

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**May 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

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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](http://www.caaerg.co.uk)

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
<b>AUSTRIA</b>															
<b>SALZBURG</b>	AIR 2000	C	6	0	0	83	17	0	0	0	0	9	67	5	6
	LAUDA-AIR	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	12	25	25	4
<b>TOTAL SALZBURG</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>13</b>	<b>10</b>
<b>VIENNA</b>	DUO AIRWAYS LTD	S	96	0	2	35	30	30	3	1	0	25	0	0	0
<b>TOTAL VIENNA</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>30</b>	<b>30</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>31</b>	<b>27</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>13</b>	<b>10</b>
<b>BELGIUM</b>															
<b>ANTWERP</b>	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	-13	0	0	0
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BRUSSELS</b>	BMI BRITISH MIDLAND	S	130	0	6	80	13	5	2	0	0	8	73	10	127
	BRITISH AIRWAYS PLC	S	130	0	0	65	24	9	2	0	0	14	72	12	94
	SABENA	S	228	0	0	71	15	12	2	0	0	11	75	11	208
<b>TOTAL BRUSSELS</b>			<b>488</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>429</b>
<b>TOTAL BELGIUM</b>			<b>490</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>429</b>
<b>BULGARIA</b>															
<b>BURGAS</b>	AIR VIA BULGARIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	23	100	8	5
<b>TOTAL BURGAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>8</b>	<b>5</b>
<b>VARNA</b>	AIR VIA BULGARIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	9	100	-9	5
<b>TOTAL VARNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-9</b>	<b>5</b>
<b>TOTAL BULGARIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>-1</b>	<b>10</b>
<b>CANADA</b>															
<b>TORONTO</b>	AIR TRANSAT	C	14	0	0	50	14	14	7	0	14	70	39	39	18
	CANADA 3000 AIRLINES	C	8	0	0	25	75	0	0	0	0	18	20	123	10
	ROYAL AIRLINES	C	6	2	0	50	50	0	0	0	0	11	0	105	8
<b>TOTAL TORONTO</b>			<b>28</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>39</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>42</b>	<b>38</b>	<b>52</b>	<b>82</b>
<b>TOTAL CANADA</b>			<b>28</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>39</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>42</b>	<b>38</b>	<b>52</b>	<b>82</b>
<b>CROATIA</b>															
<b>PULA</b>	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	2	0	0	0
<b>TOTAL PULA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>7</b>
<b>SPLIT</b>	CROATIA AIRLINES	C	2	0	2	50	0	0	50	0	0	70	0	0	0
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>9</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>9</b>	<b>7</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	AIR 2000	S	7	0	1	14	14	57	14	0	0	43	63	14	8
	BRITANNIA AIRWAYS	C	7	0	0	29	57	0	14	0	0	31	11	233	9
	CYPRUS AIRWAYS	S	8	0	0	13	13	63	13	0	0	41	50	14	8
	MONARCH AIRLINES	C	7	0	1	14	43	43	0	0	0	31	63	5	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
LARNACA	THOMAS COOK AIRLINES LTD	C	7	0	1	29	0	14	29	0	29	161	0	0	0
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>25</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>45</b>	<b>71</b>	<b>33</b>
PAPHOS	AIR 2000	S	4	0	0	25	0	50	25	0	0	47	57	47	14
	AIR 2000	C	14	0	0	57	14	7	21	0	0	43	50	26	4
	BRITANNIA AIRWAYS	C	15	0	0	27	20	20	33	0	0	52	53	30	15
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	21	0	0	0
<b>TOTAL PAPHOS</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>15</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>30</b>	<b>43</b>
<b>TOTAL CYPRUS</b>			<b>77</b>	<b>1</b>	<b>3</b>	<b>34</b>	<b>18</b>	<b>25</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>54</b>	<b>48</b>	<b>76</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	175	0	1	83	11	4	1	0	0	7	93	1	85
<b>TOTAL COPENHAGEN</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>1</b>	<b>85</b>
<b>TOTAL DENMARK</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>1</b>	<b>85</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	AIR 2000	C	10	0	0	20	0	40	40	0	0	66	0	0	0
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	3	67	28	6
<b>TOTAL PUERTO PLATA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>47</b>	<b>36</b>	<b>17</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>42</b>	<b>30</b>	<b>26</b>
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS PLC	C	3	0	1	100	0	0	0	0	0	13	0	0	0
<b>TOTAL BASTIA</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
DINARD	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL DINARD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
LE HAVRE	LOVE AIR	S	72	0	2	64	19	14	3	0	0	15	0	0	0
<b>TOTAL LE HAVRE</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	DUO AIRWAYS LTD	S	62	0	0	60	18	16	6	0	0	17	78	12	58
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>12</b>	<b>58</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	272	0	0	76	10	9	5	0	0	12	79	9	270
	FLYBE.BRITISH EUROPEAN	S	336	0	0	79	11	6	4	0	0	9	80	8	289
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>609</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>562</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	49	3	2	57	31	12	0	0	0	12	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>49</b>	<b>3</b>	<b>2</b>	<b>57</b>	<b>31</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>798</b>	<b>3</b>	<b>7</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>626</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	52	0	0	88	8	2	2	0	0	4	94	1	51
<b>TOTAL BERLIN (TEGEL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>1</b>	<b>51</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	207	0	0	85	6	6	2	0	0	6	87	4	206
	LUFTHANSA	S	48	0	0	81	4	8	4	2	0	10	0	0	0
	LUFTHANSA CITY LINE	S	90	0	2	69	9	14	8	0	0	14	76	9	130
<b>TOTAL DUSSELDORF</b>			<b>346</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>336</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	172	0	0	80	13	4	3	0	0	8	85	6	146
	HAPAG LLOYD FLUG	C	2	0	0	0	50	0	50	0	0	46	0	0	0
	LUFTHANSA	S	122	0	0	76	16	5	2	0	0	10	90	3	113
<b>TOTAL FRANKFURT MAIN</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>5</b>	<b>259</b>
HANOVER	BRITISH AIRWAYS PLC	S	38	0	0	100	0	0	0	0	0	-1	89	-1	19
<b>TOTAL HANOVER</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>-1</b>	<b>19</b>	
MUNICH	BRITISH AIRWAYS PLC	S	104	0	0	47	28	16	9	0	0	25	89	0	61
	LUFTHANSA	S	122	0	2	47	40	11	2	0	0	17	90	3	10
	LUFTHANSA CITY LINE	S	82	0	0	63	23	12	1	0	0	9	73	10	101
<b>TOTAL MUNICH</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>31</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>6</b>	<b>172</b>
STUTT GART	DUO AIRWAYS LTD	S	132	0	0	72	14	13	2	0	0	10	86	5	86
<b>TOTAL STUTT GART</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>5</b>	<b>86</b>
<b>TOTAL GERMANY</b>			<b>1173</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>5</b>	<b>944</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	7	0	1	71	0	0	29	0	0	33	80	17	10
	BRITANNIA AIRWAYS	C	14	0	0	21	36	36	7	0	0	30	43	39	21
	MONARCH AIRLINES	C	12	0	3	58	17	17	8	0	0	19	73	64	11
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	0	50	13	0	80	71	41	7
	THOMAS COOK AIRLINES LTD	C	9	0	1	11	0	11	67	11	0	123	0	0	0
<b>TOTAL CORFU</b>			<b>50</b>	<b>0</b>	<b>5</b>	<b>36</b>	<b>16</b>	<b>16</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>61</b>	<b>41</b>	<b>49</b>
HERAKLION	AIR 2000	C	8	0	0	50	13	38	0	0	0	16	100	-10	7
	BRITANNIA AIRWAYS	C	9	0	0	22	11	44	22	0	0	39	14	34	7
	MONARCH AIRLINES	C	6	0	2	50	33	0	17	0	0	26	57	56	7
<b>TOTAL HERAKLION</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>17</b>	<b>30</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>27</b>	<b>21</b>
KAVALLA	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	6	67	17	9
