 0 | 70 | 3 | 10 | 17 | 0 | 0 | 19 | 45 | 29 | 22 | |
| | GATWICK | AIR 2000 | C | D | 30 | 0 | 0 | 77 | 10 | 13 | 0 | 0 | 0 | 11 | 57 | 24 | 21 | |
| | GLASGOW | AIR 2000 | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 56 | 47 | 9 | |
| | GLASGOW | AIR 2000 | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 46 | 9 | |
| | MANCHESTER | AIR 2000 | C | A | 35 | 0 | 0 | 69 | 26 | 3 | 3 | 0 | 0 | 10 | 41 | 46 | 17 | |
| | MANCHESTER | AIR 2000 | C | D | 35 | 0 | 0 | 86 | 11 | 0 | 3 | 0 | 0 | 9 | 59 | 38 | 17 | |
| | NEWCASTLE | AIR 2000 | C | A | 9 | 0 | 0 | 78 | 0 | 0 | 11 | 0 | 11 | 50 | 33 | 40 | 9 | |
| | NEWCASTLE | AIR 2000 | C | D | 9 | 0 | 0 | 78 | 0 | 0 | 11 | 0 | 11 | 56 | 67 | 19 | 9 | |
| | STANSTED | AIR 2000 | C | A | 13 | 0 | 0 | 46 | 31 | 8 | 15 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | STANSTED | AIR 2000 | C | D | 13 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | EDINBURGH | AIR EUROPA | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 25 | 60 | 4 | 5 | |
| | EDINBURGH | AIR EUROPA | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 32 | 40 | 25 | 5 | |
| | MANCHESTER | AIR FOYLE PASSENGER AIRLINES | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 44 | 0 | 0 | 0 | |
| | MANCHESTER | AIR FOYLE PASSENGER AIRLINES | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 27 | 33 | 51 | 9 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 1 | 0 | 44 | 56 | 0 | 0 | 0 | 0 | 14 | 56 | 42 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 28 | 0 | 0 | 25 | 11 | 36 | 25 | 4 | 0 | 52 | 32 | 69 | 22 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 27 | 0 | 0 | 59 | 19 | 15 | 7 | 0 | 0 | 21 | 82 | 19 | 22 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 22 | 33 | 33 | 0 | 11 | 0 | 46 | 25 | 27 | 8 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 33 | 33 | 22 | 0 | 11 | 0 | 39 | 50 | 15 | 8 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 45 | 0 | 131 | 4 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|---------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 50 | 103 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 26 | 0 | 0 | 27 | 23 | 23 | 23 | 4 | 0 | 46 | 42 | 35 | 26 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 26 | 0 | 0 | 54 | 12 | 23 | 8 | 4 | 0 | 33 | 74 | 25 | 27 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 11 | 22 | 56 | 0 | 11 | 0 | 48 | 63 | 32 | 8 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 7 | 1 | 1 | 71 | 14 | 0 | 0 | 14 | 0 | 32 | 67 | 24 | 9 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 27 | 20 | 40 | 5 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 40 | 14 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 13 | 0 | 0 | 31 | 46 | 15 | 8 | 0 | 0 | 25 | 33 | 31 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 13 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 9 | 78 | 18 | 9 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 17 | 0 | 0 | 35 | 24 | 24 | 18 | 0 | 0 | 33 | 56 | 27 | 16 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 17 | 0 | 0 | 65 | 12 | 6 | 18 | 0 | 0 | 28 | 76 | 26 | 17 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 35 | 0 | 306 | 3 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 28 | 50 | 24 | 4 |
| | BIRMINGHAM | FUTURA AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 61 | 25 | 101 | 4 |
| | BIRMINGHAM | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 68 | 25 | 100 | 4 |
| | GLASGOW | FUTURA AIRLINES | C | A | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 15 | 17 | 40 | 6 |
| | GLASGOW | FUTURA AIRLINES | C | D | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 24 | 17 | 43 | 6 |
| | NEWCASTLE | FUTURA AIRLINES | C | A | 8 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 25 | 50 | 46 | 4 |
| | NEWCASTLE | FUTURA AIRLINES | C | D | 8 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 25 | 52 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 23 | 23 | 31 | 23 | 0 | 0 | 43 | 31 | 36 | 13 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 13 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 21 | 62 | 20 | 13 |
| | GATWICK | MONARCH AIRLINES | C | A | 22 | 0 | 0 | 18 | 23 | 32 | 9 | 18 | 0 | 71 | 35 | 36 | 17 |
| | GATWICK | MONARCH AIRLINES | C | D | 22 | 0 | 0 | 45 | 18 | 14 | 5 | 14 | 5 | 59 | 65 | 13 | 17 |
| | LUTON | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 29 | 29 | 36 | 7 |
| | LUTON | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 31 | 31 | 23 | 15 | 0 | 0 | 34 | 44 | 18 | 9 |
| | LUTON | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 8 | 9 |