<b>TOTAL KAVALLA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	<b>9</b>
KEFALLINIA	AIR 2000	C	7	0	1	43	14	29	14	0	0	29	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	43	0	14	43	0	0	59	63	36	8
	EXCEL AIRWAYS LTD	C	9	0	1	44	0	33	22	0	0	50	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>4</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>63</b>	<b>36</b>	<b>8</b>
KOS	AIR 2000	C	7	0	1	14	43	14	14	0	14	180	43	31	7
	BRITANNIA AIRWAYS	C	7	0	0	71	0	29	0	0	0	16	43	33	7
	MY TRAVEL AIRWAYS UK	C	14	0	1	21	21	43	0	14	0	69	71	4	7
<b>TOTAL KOS</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>21</b>	<b>32</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>83</b>	<b>52</b>	<b>23</b>	<b>21</b>
RHODES	AIR 2000	C	8	0	0	13	13	25	50	0	0	69	43	27	7
	BRITANNIA AIRWAYS	C	7	0	0	71	0	29	0	0	0	18	64	14	14
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	57	0	0	0	0	13	71	6	7
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	0	14	29	0	0	50	0	0	0
	TRANSAER	C	9	0	0	22	0	33	44	0	0	54	0	0	0
<b>TOTAL RHODES</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>13</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>61</b>	<b>15</b>	<b>28</b>
SALONIKA	BRITANNIA AIRWAYS	C	9	0	0	56	0	22	22	0	0	37	80	4	5
<b>TOTAL SALONIKA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>80</b>	<b>4</b>	<b>5</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
SKIATHOS	BRITANNIA AIRWAYS	C	7	0	1	43	14	43	0	0	0	21	0	0	0
<b>TOTAL SKIATHOS</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>-10</b>	<b>7</b>
ZAKINTHOS	AIR 2000	C	8	0	0	50	38	13	0	0	0	12	86	-3	7
	BRITANNIA AIRWAYS	C	16	0	0	19	31	38	6	0	6	83	14	41	7
	MONARCH AIRLINES	C	7	0	0	43	29	0	29	0	0	31	43	32	7
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	29	14	29	0	0	43	43	19	7
	THOMAS COOK AIRLINES LTD	C	6	0	2	17	0	0	83	0	0	105	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>27</b>	<b>18</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>46</b>	<b>22</b>	<b>28</b>
<b>TOTAL GREECE</b>			<b>231</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>17</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>49</b>	<b>60</b>	<b>25</b>	<b>176</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	9	0	0	78	0	22	0	0	0	5	100	1	10
<b>TOTAL CONNAUGHT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	<b>10</b>
CORK	AER LINGUS	S	84	0	0	85	7	4	5	0	0	8	96	2	81
	FLYBE.BRITISH EUROPEAN	S	2	0	0	50	0	50	0	0	0	19	83	9	6
<b>TOTAL CORK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>3</b>	<b>87</b>
DUBLIN	AER LINGUS	S	305	1	0	86	7	4	4	0	0	7	85	7	249
	RYANAIR	S	255	0	0	86	7	5	2	0	0	7	62	17	300
<b>TOTAL DUBLIN</b>			<b>560</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>12</b>	<b>560</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>655</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>12</b>	<b>677</b>
<b>ITALY</b>															
BRESCIA/MONTICHIARI	BRITANNIA AIRWAYS	C	5	0	1	40	20	20	20	0	0	33	0	0	0
	BRITISH AIRWAYS PLC	C	3	0	0	33	0	67	0	0	0	32	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	DUO AIRWAYS LTD	S	138	0	10	38	22	30	11	0	0	28	67	20	135
<b>TOTAL MILAN (LINATE)</b>			<b>138</b>	<b>1</b>	<b>10</b>	<b>38</b>	<b>22</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>20</b>	<b>135</b>
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	31	60	42	10
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>60</b>	<b>42</b>	<b>10</b>
ROME (CIAMPINO)	EUROFLY SPA	C	3	0	1	0	0	33	67	0	0	73	0	0	0
	STAR EUROPE	C	4	0	0	25	0	0	75	0	0	86	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>67</b>	<b>18</b>	<b>3</b>
ROME (FIUMICINO)	AIR ONE	C	4	0	0	0	0	75	25	0	0	53	0	0	0
	ALITALIA	C	8	0	2	13	13	38	25	13	0	67	0	0	0
	EUROFLY SPA	C	10	0	2	30	10	10	50	0	0	54	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>22</b>	<b>4</b>	<b>4</b>	<b>18</b>	<b>9</b>	<b>32</b>	<b>36</b>	<b>5</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	DUO AIRWAYS LTD	C	9	0	1	44	33	22	0	0	0	18	0	0	0
<b>TOTAL VENICE</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	MONARCH AIRLINES	C	4	0	2	0	100	0	0	0	0	22	0	0	0
<b>TOTAL VERONA</b>			<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>64</b>	<b>13</b>
<b>TOTAL ITALY</b>			<b>199</b>	<b>6</b>	<b>19</b>	<b>34</b>	<b>22</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>25</b>	<b>168</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	KYRGYZSTAN AIRLINES	S	9	0	0	22	22	22	22	11	0	70	0	0	0
TOTAL BISHKEK (FRUNZE)			9	0	0	22	22	22	22	11	0	70	0	0	0
TOTAL KYRGYZSTAN			9	0	0	22	22	22	22	11	0	70	0	0	0
<b>LUXEMBOURG</b>															
LUXEMBOURG	EUROPEAN AIR CHARTER	C	3	0	0	33	33	33	0	0	0	19	0	0	0
TOTAL LUXEMBOURG			3	0	0	33	33	33	0	0	0	19	0	0	0
TOTAL LUXEMBOURG			3	0	0	33	33	33	0	0	0	19	0	0	0
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	50	25	25	0	0	0	16	88	3	8
	AIR MALTA	S	8	0	0	13	25	38	25	0	0	54	63	10	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	75	25	0	0	60	63	99	8
TOTAL MALTA			24	0	0	21	17	46	17	0	0	43	62	37	34
TOTAL MALTA			24	0	0	21	17	46	17	0	0	43	62	37	34
<b>MEXICO</b>															
CANCUN	AIR 2000	C	7	1	1	0	43	0	57	0	0	71	0	0	0
TOTAL CANCUN			7	1	1	0	43	0	57	0	0	71	0	0	0
TOTAL MEXICO			7	1	1	0	43	0	57	0	0	71	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	228	0	0	88	7	4	1	0	0	6	73	11	204
	KLM UK LTD	S	333	0	9	77	14	5	3	0	0	10	74	13	338
TOTAL AMSTERDAM			561	0	9	81	11	5	2	0	0	8	74	12	542
EINDHOVEN	B A S E BUSINESS AIRLINES	S	68	4	14	50	28	22	0	0	0	17	63	13	64
TOTAL EINDHOVEN			68	4	14	50	28	22	0	0	0	17	63	13	64
TOTAL NETHERLANDS			629	4	23	78	13	7	2	0	0	9	72	12	606
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	27	0	1	52	7	19	19	4	0	37	59	21	27
	BRITANNIA AIRWAYS	C	7	0	1	43	0	43	14	0	0	27	75	12	8
	DUO AIRWAYS LTD	C	10	0	0	10	0	60	30	0	0	58	100	-2	10
	MONARCH AIRLINES	C	44	0	2	32	16	27	25	0	0	39	39	40	46
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	0	10	70	0	0	93	100	-4	8
	THOMAS COOK AIRLINES LTD	C	9	0	1	67	0	11	22	0	0	27	0	0	0
TOTAL FARO			107	0	5	37	8	26	27	1	0	44	57	26	102
TOTAL PORTUGAL(EXCLUDING MADEIRA)			107	0	5	37	8	26	27	1	0	44	57	26	102
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	10	0	0	70	10	10	10	0	0	9	0	0	0
TOTAL FUNCHAL			10	0	0	70	10	10	10	0	0	9	88	5	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	70	10	10	10	0	0	9	88	5	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)										
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	10	0	0	50	20	10	20	0	0	36	30	37	10
	BRITANNIA AIRWAYS	C	18	0	0	67	0	11	22	0	0	28	50	129	10
	BRITISH AIRWAYS PLC	C	4	0	0	25	0	0	75	0	0	79	100	8	4
	MONARCH AIRLINES	C	28	0	0	36	36	7	21	0	0	30	50	34	28
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	25	0	0	0	22	38	46	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	0	20	20	10	0	53	0	0	0
<b>TOTAL ALICANTE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>12</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>48</b>	<b>50</b>	<b>60</b>
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	18	0	0	83	0	17	0	0	0	12	72	75	18
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	14	0	43	0	0	58	0	0	0
<b>TOTAL ALMERIA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>4</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>75</b>	<b>18</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	61	0	1	64	13	15	5	3	0	22	82	10	62
<b>TOTAL BARCELONA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>10</b>	<b>62</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	9	0	0	44	11	33	11	0	0	27	38	68	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	0	11	44	0	0	57	0	0	0
<b>TOTAL GERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>38</b>	<b>68</b>	<b>8</b>
<b>IBIZA</b>	AIR 2000	C	9	0	1	33	0	44	22	0	0	55	56	23	9
	BRITANNIA AIRWAYS	C	32	0	0	53	19	13	16	0	0	26	55	63	40
	MONARCH AIRLINES	C	24	0	6	46	13	38	4	0	0	25	55	50	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	20	76	12	17
	SPANAIR	C	7	0	0	14	43	14	29	0	0	41	0	0	0