| | LUTON | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 23 | 88 | 9 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 18 | 1 | 0 | 6 | 6 | 67 | 17 | 0 | 6 | 75 | 0 | 52 | 17 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 18 | 1 | 0 | 28 | 44 | 17 | 6 | 0 | 6 | 51 | 71 | 16 | 17 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 22 | 11 | 22 | 44 | 0 | 0 | 43 | 33 | 27 | 9 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|--|-------------------|--------------------------|-------------------|-------------|---------------|-----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 27 | 56 | 15 | 9 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 18 | 0 | 0 | 44 | 28 | 11 | 17 | 0 | 0 | 24 | 53 | 16 | 17 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 18 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 16 | 83 | 3 | 18 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 22 | 44 | 33 | 0 | 0 | 0 | 24 | 11 | 87 | 9 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 67 | 53 | 9 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 23 | 0 | 1 | 22 | 17 | 43 | 17 | 0 | 0 | 42 | 32 | 33 | 25 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 23 | 0 | 0 | 39 | 22 | 22 | 17 | 0 | 0 | 32 | 73 | 14 | 26 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 22 | 25 | 70 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 25 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 65 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 56 | 4 |
| | GLASGOW | SPANAIR | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 39 | 25 | 64 | 8 |
| | GLASGOW | SPANAIR | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 39 | 25 | 64 | 8 |
| | MANCHESTER | SPANAIR | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 68 | 25 | 32 | 4 |
| | MANCHESTER | SPANAIR | C | D | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 73 | 50 | 24 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | -7 | 56 | 13 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -3 | 100 | 2 | 9 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -3 | 75 | 6 | 8 |
| | GLASGOW | THOMAS COOK AIRLINES LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 88 | 3 | 8 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | A | 26 | 0 | 0 | 77 | 15 | 4 | 4 | 0 | 0 | 6 | 67 | 12 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD | C | D | 26 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | -7 | 100 | -8 | 9 |
| | GATWICK | TRANSAER | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 81 | 0 | 77 | 4 |
| | GATWICK | TRANSAER | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 52 | 25 | 44 | 4 |
| | GLASGOW | VIVA | C | A | 2 | 1 | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 183 | 0 | 0 | 0 |
| | GLASGOW | VIVA | C | D | 2 | 1 | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 199 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 934 | 10 | 14 | 51 | 19 | 17 | 11 | 2 | 1 | 29 | 52 | 32 | 32 |
| TIREE | GLASGOW | LOGANAIR | S | A | 20 | 6 | 7 | 55 | 25 | 5 | 15 | 0 | 0 | 22 | 83 | 11 | 24 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|-----------------------------|-------------------|-----------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TIREE | GLASGOW | LOGANAIR | S | D | 20 | 6 | 7 | 70 | 5 | 0 | 25 | 0 | 0 | 25 | 88 | 1 | 26 |
| TOTAL TIREE | | | | | 40 | 12 | 14 | 63 | 15 | 3 | 20 | 0 | 0 | 23 | 86 | 6 | 6 |
| TOBAGO | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 9 | 0 | 0 | 0 | 11 | 44 | 33 | 11 | 0 | 68 | 43 | 37 | 14 |
| TOTAL TOBAGO | | | | | 17 | 0 | 0 | 29 | 18 | 29 | 18 | 6 | 0 | 41 | 43 | 37 | 37 |
| TOKYO (NARITA) | HEATHROW | AEROFLOT | S | A | 9 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 67 | 7 | 9 |
| | HEATHROW | AEROFLOT | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 10 | 10 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 35 | 0 | 0 | 89 | 9 | 0 | 3 | 0 | 0 | -7 | 68 | 10 | 31 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 35 | 0 | 0 | 91 | 6 | 0 | 3 | 0 | 0 | 8 | 77 | 13 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 95 | 3 | 0 | 2 | 0 | 0 | -13 | 73 | 7 | 52 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 13 | 59 | 14 | 51 |
| | HEATHROW | JAPAN AIRLINES | S | A | 36 | 0 | 0 | 92 | 6 | 3 | 0 | 0 | 0 | -17 | 73 | 3 | 44 |
| | HEATHROW | JAPAN AIRLINES | S | D | 36 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 14 | 55 | 18 | 40 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 23 | 8 | 8 | 96 | 0 | 4 | 0 | 0 | 0 | -33 | 59 | 6 | 27 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 58 | 32 | 10 | 0 | 0 | 0 | 13 | 67 | 13 | 27 |
| TOTAL TOKYO (NARITA) | | | | | 338 | 8 | 9 | 85 | 10 | 4 | 2 | 0 | 0 | -2 | 67 | 10 | 10 |
| TORONTO | GLASGOW | AIR CANADA | S | A | 22 | 0 | 0 | 32 | 23 | 27 | 18 | 0 | 0 | 33 | 45 | 17 | 22 |
| | GLASGOW | AIR CANADA | S | D | 22 | 0 | 0 | 50 | 9 | 32 | 9 | 0 | 0 | 24 | 5 | 55 | 22 |
| | HEATHROW | AIR CANADA | S | A | 70 | 0 | 0 | 40 | 21 | 29 | 9 | 1 | 0 | 28 | 48 | 25 | 71 |
| | HEATHROW | AIR CANADA | S | D | 71 | 0 | 0 | 63 | 21 | 13 | 3 | 0 | 0 | 14 | 61 | 18 | 71 |
| | MANCHESTER | AIR CANADA | S | A | 22 | 0 | 0 | 36 | 32 | 23 | 9 | 0 | 0 | 27 | 86 | 1 | 22 |
| | MANCHESTER | AIR CANADA | S | D | 22 | 0 | 0 | 36 | 27 | 23 | 14 | 0 | 0 | 29 | 86 | 10 | 22 |
| | GATWICK | AIR TRANSAT | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 28 | 50 | 63 | 4 |
| | GATWICK | AIR TRANSAT | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 44 | 50 | 69 | 4 |
| | MANCHESTER | AIR TRANSAT | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 64 | 25 | 89 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | | |
|------------------------------|-------------------|----------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| TORONTO | MANCHESTER | AIR TRANSAT | C | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 85 | 33 | 85 | 3 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 33 | 0 | 0 | 79 | 9 | 12 | 0 | 0 | 10 | 65 | 19 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 33 | 0 | 0 | 70 | 18 | 3 | 9 | 0 | 16 | 52 | 19 | 31 | |
| | GATWICK | CANADA 3000 AIRLINES | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 24 | 75 | 0 | 4 | |
| | GATWICK | CANADA 3000 AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 22 | 50 | 19 | 4 | |
| | GLASGOW | CANADA 3000 AIRLINES | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 54 | 25 | 123 | 4 | |
| | GLASGOW | CANADA 3000 AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 45 | 25 | 115 | 4 | |
| | MANCHESTER | CANADA 3000 AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 34 | 25 | 99 | 4 | |
| | MANCHESTER | CANADA 3000 AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 45 | 25 | 113 | 4 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 89 | 0 | 0 | 60 | 27 | 9 | 4 | 0 | 11 | 55 | 23 | 62 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 89 | 0 | 0 | 72 | 18 | 8 | 2 | 0 | 10 | 66 | 20 | 62 | |
| TOTAL TORONTO | | | | | 515 | 0 | 0 | 55 | 21 | 16 | 8 | 0 | 19 | 56 | 26 | 26 | |
| TOULON / HYERES | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 104 | 0 | 0 | 0 | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 34 | 0 | 0 | 0 | |
| TOTAL TOULON / HYERES | | | | | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 69 | 0 | 0 | 0 | |
| TOULOUSE (BLAGNAC) | MANCHESTER | AERIS | C | A | 3 | 1 | 0 | 33 | 0 | 0 | 33 | 0 | 33 | 162 | 0 | 0 | 0 |
| | MANCHESTER | AERIS | C | D | 3 | 1 | 0 | 33 | 0 | 0 | 33 | 0 | 33 | 155 | 0 | 0 | 0 |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 12 | 40 | 30 | 5 | |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 13 | 80 | 16 | 5 | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 20 | 40 | 0 | 40 | 0 | 33 | 47 | 15 | 15 | |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 8 | 80 | 9 | 15 | |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 5 | 25 | 76 | 4 | |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 1 | 100 | 3 | 4 | |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 22 | 20 | 17 | 5 | |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 28 | 100 | -2 | 5 | |
| | GATWICK | AIR LIB | S | A | 93 | 0 | 0 | 55 | 29 | 13 | 3 | 0 | 18 | 59 | 16 | 93 | |
| | GATWICK | AIR LIB | S | D | 93 | 0 | 0 | 77 | 17 | 4 | 1 | 0 | 9 | 86 | 7 | 93 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|---------------------------------|----------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 21 | 45 | 31 | 11 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 15 | 10 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 53 | 40 | 28 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 60 | 19 | 5 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -3 | 3 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 5 | 2 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 5 | 1 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 7 | 0 | 1 | 57 | 14 | 14 | 0 | 14 | 0 | 39 | 100 | 9 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 7 | 0 | 0 | 86 | 0 | 0 | 0 | 14 | 0 | 28 | 100 | 1 | 5 |
| | BIRMINGHAM | DUO AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 151 | 4 |
| | BIRMINGHAM | DUO AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 163 | 4 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | A | 85 | 0 | 0 | 84 | 14 | 0 | 2 | 0 | 0 | 5 | 67 | 10 | 85 |
| | HEATHROW | FLYBE.BRITISH EUROPEAN | S | D | 85 | 0 | 0 | 81 | 11 | 5 | 4 | 0 | 0 | 8 | 82 | 2 | 85 |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 87 | 18 | 33 | 11 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 70 | 10 | 0 | 0 | 20 | 0 | 60 | 100 | 2 | 11 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | 0 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 53 | 60 | 11 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 17 | 100 | 2 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | TOTAL TOULOUSE (BLAGNAC) | | | | | 498 | 5 | 5 | 69 | 18 | 6 | 4 | 1 | 0 | 16 | 71 | 13 |
| TREVISO | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 58 | 67 | 10 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 31 | 100 | 1 | 3 |
| | STANSTED | RYANAIR | S | A | 57 | 0 | 1 | 37 | 32 | 19 | 11 | 2 | 0 | 34 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 58 | 0 | 0 | 52 | 19 | 16 | 12 | 2 | 0 | 33 | 0 | 0 | 0 |
| TOTAL TREVISO | | | | | 123 | 0 | 1 | 44 | 26 | 16 | 12 | 2 | 0 | 34 | 83 | 6 | 6 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

| | | Origin / Destinations: T | | | | | | | | | | | | | | | | |
|---|-------------------|--------------------------------|----------------|----------|------------|----------|-----------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| TRIESTE (RONCHI DEI LEGIO) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 27 | 0 | 1 | 30 | 19 | 26 | 26 | 0 | 0 | 41 | 100 | -28 | 3 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 27 | 0 | 0 | 37 | 19 | 33 | 11 | 0 | 0 | 32 | 67 | 8 | 3 | |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | | | 54 | 0 | 1 | 33 | 19 | 30 | 19 | 0 | 0 | 37 | 83 | -10 | -10 | |