<b>TOTAL IBIZA</b>			<b>83</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>17</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>45</b>	<b>91</b>
<b>JEREZ</b>	STERLING EUROPEAN AIRLINES	C	4	0	0	50	50	0	0	0	0	7	0	0	0
<b>TOTAL JEREZ</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	6	0	0	50	17	17	17	0	0	28	0	0	0
<b>TOTAL MADRID</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MAHON</b>	AIR 2000	C	17	0	1	35	6	24	24	12	0	62	60	26	15
	BRITANNIA AIRWAYS	C	25	0	0	48	28	16	8	0	0	21	52	57	23
	MONARCH AIRLINES	C	22	0	0	23	14	27	36	0	0	53	48	60	23
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	20	50	0	0	57	50	28	8
<b>TOTAL MAHON</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>16</b>	<b>22</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>52</b>	<b>48</b>	<b>69</b>
<b>MALAGA</b>	AIR 2000	C	8	0	0	38	13	0	50	0	0	75	60	65	10
	BRITANNIA AIRWAYS	C	18	0	0	50	28	11	11	0	0	23	63	70	16
	BRITISH AIRWAYS PLC	C	11	0	1	27	27	27	18	0	0	33	83	9	24
	DUO AIRWAYS LTD	C	19	0	1	58	11	26	5	0	0	26	55	21	20
	FUTURA AIRLINES	C	10	0	0	40	10	10	40	0	0	63	0	0	0
	MONARCH AIRLINES	C	20	0	0	30	10	45	15	0	0	36	25	40	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	0	40	30	0	20	138	44	45	9
<b>TOTAL MALAGA</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>15</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>54</b>	<b>48</b>	<b>108</b>
<b>MURCIA SAN JAVIER</b>	DUO AIRWAYS LTD	C	11	0	0	36	18	27	18	0	0	30	90	1	10
<b>TOTAL MURCIA SAN JAVIER</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>90</b>	<b>1</b>	<b>10</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	45	0	1	29	13	16	33	9	0	67	60	14	43
	AIR EUROPA	C	16	0	0	31	13	13	13	25	6	101	40	117	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
PALMA DE MALLORCA	AIR LIB	C	2	0	0	0	0	100	0	0	0	43	0	0	0
	AIR LUXOR	C	2	0	0	0	50	0	50	0	0	66	0	0	0
	BRITANNIA AIRWAYS	C	76	0	0	57	8	22	13	0	0	26	38	79	78
	BRITISH AIRWAYS PLC	C	10	0	0	10	20	0	60	10	0	92	50	26	10
	CORSAIR	C	5	1	1	0	0	0	40	40	20	213	0	0	0
	DUO AIRWAYS LTD	C	15	0	0	0	7	0	80	13	0	112	56	24	16
	FUTURA AIRLINES	C	6	0	0	17	33	0	50	0	0	63	0	0	0
	IBERWORLD	C	2	0	6	0	0	50	50	0	0	74	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	12	69	8	16
	MY TRAVEL AIRWAYS UK	C	34	0	1	32	6	12	41	9	0	76	54	52	35
	SPANAIR	C	18	0	4	33	28	22	17	0	0	36	47	62	17
	THOMAS COOK AIRLINES LTD	C	24	0	3	13	4	8	54	21	0	103	0	0	0
TRANSAER	C	2	0	0	50	0	0	50	0	0	53	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>265</b>	<b>1</b>	<b>16</b>	<b>34</b>	<b>11</b>	<b>15</b>	<b>31</b>	<b>8</b>	<b>64</b>	<b>50</b>	<b>57</b>	<b>229</b>	
REUS	AIR 2000	C	7	0	1	100	0	0	0	0	-3	0	0	0	
	BRITANNIA AIRWAYS	C	16	0	0	38	25	25	13	0	30	69	58	16	
	MY TRAVEL AIRWAYS UK	C	9	0	1	11	0	0	78	11	0	117	86	3	7
<b>TOTAL REUS</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>28</b>	<b>3</b>	<b>47</b>	<b>74</b>	<b>41</b>	<b>23</b>	
<b>TOTAL SPAIN</b>			<b>755</b>	<b>1</b>	<b>31</b>	<b>42</b>	<b>14</b>	<b>18</b>	<b>23</b>	<b>4</b>	<b>46</b>	<b>56</b>	<b>47</b>	<b>678</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	50	13	25	13	0	0	30	44	39	16
	BRITANNIA AIRWAYS	C	10	0	0	50	30	20	0	0	0	21	75	6	8
	MONARCH AIRLINES	C	16	0	0	50	25	13	13	0	0	25	69	17	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-6	63	10	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	40	0	0	0
<b>TOTAL ARRECIFE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>21</b>	<b>48</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	20	25	43	8
	FUTURA AIRLINES	C	8	0	0	88	0	0	13	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	7	75	40	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>41</b>	<b>16</b>	
LAS PALMAS	AIR 2000	C	10	0	0	30	30	20	20	0	0	41	44	72	9
	BRITANNIA AIRWAYS	C	17	0	0	41	29	18	12	0	0	30	50	28	16
	MONARCH AIRLINES	C	10	0	0	40	60	0	0	0	0	15	0	51	9
	MY TRAVEL AIRWAYS UK	C	17	0	0	24	18	18	41	0	0	43	65	48	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	0	30	10	20	0	57	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>27</b>	<b>17</b>	<b>19</b>	<b>3</b>	<b>37</b>	<b>45</b>	<b>46</b>	<b>51</b>	
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	0	0	50	25	0	13	13	0	45	50	58	20
	BRITANNIA AIRWAYS	C	19	0	0	79	11	0	0	11	0	30	56	30	16
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	50	50	0	178	0	0	0
	MONARCH AIRLINES	C	17	0	0	53	29	12	6	0	0	17	43	61	28
	MY TRAVEL AIRWAYS UK	C	17	0	0	65	18	6	12	0	0	15	56	100	18
	SPANAIR	C	8	0	0	63	25	13	0	0	0	7	40	46	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	41	6	12	41	0	0	50	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>6</b>	<b>14</b>	<b>5</b>	<b>32</b>	<b>51</b>	<b>57</b>	<b>100</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>10</b>	<b>14</b>	<b>3</b>	<b>29</b>	<b>52</b>	<b>45</b>	<b>215</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	96	0	4	27	31	33	8	0	0	29	63	14	51
<b>TOTAL BASLE MULHOUSE</b>			<b>96</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>31</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>14</b>	<b>51</b>
GENEVA	DUO AIRWAYS LTD	S	92	0	6	50	22	27	1	0	0	20	0	0	0
<b>TOTAL GENEVA</b>			<b>92</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>22</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	SWISS AIRLINES	S	151	0	2	35	26	33	6	0	0	27	68	13	104
<b>TOTAL ZURICH</b>			<b>151</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>26</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>13</b>	<b>104</b>
<b>TOTAL SWITZERLAND</b>			<b>339</b>	<b>0</b>	<b>12</b>	<b>37</b>	<b>26</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>13</b>	<b>155</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	10	0	0	40	30	10	20	0	0	45	70	10	10
	BRITANNIA AIRWAYS	C	8	0	0	38	25	38	0	0	0	25	50	23	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	10	60	30	0	0	55	75	17	8
	NOUVELAIR TUNISIE	C	10	0	0	20	30	10	30	10	0	61	30	52	10
<b>TOTAL MONASTIR</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>56</b>	<b>26</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>56</b>	<b>26</b>	<b>36</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	4	71	11	7
	THOMAS COOK AIRLINES LTD	C	9	0	1	44	11	22	11	0	11	105	0	0	0
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>73</b>	<b>12</b>	<b>15</b>
BODRUM (MILAS)	AIR 2000	C	16	1	2	63	13	6	13	6	0	41	71	7	7
<b>TOTAL BODRUM (MILAS)</b>			<b>16</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>45</b>	<b>19</b>	<b>22</b>
DALAMAN	AIR 2000	C	7	0	1	43	29	0	29	0	0	23	79	9	14
	BRITANNIA AIRWAYS	C	10	1	1	100	0	0	0	0	0	-1	38	78	16
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	7	10	97	10
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	5	50	69	8
	THOMAS COOK AIRLINES LTD	C	8	0	1	0	0	0	50	50	0	170	0	0	0
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>1</b>	<b>4</b>	<b>65</b>	<b>8</b>	<b>3</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>60</b>	<b>48</b>
IZMIR (ADNAM MENDERES)	AIR 2000	C	9	0	1	33	22	11	0	22	11	117	71	31	7
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>117</b>	<b>71</b>	<b>31</b>	<b>7</b>
<b>TOTAL TURKEY</b>			<b>81</b>	<b>2</b>	<b>8</b>	<b>59</b>	<b>12</b>	<b>6</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>53</b>	<b>52</b>	<b>40</b>	<b>92</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	22	4	4	77	9	9	5	0	0	8	80	0	10
<b>TOTAL ASHKHABAD</b>			<b>22</b>	<b>4</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>0</b>	<b>10</b>
<b>TOTAL TURKMENISTAN</b>			<b>22</b>	<b>4</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>0</b>	<b>10</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	150	0	6	89	7	3	1	0	0	5	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ABERDEEN</b>			<b>152</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>12</b>	<b>94</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	250	0	3	84	11	2	2	0	0	6	81	8	248



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 BELFAST CITY			250	0	3	84	11	2	2	0	0	6	81	8	248