| TRIVANDRUM | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 40 | 53 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 20 | 27 | 5 | |
| TOTAL TRIVANDRUM | | | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -5 | 30 | 40 | 40 | |
| TRONDHEIM (VAERNES) | | | | | | | | | | | | | | | | | | |
| | STANSTED | BRAATHENS ASA | C | D | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 83 | 0 | 0 | 0 | |
| TOTAL TRONDHEIM (VAERNES) | | | | | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 83 | 0 | 0 | 0 | |
| TUNIS | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 18 | 0 | 0 | 17 | 22 | 39 | 17 | 6 | 0 | 48 | 39 | 20 | 18 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 18 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 0 | 33 | 64 | 12 | 14 | |
| | HEATHROW | TUNISAIR | S | A | 17 | 0 | 0 | 18 | 41 | 24 | 18 | 0 | 0 | 37 | 11 | 27 | 18 | |
| | HEATHROW | TUNISAIR | S | D | 17 | 0 | 0 | 53 | 12 | 24 | 12 | 0 | 0 | 25 | 33 | 24 | 18 | |
| TOTAL TUNIS | | | | | 70 | 0 | 0 | 27 | 30 | 27 | 14 | 1 | 0 | 36 | 35 | 21 | 21 | |
| TURIN | | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | AB AIRLINES | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | AIR 2000 | C | A | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 16 | 0 | 23 | 5 | |
| | GATWICK | AIR 2000 | C | D | 6 | 0 | 1 | 83 | 0 | 17 | 0 | 0 | 0 | 14 | 100 | 10 | 5 | |
| | MANCHESTER | AIR 2000 | C | A | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 40 | 0 | 37 | 5 | |
| | MANCHESTER | AIR 2000 | C | D | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 31 | 40 | 20 | 5 | |
| | STANSTED | AIR 2000 | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | STANSTED | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | STANSTED | ALITALIA | S | A | 58 | 0 | 0 | 22 | 31 | 28 | 19 | 0 | 0 | 37 | 0 | 0 | 0 | |
| | STANSTED | ALITALIA | S | D | 58 | 0 | 0 | 7 | 26 | 28 | 40 | 0 | 0 | 58 | 0 | 0 | 0 | |
| | STANSTED | BMI BRITISH MIDLAND | C | A | 3 | 1 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 32 | 67 | 24 | 3 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| TURIN | | | | | | | | | | | | | | | | | | |
| | STANSTED | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 41 | 33 | 20 | 3 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 52 | 20 | 26 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 36 | 40 | 17 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 71 | 22 | 62 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 42 | 56 | 38 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 20 | 31 | 5 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 22 | 100 | 6 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 34 | 3 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 100 | 13 | 3 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 30 | 0 | 29 | 5 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 16 | 60 | 21 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 33 | 22 | 22 | 11 | 11 | 0 | 56 | 15 | 52 | 13 | |
| | GATWICK | MONARCH AIRLINES | C | D | 8 | 0 | 1 | 63 | 25 | 0 | 13 | 0 | 0 | 21 | 75 | 10 | 12 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 88 | 20 | 42 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 71 | 60 | 18 | 5 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 40 | 13 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 80 | 11 | 5 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 40 | 21 | 5 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 34 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 20 | 34 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 20 | 100 | 3 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | TRANSAER | C | A | 4 | 1 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 45 | 50 | 20 | 4 | |
| | GATWICK | TRANSAER | C | D | 4 | 1 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 18 | 60 | 29 | 5 | |
| TOTAL TURIN | | | | | 267 | 4 | 4 | 32 | 24 | 22 | 21 | 1 | 0 | 38 | 48 | 26 | 26 | |
| TURKU | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: U

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | |
|----------------------|-------------------|----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| URALSK | STANSTED | MALEV (HUNGARIAN AIRLINES) | C | A | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 50 | 370 | 2 |
| | STANSTED | MALEV (HUNGARIAN AIRLINES) | C | D | 2 | 1 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 46 | 33 | 42 | 3 |
| TOTAL URALSK | | | | | 4 | 2 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 21 | 40 | 173 | 173 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|-----------|
| | | | | | 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 |
| VAGAR | | | | | | | | | | | | | | | | | | |
| VALENCIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 23 | 0 | 0 | 26 | 26 | 17 | 30 | 0 | 0 | 44 | 53 | 16 | 19 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 23 | 0 | 0 | 43 | 17 | 26 | 13 | 0 | 0 | 26 | 91 | 11 | 11 | |
| | HEATHROW | IBERIA | S | A | 31 | 0 | 0 | 35 | 29 | 26 | 10 | 0 | 0 | 30 | 90 | 6 | 31 | |