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	284	0	2	92	6	1	0	0	0	2	89	4	227
TOTAL BELFAST INTERNATIONAL			284	0	2	92	6	1	0	0	0	2	89	4	227
EDINBURGH	BRITISH AIRWAYS PLC	S	404	0	7	81	10	6	2	0	0	12	88	5	434
TOTAL EDINBURGH			404	0	7	81	10	6	2	0	0	12	88	5	434
EXETER	FLYBE.BRITISH EUROPEAN	S	182	0	2	79	15	3	3	0	0	9	77	9	129
TOTAL EXETER			182	0	2	79	15	3	3	0	0	9	77	9	129
GATWICK	FLYBE.BRITISH EUROPEAN	C	3	0	1	100	0	0	0	0	0	1	0	0	0
TOTAL GATWICK			3	0	1	100	0	0	0	0	0	1	100	-4	1
GLASGOW	AIR 2000	C	4	0	1	50	25	0	25	0	0	33	0	0	0
	BRITISH AIRWAYS PLC	S	328	0	1	80	13	4	2	0	0	9	88	6	365
	FLYBE.BRITISH EUROPEAN	S	161	0	2	58	25	12	4	0	0	18	72	12	190
TOTAL GLASGOW			493	0	4	73	17	7	3	0	0	12	82	8	555
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	58	0	0	52	21	19	9	0	0	24	59	18	66
TOTAL GUERNSEY			58	0	0	52	21	19	9	0	0	24	59	18	66
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	104	0	0	92	1	4	1	2	0	8	92	5	104
TOTAL ISLE OF MAN			104	0	0	92	1	4	1	2	0	8	92	5	104
JERSEY	BMI BRITISH MIDLAND	S	19	0	1	74	5	5	5	5	5	45	82	9	83
	BRITISH REGIONAL AIRLINES LTD	C	6	0	0	67	17	17	0	0	0	13	0	0	0
	CITY FLYER EXPRESS	C	10	0	0	50	20	30	0	0	0	14	0	0	0
	FLYBE.BRITISH EUROPEAN	S	98	0	1	41	32	12	14	1	0	30	70	14	114
TOTAL JERSEY			133	0	2	47	26	13	11	2	1	30	75	12	201
MANCHESTER	MONARCH AIRLINES	C	2	0	1	50	50	0	0	0	0	11	0	0	0
TOTAL MANCHESTER			3	0	1	33	33	33	0	0	0	22	0	284	1
NEWCASTLE	DUO AIRWAYS LTD	S	149	0	1	86	3	5	6	0	0	10	94	3	152
TOTAL NEWCASTLE			149	0	1	86	3	5	6	0	0	10	94	3	152
TOTAL UNITED KINGDOM			2215	1	29	80	12	5	3	0	0	10	83	8	2213
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	61	0	1	74	8	10	8	0	0	10	73	15	62
TOTAL CHICAGO (O'HARE)			61	0	1	74	8	10	8	0	0	10	73	15	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	48	15	18	19	0	0	29	61	21	62
TOTAL NEW YORK (NEWARK)			62	0	0	48	15	18	19	0	0	29	61	21	62
ORLANDO	BRITANNIA AIRWAYS	C	12	0	0	50	8	33	8	0	0	28	0	0	0
TOTAL ORLANDO			12	0	0	50	8	33	8	0	0	28	0	0	0
SANFORD	AIR 2000	C	10	0	0	20	20	20	40	0	0	65	0	0	0
	MONARCH AIRLINES	C	8	0	0	25	25	38	13	0	0	32	0	79	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	13	25	0	0	38	30	38	10
TOTAL SANFORD			26	0	0	23	27	23	27	0	0	47	21	44	38
TOTAL USA			161	0	1	54	14	17	16	0	0	25	56	24	162

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
TOTAL BIRMINGHAM		8595	26	175	67	14	11	7	1	0	18	74	16	7627

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
<b>AUSTRIA</b>															
VIENNA	AIR JET	C	2	0	0	0	0	50	0	50	0	127	0	0	0
	AUSTRIAN AIR TRANSPORT	C	2	0	2	100	0	0	0	0	0	5	0	0	0
	TYROLEAN AIRWAYS	S	20	0	0	35	45	5	15	0	0	24	0	0	0
<b>TOTAL VIENNA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>38</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>38</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	174	0	2	60	24	13	3	0	0	16	77	8	176
<b>TOTAL BRUSSELS</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>176</b>
<b>TOTAL BELGIUM</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>176</b>
<b>BULGARIA</b>															
VARNA	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	7	100	-2	3
<b>TOTAL VARNA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-2</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-2</b>	<b>3</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	13	13	25	50	0	0	63	0	72	10
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>72</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>72</b>	<b>10</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	C	9	0	1	33	22	22	22	0	0	46	0	0	0
<b>TOTAL LARNACA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CYPRUS</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>27</b>	<b>3</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	83	0	0	86	7	7	0	0	0	7	81	8	48
<b>TOTAL COPENHAGEN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>48</b>
<b>TOTAL DENMARK</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>48</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	186	0	0	30	25	33	12	0	0	32	21	29	62
	BRITISH AIRWAYS CITIEXPRESS L	S	30	0	0	63	33	3	0	0	0	11	82	9	34
	BRITISH REGIONAL AIRLINES LTD	S	164	0	2	35	21	25	18	1	0	37	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>380</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>24</b>	<b>27</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>15</b>	<b>198</b>
<b>TOTAL FRANCE</b>			<b>380</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>24</b>	<b>27</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>15</b>	<b>198</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	41	1	0	78	17	5	0	0	0	9	88	4	113
<b>TOTAL DUSSELDORF</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>5</b>	<b>115</b>
FRANKFURT MAIN	LUFTHANSA	S	124	0	0	74	19	7	0	0	0	-1	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 GERMANY			165	1	0	75	18	7	0	0	0	2	88	5	166
GREECE															
ZAKINTHOS	MONARCH AIRLINES	C	5	2	3	60	0	40	0	0	0	0	0	0	0
TOTAL ZAKINTHOS			5	2	3	60	0	40	0	0	0	0	0	0	0
TOTAL GREECE			5	2	3	60	0	40	0	0	0	0	0	0	0
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	283	0	1	81	9	7	3	0	9	85	9	188	
TOTAL DUBLIN			283	0	1	81	9	7	3	0	9	85	9	188	
TOTAL IRISH REPUBLIC			283	0	1	81	9	7	3	0	9	85	9	188	
ITALY															
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	14	0	0	79	21	0	0	0	11	0	0	0	
TOTAL ROME (FIUMICINO)			14	0	0	79	21	0	0	0	11	0	0	0	
TOTAL ITALY			15	0	0	73	20	7	0	0	13	0	35	1	
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	290	0	0	78	14	4	4	0	10	56	18	258	
TOTAL AMSTERDAM			290	0	0	78	14	4	4	0	10	56	18	258	
TOTAL NETHERLANDS			290	0	0	78	14	4	4	0	10	56	18	258	
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	C	18	0	0	11	22	44	11	11	60	38	31	8	
	SATA	C	6	1	1	33	33	33	0	0	25	0	0	0	
TOTAL FARO			24	1	1	17	25	42	8	8	51	53	22	19	
TOTAL PORTUGAL(EXCLUDING MADEIRA)			24	1	1	17	25	42	8	8	51	53	22	19	
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	38	13	50	0	0	28	50	30	8	
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	6	100	-1	7	
TOTAL ALICANTE			16	0	0	56	19	25	0	0	17	73	16	15	
IBIZA	AIR EUROPA	C	9	0	0	33	11	44	11	0	35	0	53	7	
TOTAL IBIZA			9	2	0	33	11	44	11	0	35	0	53	7	
MAHON	FUTURA AIRLINES	C	7	0	0	29	43	29	0	0	25	89	68	9	
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	14	29	43	14	93	56	53	9	
TOTAL MAHON			14	0	1	14	29	29	21	7	59	72	61	18	
MALAGA	BRITANNIA AIRWAYS	C	9	0	0	44	11	0	44	0	53	0	0	0	
TOTAL MALAGA			9	0	0	44	11	0	44	0	53	56	16	9	
PALMA DE MALLORCA	AIR EUROPA	C	31	1	4	16	6	16	32	29	118	17	64	18	
	BMI BRITISH MIDLAND	C	7	0	3	0	0	0	86	14	111	0	0	0	
	BRITANNIA AIRWAYS	C	7	0	0	29	14	29	29	0	40	33	92	6	
	FUTURA AIRLINES	C	9	0	0	11	11	33	44	0	63	50	30	10	
	SPANAIR	C	9	3	1	0	22	22	56	0	60	0	0	0	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL PALMA DE MALLORCA			63	4	8	13	10	19	43	16	0	92	33	59	43
REUS	SPANAIR	C	9	0	1	0	0	33	67	0	0	69	0	0	0
TOTAL REUS			9	0	1	0	0	33	67	0	0	69	0	0	0
TOTAL SPAIN			120	6	10	22	13	23	34	9	0	69	47	48	92
SPAIN(CANARY ISLANDS)															
ARRECIFE	FUTURA AIRLINES	C	8	0	0	50	25	13	13	0	0	13	0	0	0
TOTAL ARRECIFE			8	1	0	50	25	13	13	0	0	13	0	0	0
LAS PALMAS	MONARCH AIRLINES	C	10	0	0	20	20	10	30	20	0	79	0	0	0
	SPANAIR	C	9	0	1	11	22	44	0	22	0	81	67	33	9
TOTAL LAS PALMAS			19	0	1	16	21	26	16	21	0	80	44	50	18
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	50	25	0	25	0	0	29	100	-7	8
	FUTURA AIRLINES	C	8	0	0	50	38	13	0	0	0	6	60	24	10
	MONARCH AIRLINES	C	7	0	1	29	14	0	57	0	0	59	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			23	0	1	43	26	4	26	0	0	30	63	36	27
TOTAL SPAIN(CANARY ISLANDS)			50	1	2	34	24	14	20	8	0	46	56	41	45
SWEDEN															
STOCKHOLM (ARLANDA)	SAS	S	8	0	0	100	0	0	0	0	0	4	90	3	10
TOTAL STOCKHOLM (ARLANDA)			8	0	0	100	0	0	0	0	0	4	90	3	10
TOTAL SWEDEN			8	0	0	100	0	0	0	0	0	4	90	3	10
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	9	1	11	44	22	33	0	0	0	27	0	0	0
TOTAL BASLE MULHOUSE			9	1	11	44	22	33	0	0	0	27	0	0	0
ZURICH	SWISS AIRLINES	S	74	2	0	27	28	36	8	0	0	31	44	20	62