| | HEATHROW | IBERIA | S | D | 31 | 0 | 0 | 58 | 19 | 13 | 10 | 0 | 0 | 23 | 94 | -3 | 31 | |
| TOTAL VALENCIA | | | | | 108 | 0 | 0 | 42 | 23 | 20 | 15 | 0 | 0 | 30 | 84 | 6 | 6 | |
| VANCOUVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 30 | 1 | 1 | 90 | 7 | 3 | 0 | 0 | 0 | -2 | 45 | 17 | 31 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 45 | 42 | 13 | 0 | 0 | 0 | 18 | 39 | 47 | 31 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 0 | 0 | 25 | 191 | 29 | 68 | 7 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 21 | 43 | 34 | 7 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 3 | 6 | 6 | 0 | 0 | 1 | 87 | 0 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 77 | 13 | 0 | 10 | 0 | 0 | 15 | 65 | 13 | 31 | |
| | GATWICK | CANADA 3000 AIRLINES | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 7 | 75 | 7 | 4 | |
| | GATWICK | CANADA 3000 AIRLINES | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 100 | 1 | 4 | |
| TOTAL VANCOUVER | | | | | 139 | 1 | 1 | 70 | 20 | 6 | 4 | 0 | 1 | 14 | 57 | 23 | 23 | |
| VARADERO | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 | |
| TOTAL VARADERO | | | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -12 | 0 | 106 | 106 | |
| VENICE | | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 73 | 0 | 3 | 12 | 12 | 41 | 33 | 1 | 0 | 55 | 85 | 6 | 62 | |
| | GATWICK | ALITALIA | S | D | 73 | 0 | 3 | 11 | 11 | 38 | 40 | 0 | 0 | 57 | 94 | 3 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 60 | 11 | 16 | 13 | 0 | 0 | 18 | 73 | 11 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 50 | 15 | 26 | 10 | 0 | 0 | 22 | 76 | 7 | 62 | |
| | STANSTED | GO FLY LTD | S | A | 58 | 0 | 0 | 64 | 14 | 10 | 9 | 3 | 0 | 19 | 0 | 0 | 0 | |
| | STANSTED | GO FLY LTD | S | D | 57 | 1 | 1 | 39 | 25 | 23 | 12 | 2 | 0 | 29 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 11 | 0 | 0 | 0 | 0 | 18 | 82 | 0 | 0 | 79 | 17 | 23 | 6 | |
| | GATWICK | MONARCH AIRLINES | C | D | 15 | 0 | 0 | 27 | 20 | 20 | 27 | 0 | 7 | 71 | 83 | 4 | 6 | |
| TOTAL VENICE | | | | | 415 | 1 | 7 | 36 | 14 | 26 | 23 | 1 | 0 | 38 | 79 | 10 | 10 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| VERONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 7 | 0 | 0 | 43 | 0 | 43 | 14 | 0 | 0 | 47 | 40 | 25 | 5 | |
| | GATWICK | AIR 2000 | C | D | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 80 | 5 | 5 | |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 80 | 50 | 15 | 4 | |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 64 | 75 | 2 | 4 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 89 | 0 | 0 | 19 | 27 | 28 | 26 | 0 | 0 | 43 | 86 | 6 | 59 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 89 | 0 | 0 | 47 | 18 | 27 | 7 | 1 | 0 | 26 | 68 | 14 | 60 | |
| | STANSTED | EUROPEAN AIR CHARTER | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | STANSTED | EUROPEAN AIR CHARTER | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 53 | 0 | 45 | 3 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 21 | 3 | |
| TOTAL VERONA | | | | | 212 | 0 | 0 | 36 | 20 | 27 | 17 | 0 | 0 | 35 | 73 | 11 | 11 | |
| VIENNA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AUSTRIAN AIRLINES | S | A | 116 | 0 | 1 | 89 | 7 | 3 | 2 | 0 | 0 | -1 | 74 | 9 | 114 | |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 116 | 0 | 1 | 90 | 9 | 2 | 0 | 0 | 0 | 2 | 83 | 7 | 114 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 62 | 0 | 0 | 71 | 18 | 10 | 2 | 0 | 0 | 10 | 89 | 0 | 61 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 62 | 0 | 0 | 56 | 18 | 21 | 5 | 0 | 0 | 20 | 61 | 16 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 92 | 0 | 0 | 78 | 13 | 7 | 1 | 1 | 0 | 7 | 75 | 11 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 83 | 15 | 1 | 1 | 0 | 0 | 5 | 76 | 8 | 93 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 54 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 54 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | LAUDA-AIR | S | A | 17 | 0 | 0 | 18 | 53 | 29 | 0 | 0 | 0 | 28 | 39 | 37 | 18 | |
| | GATWICK | LAUDA-AIR | S | D | 17 | 0 | 0 | 47 | 35 | 18 | 0 | 0 | 0 | 18 | 50 | 27 | 18 | |
| | MANCHESTER | LAUDA-AIR | S | A | 50 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 61 | 15 | 49 | |
| | MANCHESTER | LAUDA-AIR | S | D | 50 | 0 | 0 | 66 | 26 | 8 | 0 | 0 | 0 | 11 | 61 | 19 | 49 | |
| TOTAL VIENNA | | | | | 788 | 0 | 2 | 78 | 15 | 6 | 1 | 0 | 0 | 7 | 72 | 11 | 11 | |
| VILNIUS | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|----------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| VILNIUS | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 19 | 0 | 0 | 63 | 26 | 11 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 19 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | HEATHROW | LITHUANIA AIRLINES | S | A | 27 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | -2 | 87 | 8 | 23 | |
| | HEATHROW | LITHUANIA AIRLINES | S | D | 27 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 10 | 87 | 50 | 23 | |
| TOTAL VILNIUS | | | | | 92 | 0 | 0 | 82 | 12 | 4 | 2 | 0 | 0 | 4 | 87 | 29 | 29 | |
| VITORIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EUROPEAN REGIONS AIRLINES | S | A | 21 | 0 | 1 | 95 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | EUROPEAN REGIONS AIRLINES | S | D | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| TOTAL VITORIA | | | | | 43 | 0 | 1 | 95 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|----------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|
| | | | | | 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 |
| WARSAW | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 31 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | -6 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | -5 | 85 | 1 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 93 | 5 | 0 | 2 | 0 | 0 | 1 | 85 | 5 | 62 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 1 | 70 | 5 | 10 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 11 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 9 | 90 | 7 | 10 |
| | GATWICK | LOT-POLISH AIRLINES | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | LOT-POLISH AIRLINES | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 81 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | -3 | 80 | 3 | 64 |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 81 | 0 | 0 | 88 | 7 | 5 | 0 | 0 | 0 | 1 | 90 | 3 | 63 |
| | LUTON | LOT-POLISH AIRLINES | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | LOT-POLISH AIRLINES | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 0 | 88 | 6 | 8 |
| | MANCHESTER | LOT-POLISH AIRLINES | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 15 | 50 | 16 | 8 |
| TOTAL WARSAW | | | | | 402 | 0 | 3 | 87 | 8 | 3 | 1 | 0 | 0 | 0 | 84 | 4 | 4 |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 65 | 21 | 6 | 6 | 2 | 0 | 15 | 89 | 0 | 53 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 76 | 15 | 5 | 5 | 0 | 0 | 13 | 70 | 16 | 53 |
| | HEATHROW | UNITED AIRLINES | S | A | 62 | 0 | 0 | 48 | 19 | 18 | 6 | 8 | 0 | 36 | 66 | 13 | 62 |
| | HEATHROW | UNITED AIRLINES | S | D | 62 | 0 | 0 | 63 | 21 | 8 | 5 | 2 | 2 | 23 | 63 | 16 | 62 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 52 | 29 | 6 | 10 | 3 | 0 | 25 | 87 | -5 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 77 | 10 | 10 | 0 | 3 | 0 | 16 | 84 | 10 | 31 |
| TOTAL WASHINGTON (DULLES) | | | | | 310 | 0 | 0 | 63 | 19 | 9 | 5 | 3 | 0 | 22 | 74 | 10 | 10 |
| WATERFORD | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 27 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | -7 | 85 | 7 | 27 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 78 | 16 | 27 |
| TOTAL WATERFORD | | | | | 54 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | -1 | 81 | 12 | 12 |
| WICK | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | GILL AIRWAYS | S | A | 23 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 1 | 91 | 0 | 22 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 23 | 0 | 0 | 83 | 4 | 13 | 0 | 0 | 0 | 3 | 86 | 7 | 22 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | |
|-----------------------|-------------------|-------------|----------------|----------|-------------------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | |
| TOTAL WICK | | | | | 46 | 0 | 0 | 87 | 4 | 9 | 0 | 0 | 0 | 2 | 89 | 4 | 4 |
| WINDHOEK | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NAMIBIA | S | A | 12 | 0 | 0 | 50 | 8 | 33 | 8 | 0 | 0 | 24 | 25 | 31 | 12 |
| | HEATHROW | AIR NAMIBIA | S | D | 12 | 0 | 0 | 58 | 33 | 8 | 0 | 0 | 0 | 16 | 82 | 6 | 11 |
| TOTAL WINDHOEK | | | | | 24 | 0 | 0 | 54 | 21 | 21 | 4 | 0 | 0 | 20 | 52 | 19 | 19 |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: Y

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | | |
|----------------------|-------------------|---------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|--|--|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | | |
| YEREVAN | | | | | | | | | | | | | | | | | | | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | MAR 1998 | | | | | |
|-----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|-----------|-----------|
| | | | | | 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 |
| ZAGREB | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 2 | 90 | 3 | 31 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 29 | 0 | 0 | 66 | 24 | 7 | 3 | 0 | 0 | 15 | 97 | 4 | 31 | |
| | HEATHROW | CROATIA AIRLINES | S | A | 31 | 0 | 0 | 65 | 16 | 6 | 10 | 3 | 0 | 27 | 65 | 14 | 31 | |
| | HEATHROW | CROATIA AIRLINES | S | D | 30 | 0 | 1 | 47 | 17 | 23 | 10 | 3 | 0 | 36 | 71 | 9 | 31 | |
| TOTAL ZAGREB | | | | | 120 | 0 | 1 | 66 | 17 | 10 | 6 | 2 | 0 | 20 | 81 | 8 | 8 | |
| ZARAGOZA | | | | | | | | | | | | | | | | | | |
| | GATWICK | IBERIA | S | A | 13 | 0 | 0 | 46 | 15 | 23 | 15 | 0 | 0 | 20 | 29 | 31 | 14 | |
| | GATWICK | IBERIA | S | D | 13 | 0 | 0 | 69 | 8 | 0 | 23 | 0 | 0 | 15 | 50 | 18 | 14 | |
| TOTAL ZARAGOZA | | | | | 26 | 0 | 0 | 58 | 12 | 12 | 19 | 0 | 0 | 18 | 39 | 24 | 24 | |
| ZURICH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 149 | 0 | 0 | 62 | 17 | 15 | 5 | 0 | 0 | 15 | 71 | 10 | 122 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 150 | 0 | 0 | 63 | 28 | 7 | 2 | 0 | 0 | 13 | 85 | 6 | 122 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 89 | 0 | 0 | 22 | 30 | 36 | 11 | 0 | 0 | 33 | 67 | 13 | 9 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 89 | 0 | 0 | 51 | 26 | 18 | 6 | 0 | 0 | 22 | 60 | 11 | 10 | |