TOTAL ZURICH			74	2	0	27	28	36	8	0	0	31	60	16	102
TOTAL SWITZERLAND			83	3	11	29	28	36	7	0	0	30	60	16	102
TURKEY															
DALAMAN	MONARCH AIRLINES	C	7	0	1	43	14	29	14	0	0	36	0	0	0
TOTAL DALAMAN			7	0	1	43	14	29	14	0	0	36	22	23	9
TOTAL TURKEY			7	0	1	43	14	29	14	0	0	36	22	23	9
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	19	1	43	47	32	11	11	0	0	22	71	14	98
	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-17	0	0	0
TOTAL ABERDEEN			21	2	43	52	29	10	10	0	0	18	71	14	98
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	152	0	0	88	8	2	2	0	0	6	77	13	156
TOTAL BELFAST CITY			152	0	0	88	8	2	2	0	0	6	77	13	156
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	105	0	3	81	12	5	2	0	0	10	85	7	52
TOTAL BELFAST INTERNATIONAL			105	0	3	81	12	5	2	0	0	10	85	7	52
BIRMINGHAM	BRITISH AIRWAYS PLC	S	359	1	10	80	11	6	3	0	0	9	89	7	168

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
BIRMINGHAM	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>361</b>	<b>1</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	168
BOURNEMOUTH	GILL AIRWAYS	S	34	0	0	62	26	12	0	0	0	13	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>7</b>	40
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	242	6	19	73	16	5	5	0	0	16	87	7	245
<b>TOTAL BRISTOL</b>			<b>242</b>	<b>6</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>7</b>	245
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	113	2	5	72	19	9	0	0	0	9	83	6	117
<b>TOTAL CARDIFF WALES</b>			<b>113</b>	<b>2</b>	<b>5</b>	<b>72</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>6</b>	117
EAST MIDLANDS	BMI BRITISH MIDLAND	S	190	0	0	77	14	7	2	0	0	10	87	7	186
<b>TOTAL EAST MIDLANDS</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	186
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	322	0	0	86	10	3	1	0	0	6	81	9	320
<b>TOTAL GATWICK</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	320
GLASGOW	BMI BRITISH MIDLAND	S	83	0	0	90	6	4	0	0	0	2	90	1	29
<b>TOTAL GLASGOW</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>3</b>	48
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	80	20	0	0	0	0	9	70	13	10
<b>TOTAL GUERNSEY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	10
HEATHROW	BMI BRITISH MIDLAND	S	496	1	4	65	18	13	4	0	0	16	75	11	476
	BRITISH AIRWAYS PLC	S	634	0	2	86	9	3	1	1	0	10	81	12	634
<b>TOTAL HEATHROW</b>			<b>1130</b>	<b>1</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	1110
JERSEY	BMI BRITISH MIDLAND	S	10	0	0	40	20	20	20	0	0	30	30	32	10
	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	60	20	20	0	0	0	9	75	15	4
	BRITISH REGIONAL AIRLINES LTD	C	3	3	0	100	0	0	0	0	0	7	67	22	6
<b>TOTAL JERSEY</b>			<b>18</b>	<b>3</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>16</b>	30
KIRKWALL	LOGANAIR	S	50	0	2	74	10	8	8	0	0	17	0	0	0
<b>TOTAL KIRKWALL</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>16</b>	52
LEEDS BRADFORD	GILL AIRWAYS	S	76	0	0	88	7	3	0	3	0	10	89	7	70
<b>TOTAL LEEDS BRADFORD</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	70
LONDON CITY	KLM UK LTD	S	144	0	4	90	6	4	0	0	0	1	81	7	188
<b>TOTAL LONDON CITY</b>			<b>144</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>7</b>	188
LUTON	EASYJET AIRLINE COMPANY LTD	S	270	0	0	79	10	5	4	2	0	13	57	31	250
<b>TOTAL LUTON</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>31</b>	250
MANCHESTER	BMI REGIONAL	S	141	0	3	52	26	19	3	1	0	19	67	18	141
	BRITISH AIRWAYS CITIEXPRESS L	S	142	0	0	93	7	0	0	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	86	0	0	80	12	6	2	0	0	13	84	8	223
<b>TOTAL MANCHESTER</b>			<b>369</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	364
NORWICH	SCOT AIRWAYS	S	86	0	8	73	17	2	7	0	0	13	86	5	85
<b>TOTAL NORWICH</b>			<b>86</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>17</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>5</b>	85
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	6	2	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>6</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	186	0	0	83	11	3	3	0	0	7	84	9	91
<b>TOTAL SOUTHAMPTON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>91</b>
STANSTED	GO FLY LTD	S	276	1	0	83	11	4	2	0	0	4	0	0	0
	KLM UK LTD	S	342	0	19	89	4	3	4	0	0	4	72	15	329
<b>TOTAL STANSTED</b>			<b>618</b>	<b>1</b>	<b>19</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>15</b>	<b>329</b>
SUMBURGH	LOGANAIR	S	51	0	1	78	4	12	6	0	0	15	0	0	0
<b>TOTAL SUMBURGH</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>4</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>52</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4632</b>	<b>18</b>	<b>123</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>4096</b>
USA															
<b>TOTAL USA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EDINBURGH</b>			<b>6367</b>	<b>32</b>	<b>159</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>13</b>	<b>5424</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)
<b>ALGERIA</b>															
HASSI MESSAOUD	AIR ALGERIE	C	16	0	0	56	13	19	13	0	0	17	61	22	18
	EXCEL AIRWAYS LTD	C	8	0	0	38	13	13	25	13	0	62	63	76	8
<b>TOTAL HASSI MESSAOUD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>38</b>	<b>26</b>
<b>TOTAL ALGERIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>38</b>	<b>26</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	26	0	0	62	19	8	8	4	0	22	65	29	26
	CALEDONIAN AIRWAYS	C	15	0	0	73	20	7	0	0	0	9	38	23	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	82	6	12	0	0	0	3	0	0	0
<b>TOTAL ANTIGUA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>28</b>	<b>38</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>28</b>	<b>38</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	-10	90	6	10
<b>TOTAL BUENOS AIRES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>90</b>	<b>6</b>	<b>10</b>
<b>TOTAL ARGENTINA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>90</b>	<b>6</b>	<b>10</b>
<b>AUSTRIA</b>															
INNSBRUCK	AIR 2000	C	3	0	0	0	100	0	0	0	0	20	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>61</b>	<b>8</b>
LINZ	CALEDONIAN AIRWAYS	C	2	0	1	50	0	50	0	0	0	29	0	0	0
<b>TOTAL LINZ</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	AIR 2000	C	10	0	0	30	40	30	0	0	0	19	80	6	10
	CALEDONIAN AIRWAYS	C	12	0	0	75	25	0	0	0	0	1	50	22	8
<b>TOTAL SALZBURG</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>32</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>17</b>	<b>99</b>
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	123	0	1	63	21	11	4	1	0	17	71	8	124
	LAUDA-AIR	S	34	0	0	38	35	18	9	0	0	27	47	26	38
<b>TOTAL VIENNA</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>13</b>	<b>162</b>
<b>TOTAL AUSTRIA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>26</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>16</b>	<b>269</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	16	0	0	19	44	38	0	0	0	24	61	15	18
<b>TOTAL BAKU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>10</b>	<b>45</b>
<b>TOTAL AZERBAIJAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>10</b>	<b>45</b>
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	4	0	0	75	0	0	25	0	0	22	67	15	3
<b>TOTAL NASSAU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>13</b>	<b>16</b>
<b>TOTAL BAHAMAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>13</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	AIR 2000	C	10	0	0	60	40	0	0	0	0	13	0	0	0
	BRITANNIA AIRWAYS	C	6	0	0	17	17	50	17	0	0	40	63	23	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
<b>BRIDGETOWN</b>	CALEDONIAN AIRWAYS	C	10	0	0	50	30	20	0	0	0	19	50	43	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	0	50	20	0	0	40	33	33	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	48	22	15	15	0	0	28	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>32</b>	<b>32</b>
<b>TOTAL BARBADOS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>32</b>	<b>32</b>
<b>BELARUS</b>															
<b>MINSK</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	39	44	17	0	0	0	21	44	31	18
<b>TOTAL MINSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>44</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>31</b>	<b>18</b>
<b>TOTAL BELARUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>44</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>31</b>	<b>18</b>
<b>BELGIUM</b>															
<b>ANTWERP</b>	VLM (BELGIUM)	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>3</b>	<b>1</b>
<b>BRUSSELS</b>	BRITISH AIRWAYS (EURO OPS) LG	S	183	1	0	66	12	16	5	0	0	16	92	2	192
	SABENA	S	217	0	8	63	20	12	6	0	0	17	81	10	226
<b>TOTAL BRUSSELS</b>			<b>400</b>	<b>1</b>	<b>8</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>418</b>
<b>TOTAL BELGIUM</b>			<b>402</b>	<b>1</b>	<b>8</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>419</b>
<b>BERMUDA</b>															
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	35	0	0	80	3	14	3	0	0	11	86	3	37
<b>TOTAL BERMUDA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>3</b>	<b>37</b>
<b>TOTAL BERMUDA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>3</b>	<b>37</b>
<b>BRAZIL</b>															
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	28	0	0	82	14	4	0	0	0	-5	85	1	27
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>85</b>	<b>1</b>	<b>27</b>
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	18	0	0	61	11	17	11	0	0	18	63	25	19
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>18</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>36</b>	<b>37</b>
<b>TOTAL BRAZIL</b>			<b>46</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>21</b>	<b>64</b>
<b>BULGARIA</b>															
<b>BURGAS</b>	AIR VIA BULGARIAN AIRWAYS	C	5	0	1	60	20	20	0	0	0	9	100	7	6
<b>TOTAL BURGAS</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>7</b>	<b>6</b>
<b>SOFIA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	53	0	0	26	25	38	11	0	0	34	70	12	44
<b>TOTAL SOFIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>25</b>	<b>38</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>70</b>	<b>12</b>	<b>44</b>
<b>VARNA</b>	AIR VIA BULGARIAN AIRWAYS	C	6	0	0	83	0	0	17	0	0	26	100	2	6
<b>TOTAL VARNA</b>			<b>6</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>89</b>	<b>7</b>	<b>9</b>
<b>TOTAL BULGARIA</b>			<b>64</b>	<b>0</b>	<b>9</b>	<b>34</b>	<b>22</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>76</b>	<b>11</b>	<b>59</b>
<b>CAMEROON</b>															
<b>DOUALA</b>	CAMEROON AIRLINES	S	2	0	0	0	0	50	0	0	50	265	63	14	8
<b>TOTAL DOUALA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>265</b>	<b>63</b>	<b>14</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 CAMEROON			2	0	0	0	0	50	0	0	50	265	63	14	8
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	28	0	0	43	25	25	7	0	0	24	29	36	38
	CANADA 3000 AIRLINES	C	52	0	0	50	21	19	10	0	0	23	57	16	42
	ROYAL AIRLINES	C	18	0	0	17	22	56	6	0	0	32	0	0	0
<b>TOTAL TORONTO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>26</b>	<b>80</b>
VANCOUVER	AIR TRANSAT	C	12	0	0	83	17	0	0	0	0	4	35	44	20
	CANADA 3000 AIRLINES	C	18	0	0	78	6	0	11	6	0	24	38	44	16
<b>TOTAL VANCOUVER</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>36</b>	<b>44</b>	<b>36</b>
<b>TOTAL CANADA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>42</b>	<b>31</b>	<b>117</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	17	0	0	59	18	18	6	0	0	16	75	6	12
<b>TOTAL GRAND CAYMAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>6</b>	<b>12</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>6</b>	<b>12</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	54	0	0	100	0	0	0	0	0	-8	94	-3	34
<b>TOTAL SANTIAGO DE CHILE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>94</b>	<b>-3</b>	<b>34</b>
<b>TOTAL CHILE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>94</b>	<b>-3</b>	<b>34</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	27	0	0	74	22	0	4	0	0	5	70	3	27
<b>TOTAL BOGOTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>3</b>	<b>27</b>
<b>TOTAL COLOMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>3</b>	<b>27</b>
<b>COSTA RICA</b>															
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	10	0	0	50	10	20	20	0	0	25	0	0	0
<b>TOTAL SAN JOSE COST RICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL COSTA RICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	9	0	0	67	22	11	0	0	0	6	100	-6	8
<b>TOTAL DUBROVNIK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>22</b>	<b>11</b>
PULA	BRITANNIA AIRWAYS	C	7	0	0	43	29	0	29	0	0	31	71	8	7
<b>TOTAL PULA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>8</b>	<b>7</b>
SPLIT	CROATIA AIRLINES	S	14	0	0	21	57	21	0	0	0	23	0	42	8
<b>TOTAL SPLIT</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>42</b>	<b>8</b>
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	60	26	11	2	0	2	21	86	5	64
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>86</b>	<b>5</b>	<b>64</b>
<b>TOTAL CROATIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>30</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>77</b>	<b>10</b>	<b>90</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
<b>CUBA</b>															
HAVANA	BRITISH AIRWAYS PLC	S	10	0	0	60	10	10	20	0	0	28	0	0	0
	CUBANA	S	20	6	6	70	5	25	0	0	0	10	50	118	26
<b>TOTAL HAVANA</b>			<b>30</b>	<b>6</b>	<b>6</b>	<b>67</b>	<b>7</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>118</b>	<b>26</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	4	0	0	0	0	75	25	0	0	69	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>64</b>	<b>4</b>
VARADERO	MONARCH AIRLINES	C	12	0	0	25	17	8	42	8	0	60	0	0	0
<b>TOTAL VARADERO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>18</b>	<b>4</b>
<b>TOTAL CUBA</b>			<b>46</b>	<b>6</b>	<b>6</b>	<b>50</b>	<b>9</b>	<b>22</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>47</b>	<b>100</b>	<b>34</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	42	0	0	52	24	19	5	0	0	21	57	37	44
	CALEDONIAN AIRWAYS	C	32	0	0	19	13	25	25	16	3	97	41	99	22
	CYPRUS AIRWAYS	S	20	0	0	15	15	50	20	0	0	46	50	16	28
	EUROCYPRIA AIRLINES LTD	C	8	0	0	38	13	38	13	0	0	35	80	14	10
	MONARCH AIRLINES	C	8	0	0	25	0	38	38	0	0	46	100	0	8
	MY TRAVEL AIRWAYS UK	C	11	0	0	45	9	18	27	0	0	43	67	18	9
	THOMAS COOK AIRLINES LTD	C	25	0	0	8	8	12	52	16	4	118	63	13	8
<b>TOTAL LARNACA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>25</b>	<b>23</b>	<b>6</b>	<b>1</b>	<b>61</b>	<b>58</b>	<b>36</b>	<b>138</b>
PAPHOS	AIR 2000	C	5	0	0	80	0	0	20	0	0	23	75	9	8
	AIR 2000	S	39	0	0	33	23	18	26	0	0	37	46	22	35
	BRITANNIA AIRWAYS	C	16	0	0	13	19	38	31	0	0	45	13	45	8
	CALEDONIAN AIRWAYS	C	28	0	0	21	21	32	11	7	7	79	33	46	24
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	13	60	113	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	40	20	0	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	1	2	53	13	20	13	0	0	25	0	0	0
<b>TOTAL PAPHOS</b>			<b>123</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>20</b>	<b>23</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>42</b>	<b>42</b>	<b>44</b>	<b>93</b>
<b>TOTAL CYPRUS</b>			<b>269</b>	<b>1</b>	<b>2</b>	<b>33</b>	<b>17</b>	<b>24</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>53</b>	<b>52</b>	<b>39</b>	<b>231</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	158	0	16	63	26	8	3	0	0	15	68	11	128
<b>TOTAL BILLUND</b>			<b>158</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>11</b>	<b>128</b>
COPENHAGEN	MAERSK AIR	S	57	0	5	72	26	2	0	0	0	10	75	10	60
<b>TOTAL COPENHAGEN</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>9</b>	<b>184</b>
<b>TOTAL DENMARK</b>			<b>215</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>10</b>	<b>312</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	38	25	25	13	0	0	29	42	31	12
	MONARCH AIRLINES	C	13	0	0	31	0	54	15	0	0	41	63	63	8