| | NEWCASTLE | CITY FLYER EXPRESS | S | A | 11 | 0 | 0 | 55 | 18 | 27 | 0 | 0 | 0 | 16 | 100 | -4 | 1 | |
| | LUTON | EASYJET SWITZERLAND | S | A | 92 | 0 | 0 | 57 | 13 | 24 | 7 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | LUTON | EASYJET SWITZERLAND | S | D | 92 | 0 | 0 | 32 | 29 | 32 | 8 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 106 | 0 | 56 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 0 | 25 | 0 | 57 | 20 | 33 | 5 | |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 57 | 0 | 0 | 30 | 23 | 33 | 14 | 0 | 0 | 33 | 57 | 17 | 30 | |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 57 | 0 | 1 | 30 | 16 | 44 | 11 | 0 | 0 | 34 | 45 | 19 | 29 | |
| | EDINBURGH | SWISS AIRLINES | S | A | 31 | 0 | 0 | 6 | 32 | 42 | 16 | 3 | 0 | 49 | 48 | 21 | 31 | |
| | EDINBURGH | SWISS AIRLINES | S | D | 31 | 0 | 0 | 6 | 23 | 45 | 23 | 3 | 0 | 54 | 47 | 22 | 30 | |
| | LONDON CITY | SWISS AIRLINES | S | A | 114 | 0 | 1 | 26 | 29 | 35 | 9 | 1 | 0 | 31 | 79 | 9 | 80 | |
| | LONDON CITY | SWISS AIRLINES | S | D | 114 | 0 | 0 | 8 | 32 | 43 | 16 | 1 | 0 | 41 | 40 | 20 | 80 | |
| | MANCHESTER | SWISS AIRLINES | S | A | 27 | 0 | 0 | 78 | 19 | 4 | 0 | 0 | 0 | 10 | 44 | 16 | 25 | |

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1999

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | MAR 1998 | | | | |
|----------------------|-------------------|----------------|-------------------|-------------|---------------|----------|---------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | 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 | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SWISS AIRLINES | S | D | 26 | 0 | 1 | 23 | 42 | 31 | 4 | 0 | 0 | 26 | 59 | 14 | 27 | |
| | HEATHROW | SWISSAIR | S | A | 188 | 0 | 0 | 43 | 30 | 21 | 6 | 0 | 0 | 22 | 72 | 10 | 186 | |
| | HEATHROW | SWISSAIR | S | D | 187 | 0 | 0 | 53 | 27 | 12 | 9 | 0 | 0 | 21 | 77 | 7 | 186 | |
| | MANCHESTER | SWISSAIR | S | A | 93 | 0 | 0 | 71 | 19 | 5 | 4 | 0 | 0 | 9 | 64 | 11 | 61 | |
| | MANCHESTER | SWISSAIR | S | D | 93 | 0 | 0 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 92 | 3 | 60 | |
| | STANSTED | SWISSAIR | S | A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | STANSTED | SWISSAIR | S | D | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL ZURICH | | | | | 1720 | 0 | 4 | 45 | 25 | 22 | 7 | 0 | 0 | 23 | 71 | 10 | 10 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: BIRMINGHAM (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 562 | 0 | 18 | 78 | 11 | 6 | 4 | 0 | 0 | 10 | 69 | 17 | 555 | |
| DUBLIN | 557 | 4 | 14 | 81 | 11 | 6 | 1 | 0 | 0 | 9 | 81 | 8 | 535 | |
| PALMA DE MALLORCA | 27 | 0 | 0 | 52 | 22 | 15 | 11 | 0 | 0 | 25 | 39 | 28 | 36 | |
| PARIS (CHARLES DE GAULLE) | 584 | 0 | 2 | 83 | 12 | 4 | 2 | 0 | 0 | 7 | 81 | 10 | 568 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 607 | 2 | 22 | 46 | 20 | 17 | 15 | 1 | 1 | 36 | 54 | 27 | 592 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 6858 | 27 | 84 | 81 | 10 | 6 | 3 | 0 | 0 | 8 | 84 | 7 | 5846 | |
| AIRPORT TOTAL | 7465 | 29 | 106 | 78 | 11 | 7 | 4 | 0 | 0 | 10 | 82 | 8 | 6438 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: EDINBURGH (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 291 | 0 | 3 | 65 | 15 | 13 | 7 | 1 | 0 | 18 | 69 | 14 | 296 | |
| DUBLIN | 220 | 1 | 4 | 78 | 11 | 7 | 3 | 0 | 0 | 12 | 88 | 5 | 178 | |
| PARIS (CHARLES DE GAULLE) | 345 | 1 | 5 | 69 | 15 | 10 | 6 | 0 | 0 | 16 | 74 | 9 | 206 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 58 | 3 | 0 | 34 | 38 | 22 | 5 | 0 | 0 | 23 | 36 | 40 | 36 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5953 | 16 | 56 | 80 | 11 | 6 | 2 | 0 | 0 | 9 | 80 | 9 | 5456 | |
| AIRPORT TOTAL | 6011 | 19 | 56 | 80 | 11 | 6 | 2 | 0 | 0 | 9 | 80 | 9 | 5492 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: GATWICK (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 543 | 0 | 11 | 57 | 21 | 17 | 6 | 0 | 0 | 19 | 56 | 23 | 514 | |
| ATHENS | 162 | 1 | 1 | 62 | 18 | 12 | 7 | 1 | 0 | 15 | 75 | 14 | 115 | |
| DUBLIN | 555 | 0 | 4 | 74 | 15 | 8 | 4 | 0 | 0 | 11 | 81 | 10 | 486 | |
| NEW YORK (JF KENNEDY) | 60 | 1 | 1 | 62 | 10 | 15 | 10 | 3 | 0 | 26 | 81 | 8 | 62 | |
| PALMA DE MALLORCA | 153 | 1 | 5 | 52 | 18 | 18 | 10 | 0 | 1 | 29 | 65 | 16 | 124 | |
| PARIS (CHARLES DE GAULLE) | 307 | 1 | 4 | 67 | 19 | 10 | 4 | 0 | 0 | 13 | 67 | 17 | 306 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 3037 | 31 | 51 | 47 | 18 | 18 | 14 | 3 | 1 | 40 | 56 | 29 | 3122 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 16098 | 31 | 279 | 64 | 17 | 12 | 6 | 0 | 0 | 16 | 76 | 11 | 15206 | |
| AIRPORT TOTAL | 19135 | 62 | 330 | 62 | 17 | 13 | 7 | 1 | 0 | 20 | 73 | 14 | 18328 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: GLASGOW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 183 | 0 | 3 | 49 | 22 | 18 | 9 | 1 | 0 | 25 | 58 | 19 | 242 | |
| DUBLIN | 186 | 0 | 0 | 89 | 4 | 3 | 3 | 0 | 0 | 3 | 97 | 0 | 172 | |
| PALMA DE MALLORCA | 36 | 0 | 2 | 64 | 8 | 8 | 17 | 3 | 0 | 28 | 55 | 21 | 38 | |