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	6	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>12</b>	<b>40</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>48</b>	<b>116</b>	<b>29</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	10	0	10	60	20	0	108	22	90	9
	MONARCH AIRLINES	C	4	0	0	0	50	0	50	0	0	57	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>93</b>	<b>35</b>	<b>57</b>	<b>17</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 DOMINICAN REPUBLIC			39	0	0	26	13	28	28	5	0	54	43	85	53
EGYPT															
HURGHADA	MONARCH AIRLINES	C	8	0	0	0	0	50	50	0	0	64	40	23	10
TOTAL HURGHADA			8	0	0	0	0	50	50	0	0	64	40	23	10
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	38	13	38	13	0	0	31	11	61	9
	CALEDONIAN AIRWAYS	C	8	0	0	25	13	25	38	0	0	44	0	0	0
TOTAL LUXOR			16	0	0	31	13	31	25	0	0	38	11	61	9
SHARM EL SHEIKH (OPHIRA)	CALEDONIAN AIRWAYS	C	8	0	0	50	13	13	25	0	0	29	100	13	1
	EXCEL AIRWAYS LTD	C	8	0	0	25	25	25	25	0	0	37	0	0	0
	MONARCH AIRLINES	C	8	0	0	25	38	38	0	0	0	22	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			24	0	0	33	25	25	17	0	0	29	33	76	9
TOTAL EGYPT			48	0	0	27	17	31	25	0	0	38	29	53	28
ESTONIA															
TALLIN	ESTONIAN AIR	S	52	0	0	85	6	10	0	0	0	10	81	8	52
TOTAL TALLIN			52	0	0	85	6	10	0	0	0	10	81	8	52
TOTAL ESTONIA			52	0	0	85	6	10	0	0	0	10	81	8	52
FINLAND															
HELSINKI	FINNAIR	S	124	0	0	85	10	2	3	0	0	7	0	0	0
TOTAL HELSINKI			124	0	0	85	10	2	3	0	0	7	63	17	124
TOTAL FINLAND			124	0	0	85	10	2	3	0	0	7	63	17	124
FRANCE															
AJACCIO	CALEDONIAN AIRWAYS	C	4	0	0	25	0	50	25	0	0	47	0	32	4
TOTAL AJACCIO			5	0	0	20	0	40	40	0	0	73	60	15	10
BASTIA	EUROPEAN AIR CHARTER	C	6	1	0	17	17	17	33	17	0	76	0	62	6
	MONARCH AIRLINES	C	7	0	1	14	43	29	14	0	0	49	33	58	6
TOTAL BASTIA			13	1	1	15	31	23	23	8	0	61	15	57	13
BORDEAUX	AIR LIB	S	185	0	1	65	23	8	4	1	0	15	75	13	186
TOTAL BORDEAUX			185	0	1	65	23	8	4	1	0	15	75	13	186
BREST	BRIT AIR	S	176	0	0	84	10	6	1	0	0	9	85	7	176
TOTAL BREST			176	0	0	84	10	6	1	0	0	9	85	7	176
CALVI	AIR 2000	C	6	0	0	83	0	17	0	0	0	6	17	37	6
TOTAL CALVI			6	0	0	83	0	17	0	0	0	6	17	37	6
FIGARI	MONARCH AIRLINES	C	6	0	0	33	0	33	33	0	0	42	17	30	6
TOTAL FIGARI			6	0	0	33	0	33	33	0	0	42	17	30	6
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	212	0	2	70	12	14	4	0	0	10	78	6	186
TOTAL MARSEILLE			212	0	2	70	12	14	4	0	0	10	78	6	187
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	72	0	0	83	13	1	0	3	0	10	74	8	72
TOTAL MONTPELLIER			72	0	0	83	13	1	0	3	0	10	74	8	72

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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)										
NICE	AB AIRLINES	S	62	0	2	58	10	10	18	2	3	57	0	0	0
	CALEDONIAN AIRWAYS	C	5	0	0	40	20	20	0	20	0	52	0	91	2
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	81	50	20	8
	EXCEL AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	23	0	0	0
<b>TOTAL NICE</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>14</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>56</b>	<b>31</b>	<b>33</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS (EURO OPS) LG	S	290	0	0	70	16	9	5	0	0	13	68	12	290
	CAMEROON AIRLINES	S	2	0	0	0	0	50	0	0	50	265	100	6	1
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>293</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>13</b>	<b>303</b>
RENNES	BRIT AIR	S	101	0	3	66	28	2	4	0	0	14	73	9	104
<b>TOTAL RENNES</b>			<b>101</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>28</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>9</b>	<b>104</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	18	0	0	61	11	22	0	6	0	22	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>79</b>	<b>16</b>
TOULOUSE (BLAGNAC)	AIR LIB	S	185	0	1	72	15	7	4	2	0	16	78	13	186
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>13</b>	<b>186</b>
<b>TOTAL FRANCE</b>			<b>1344</b>	<b>1</b>	<b>15</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>12</b>	<b>1294</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	15	0	0	33	40	13	0	13	0	44	33	35	9
<b>TOTAL LIBREVILLE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>35</b>	<b>9</b>
<b>TOTAL GABON</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>35</b>	<b>9</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	0	13	25	63	0	0	75	0	74	10
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>74</b>	<b>10</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>74</b>	<b>10</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	AB AIRLINES	S	60	0	0	60	25	7	0	5	3	35	40	36	52
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>35</b>	<b>40</b>	<b>36</b>	<b>52</b>
BREMEN	CITY FLYER EXPRESS	S	185	0	1	83	11	5	2	0	0	6	74	11	227
<b>TOTAL BREMEN</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>227</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	104	0	0	70	13	13	3	0	0	12	83	7	212
<b>TOTAL COLOGNE (BONN)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>212</b>
DUSSELDORF	CITY FLYER EXPRESS	S	237	0	1	75	16	7	2	0	0	9	75	8	204
<b>TOTAL DUSSELDORF</b>			<b>237</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>8</b>	<b>204</b>
FRANKFURT MAIN	AIR ZIMBABWE	S	4	0	1	25	50	25	0	0	0	22	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	69	17	11	3	0	0	13	75	9	175
<b>TOTAL FRANKFURT MAIN</b>			<b>180</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>9</b>	<b>175</b>
HAMBURG	DEUTSCHE BA	S	129	5	5	81	12	6	1	0	0	6	78	8	114
<b>TOTAL HAMBURG</b>			<b>129</b>	<b>5</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>8</b>	<b>114</b>
MUNICH	DEUTSCHE BA	S	176	0	0	46	24	26	4	0	0	21	59	15	114

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
<b>TOTAL MUNICH</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>15</b>	114
MUNSTER-OSNABRUCK	EUROWINGS LUFTVERKEHRS	C	2	0	0	50	0	0	50	0	0	28	0	0	0
TOTAL MUNSTER-OSNABRUCK			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GERMANY</b>			<b>1073</b>	<b>5</b>	<b>8</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>11</b>	1098
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	39	0	0	69	15	10	5	0	0	11	83	1	30
TOTAL ACCRA			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>1</b>	30
TOTAL GHANA			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>1</b>	30
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	108	0	4	82	12	5	1	0	0	5	84	10	98
TOTAL GIBRALTAR			<b>108</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	98
TOTAL GIBRALTAR			<b>108</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	98
<b>GREECE</b>															
ATHENS	AIR 2000	C	12	0	0	50	17	25	8	0	0	22	77	5	26
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	29	16	39	15	2	0	38	66	4	62
	CALEDONIAN AIRWAYS	C	20	0	0	45	15	25	15	0	0	26	62	25	13
	MONARCH AIRLINES	C	11	0	0	36	18	9	27	9	0	52	78	28	27
	THOMAS COOK AIRLINES LTD	C	16	0	0	13	13	0	56	19	0	112	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	1	0	65	20	11	4	0	0	10	80	-1	54
<b>TOTAL ATHENS</b>			<b>176</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>22</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>15</b>	192
<b>CHANIA</b>															
	AIR 2000	C	7	0	0	29	29	29	14	0	0	29	71	15	7
	CALEDONIAN AIRWAYS	C	15	0	1	40	27	13	20	0	0	27	69	8	16
	EXCEL AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	31	50	12	4
<b>TOTAL CHANIA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>20</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>10</b>	27
<b>CORFU</b>															
	AIR 2000	C	51	0	2	41	25	12	22	0	0	34	58	25	19
	BRITANNIA AIRWAYS	C	38	1	1	45	21	13	21	0	0	32	48	27	23
	CALEDONIAN AIRWAYS	C	25	0	1	32	12	36	20	0	0	39	70	36	27
	EXCEL AIRWAYS LTD	C	6	0	0	33	0	50	17	0	0	34	0	167	2
	MONARCH AIRLINES	C	18	0	5	44	17	11	28	0	0	37	53	72	15
	MY TRAVEL AIRWAYS UK	C	18	0	0	17	11	22	39	6	6	108	75	21	16
	THOMAS COOK AIRLINES LTD	C	32	0	1	28	19	19	16	19	0	70	89	0	9
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	2	38	38	13	0	13	0	42	0	0	0