| PARIS (CHARLES DE GAULLE) | 174 | 0 | 7 | 78 | 11 | 9 | 2 | 0 | 0 | 8 | 81 | 9 | 140 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 543 | 12 | 19 | 52 | 18 | 15 | 12 | 3 | 0 | 29 | 57 | 31 | 571 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 6118 | 73 | 163 | 82 | 9 | 5 | 3 | 0 | 0 | 8 | 82 | 7 | 6068 | |
| AIRPORT TOTAL | 6661 | 85 | 182 | 80 | 10 | 6 | 4 | 0 | 0 | 10 | 80 | 9 | 6639 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: HEATHROW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 1429 | 0 | 0 | 76 | 13 | 8 | 4 | 0 | 0 | 9 | 66 | 18 | 1379 | |
| ATHENS | 373 | 0 | 0 | 62 | 18 | 12 | 8 | 0 | 0 | 15 | 70 | 13 | 362 | |
| DUBLIN | 1242 | 1 | 7 | 72 | 17 | 7 | 3 | 0 | 0 | 13 | 73 | 10 | 1211 | |
| NEW YORK (JF KENNEDY) | 1181 | 0 | 4 | 65 | 18 | 11 | 5 | 0 | 0 | 18 | 74 | 9 | 1121 | |
| PALMA DE MALLORCA | 62 | 0 | 0 | 34 | 26 | 29 | 11 | 0 | 0 | 32 | 79 | 10 | 70 | |
| PARIS (CHARLES DE GAULLE) | 1643 | 4 | 2 | 73 | 15 | 9 | 2 | 0 | 0 | 9 | 67 | 15 | 1624 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 40 | 2 | 6 | 33 | 5 | 30 | 25 | 5 | 3 | 59 | 28 | 25 | 40 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 37231 | 70 | 126 | 72 | 14 | 9 | 4 | 0 | 0 | 12 | 74 | 10 | 36493 | |
| AIRPORT TOTAL | 37271 | 72 | 132 | 72 | 14 | 9 | 4 | 0 | 0 | 12 | 74 | 10 | 36533 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: LONDON CITY (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AMSTERDAM | 240 | 0 | 12 | 46 | 23 | 16 | 15 | 0 | 0 | 25 | 65 | 20 | 233 | |
| DUBLIN | 310 | 0 | 26 | 83 | 12 | 3 | 2 | 0 | 0 | 6 | 66 | 15 | 352 | |
| PARIS (CHARLES DE GAULLE) | 176 | 0 | 8 | 71 | 19 | 9 | 2 | 0 | 0 | 12 | 69 | 15 | 194 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3484 | 1 | 155 | 62 | 20 | 13 | 5 | 0 | 0 | 15 | 69 | 12 | 3092 | |
| AIRPORT TOTAL | 3484 | 2 | 155 | 62 | 20 | 13 | 5 | 0 | 0 | 15 | 69 | 12 | 3093 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: LUTON (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 171 | 0 | 0 | 82 | 10 | 4 | 5 | 0 | 0 | 6 | 60 | 22 | 167 | |
| ATHENS | 124 | 0 | 0 | 75 | 10 | 8 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | |
| DUBLIN | 249 | 3 | 25 | 90 | 6 | 4 | 1 | 0 | 0 | 1 | 92 | 2 | 261 | |
| PALMA DE MALLORCA | 78 | 0 | 0 | 73 | 12 | 12 | 4 | 0 | 0 | 9 | 64 | 14 | 80 | |
| PARIS (CHARLES DE GAULLE) | 197 | 1 | 1 | 73 | 19 | 7 | 0 | 1 | 0 | 10 | 55 | 22 | 157 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 332 | 31 | 10 | 54 | 17 | 19 | 9 | 1 | 0 | 25 | 58 | 23 | 296 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 3291 | 28 | 43 | 69 | 13 | 11 | 6 | 0 | 0 | 14 | 75 | 12 | 2403 | |
| AIRPORT TOTAL | 3623 | 59 | 53 | 67 | 14 | 12 | 7 | 0 | 0 | 15 | 73 | 13 | 2699 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: MANCHESTER (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 622 | 2 | 2 | 74 | 13 | 8 | 5 | 0 | 0 | 11 | 66 | 20 | 607 | |
| DUBLIN | 616 | 3 | 1 | 88 | 7 | 3 | 2 | 0 | 0 | 3 | 83 | 4 | 536 | |
| NEW YORK (JF KENNEDY) | 102 | 0 | 2 | 79 | 14 | 5 | 1 | 1 | 0 | 6 | 80 | 7 | 123 | |
| PALMA DE MALLORCA | 102 | 0 | 4 | 59 | 18 | 14 | 8 | 2 | 0 | 21 | 67 | 12 | 108 | |
| PARIS (CHARLES DE GAULLE) | 506 | 2 | 0 | 72 | 12 | 11 | 5 | 0 | 0 | 13 | 67 | 15 | 492 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 2370 | 33 | 32 | 53 | 15 | 15 | 14 | 2 | 1 | 35 | 58 | 27 | 2336 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 10559 | 35 | 95 | 79 | 11 | 6 | 4 | 0 | 0 | 8 | 80 | 9 | 8886 | |
| AIRPORT TOTAL | 12929 | 68 | 127 | 74 | 12 | 8 | 6 | 1 | 0 | 13 | 75 | 13 | 11222 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: NEWCASTLE (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 297 | 0 | 5 | 63 | 18 | 13 | 5 | 2 | 0 | 19 | 65 | 21 | 236 | |
| DUBLIN | 124 | 0 | 0 | 94 | 4 | 2 | 1 | 0 | 0 | 2 | 92 | 1 | 118 | |
| PALMA DE MALLORCA | 17 | 0 | 1 | 71 | 12 | 18 | 0 | 0 | 0 | 5 | 65 | 31 | 17 | |
| PARIS (CHARLES DE GAULLE) | 162 | 0 | 2 | 52 | 19 | 21 | 7 | 1 | 0 | 20 | 51 | 27 | 222 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 331 | 6 | 24 | 57 | 15 | 15 | 8 | 3 | 2 | 32 | 61 | 21 | 299 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2723 | 19 | 62 | 78 | 11 | 7 | 3 | 0 | 0 | 9 | 79 | 10 | 2829 | |
| AIRPORT TOTAL | 3054 | 25 | 86 | 76 | 11 | 8 | 4 | 1 | 0 | 11 | 77 | 11 | 3128 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1999

Reporting Airport: STANSTED (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | MAR 1998 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 451 | 0 | 6 | 62 | 16 | 14 | 8 | 0 | 0 | 18 | 74 | 13 | 444 | |
| DUBLIN | 941 | 4 | 17 | 70 | 16 | 8 | 5 | 0 | 0 | 14 | 78 | 10 | 845 | |
| PALMA DE MALLORCA | 26 | 0 | 1 | 46 | 27 | 23 | 4 | 0 | 0 | 21 | 27 | 39 | 15 | |
| PARIS (CHARLES DE GAULLE) | 228 | 0 | 6 | 52 | 20 | 19 | 9 | 0 | 0 | 23 | 75 | 17 | 222 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 455 | 33 | 17 | 53 | 16 | 17 | 11 | 3 | 0 | 30 | 48 | 28 | 541 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 8590 | 29 | 180 | 66 | 15 | 11 | 7 | 1 | 0 | 16 | 78 | 10 | 5297 | |
| AIRPORT TOTAL | 9045 | 62 | 197 | 65 | 15 | 12 | 7 | 1 | 0 | 16 | 75 | 12 | 5838 | |