<b>TOTAL CORFU</b>			<b>196</b>	<b>1</b>	<b>12</b>	<b>36</b>	<b>19</b>	<b>18</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>48</b>	<b>60</b>	<b>43</b>	147
<b>HERAKLION</b>															
	AIR 2000	C	40	0	0	30	25	23	23	0	0	39	36	46	25
	BRITANNIA AIRWAYS	C	15	0	1	33	13	20	33	0	0	35	43	74	14
	CALEDONIAN AIRWAYS	C	16	0	1	44	6	25	13	13	0	56	36	62	25
	MONARCH AIRLINES	C	8	0	0	0	13	63	25	0	0	51	75	77	8
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	14	14	0	0	30	50	164	10
	THOMAS COOK AIRLINES LTD	C	15	0	1	47	13	13	27	0	0	41	100	-7	7
	VIRGIN ATLANTIC AIRWAYS LTD	C	11	0	1	36	18	36	9	0	0	31	0	0	0
<b>TOTAL HERAKLION</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>36</b>	<b>16</b>	<b>25</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>45</b>	<b>66</b>	112

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
KALAMATA	AIR 2000	C	9	0	1	33	11	33	22	0	0	34	33	72	9
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	67	13	9
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	29	100	4	4
<b>TOTAL KALAMATA</b>			<b>21</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>10</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>35</b>	<b>22</b>
KAVALLA	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	13	44	43	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	29	14	0	0	0	14	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	5	0	1	20	60	20	0	0	0	22	0	0	0
<b>TOTAL KAVALLA</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>28</b>	<b>20</b>
KEFALLINIA	AIR 2000	C	19	0	1	58	21	21	0	0	0	16	56	14	9
	BRITANNIA AIRWAYS	C	7	0	0	0	14	43	43	0	0	49	63	36	8
	CALEDONIAN AIRWAYS	C	18	0	1	33	22	22	22	0	0	39	0	103	9
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	6	57	34	7
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	14	0	86	0	0	118	71	11	7
	THOMAS COOK AIRLINES LTD	C	12	0	2	8	17	17	42	17	0	88	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>67</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>18</b>	<b>21</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>46</b>	<b>43</b>	<b>59</b>
KOS	AIR 2000	C	29	0	3	48	14	17	21	0	0	44	69	22	16
	BRITANNIA AIRWAYS	C	16	0	5	25	31	6	38	0	0	44	25	75	16
	CALEDONIAN AIRWAYS	C	20	0	2	45	30	20	0	0	5	58	38	63	21
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	0	29	29	0	0	41	43	44	7
	THOMAS COOK AIRLINES LTD	C	13	0	1	15	8	23	46	8	0	85	86	5	7
<b>TOTAL KOS</b>			<b>85</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>19</b>	<b>18</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>47</b>	<b>46</b>	<b>79</b>
LEMNOS	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	9	25	39	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	65	0	0	0
<b>TOTAL LEMNOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>33</b>	<b>10</b>
MIKONOS	AIR 2000	C	7	0	1	57	0	43	0	0	0	23	0	0	0
	CALEDONIAN AIRWAYS	C	11	0	1	73	9	18	0	0	0	13	55	73	11
<b>TOTAL MIKONOS</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>6</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>73</b>	<b>11</b>
MITILINI	AIR 2000	C	15	0	1	47	40	13	0	0	0	15	25	121	8
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	0	29	14	14	0	58	0	0	0
<b>TOTAL MITILINI</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>27</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>21</b>	<b>83</b>	<b>14</b>
PREVEZA	AIR 2000	C	8	0	0	63	0	38	0	0	0	19	71	10	7
	CALEDONIAN AIRWAYS	C	9	1	0	44	0	11	22	22	0	82	33	103	6
	EXCEL AIRWAYS LTD	C	11	0	1	55	18	27	0	0	0	19	61	56	18
	MONARCH AIRLINES	C	13	0	1	23	15	38	23	0	0	47	75	7	8
	THOMAS COOK AIRLINES LTD	C	9	0	1	33	0	33	11	22	0	66	0	0	0
<b>TOTAL PREVEZA</b>			<b>50</b>	<b>1</b>	<b>3</b>	<b>42</b>	<b>8</b>	<b>30</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>65</b>	<b>44</b>	<b>49</b>
RHODES	AIR 2000	C	22	0	1	27	9	14	41	9	0	72	46	67	26
	BRITANNIA AIRWAYS	C	17	0	0	41	29	24	6	0	0	23	32	97	19
	CALEDONIAN AIRWAYS	C	31	0	5	39	6	32	19	3	0	46	46	24	26
	MONARCH AIRLINES	C	14	0	4	29	21	21	29	0	0	49	80	5	15
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	43	29	0	0	0	22	43	49	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	0	25	0	75	0	0	101	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	1	1	43	0	14	43	0	0	54	0	0	0
<b>TOTAL RHODES</b>			<b>106</b>	<b>1</b>	<b>11</b>	<b>32</b>	<b>16</b>	<b>22</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>46</b>	<b>55</b>	<b>97</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SALONIKA	AIR 2000	C	15	0	1	13	7	27	53	0	0	78	25	93	8
	BRITANNIA AIRWAYS	C	9	0	0	56	0	11	33	0	0	37	20	23	5
	MONARCH AIRLINES	C	7	0	0	43	14	14	0	29	0	79	33	84	6
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	0	14	0	0	0	3	75	23	4
<b>TOTAL SALONIKA</b>			<b>38</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>5</b>	<b>18</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>55</b>	<b>35</b>	<b>63</b>	<b>23</b>
SAMOS	BRITANNIA AIRWAYS	C	9	0	1	22	33	44	0	0	30	30	25	10	
	EXCEL AIRWAYS LTD	C	7	0	1	14	14	43	0	29	0	97	0	0	
<b>TOTAL SAMOS</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>25</b>	<b>44</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>25</b>	<b>10</b>
SKIATHOS	AIR 2000	C	28	1	3	68	7	14	4	0	7	36	33	53	9
	CALEDONIAN AIRWAYS	C	20	3	6	70	15	5	10	0	0	6	40	155	10
	THOMAS COOK AIRLINES LTD	C	9	0	1	67	22	0	11	0	0	15	0	0	0
<b>TOTAL SKIATHOS</b>			<b>57</b>	<b>4</b>	<b>10</b>	<b>68</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>57</b>	<b>52</b>	<b>58</b>
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	7	1	0	57	14	0	14	0	14	145	0	101	4
<b>TOTAL THIRA (SANTORINI)</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>145</b>	<b>0</b>	<b>101</b>	<b>4</b>
VOLOS	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	17	25	147	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0	0	0	0	100	0	285	0	0	0
<b>TOTAL VOLOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>151</b>	<b>25</b>	<b>147</b>	<b>8</b>
ZAKINTHOS	AIR 2000	C	32	0	2	56	28	9	6	0	0	18	75	11	28
	BRITANNIA AIRWAYS	C	17	0	0	35	18	35	12	0	0	29	44	48	16
	CALEDONIAN AIRWAYS	C	9	0	1	56	33	0	11	0	0	18	82	5	17
	EXCEL AIRWAYS LTD	C	19	0	1	58	16	26	0	0	0	17	64	15	11
	MONARCH AIRLINES	C	25	0	1	32	24	16	28	0	0	38	64	6	22
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	0	29	14	14	0	64	29	31	7
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	0	0	57	0	0	61	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>116</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>21</b>	<b>17</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>18</b>	<b>108</b>
<b>TOTAL GREECE</b>			<b>1157</b>	<b>11</b>	<b>76</b>	<b>42</b>	<b>17</b>	<b>20</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>55</b>	<b>40</b>	<b>1050</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	59	18	24	0	0	0	13	77	6	13
	CALEDONIAN AIRWAYS	C	4	0	0	50	25	25	0	0	0	26	25	24	4
<b>TOTAL GRENADA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>10</b>	<b>17</b>
<b>TOTAL GRENADA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>10</b>	<b>17</b>
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	62	0	0	61	26	10	3	0	0	12	0	0	0
<b>TOTAL BUDAPEST</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ICELAND</b>															
KEFLAVIK	EXCEL AIRWAYS LTD	C	4	0	2	50	50	0	0	0	0	14	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	28	0	0	46	0	21	32	0	0	40	0	0	0



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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 BALI INTERNATIONAL			28	0	0	46	0	21	32	0	0	40	0	0	0
TOTAL INDONESIA			28	0	0	46	0	21	32	0	0	40	58	46	26
IRISH REPUBLIC															
CORK	CITY FLYER EXPRESS	S	156	0	0	71	15	9	3	2	0	15	69	10	150
TOTAL CORK			156	0	0	71	15	9	3	2	0	15	69	10	150
DUBLIN	CITY FLYER EXPRESS	S	320	0	0	72	17	8	3	0	0	13	68	16	248
	RYANAIR	S	246	0	2	85	9	4	2	0	0	6	83	6	249
TOTAL DUBLIN			566	0	2	78	14	6	2	0	0	10	76	11	497
SHANNON	AB AIRLINES	S	166	0	0	70	16	7	4	1	2	20	74	16	177
TOTAL SHANNON			166	0	0	70	16	7	4	1	2	20	74	16	177
TOTAL IRISH REPUBLIC			888	0	2	75	15	7	3	1	0	13	74	12	824
ISRAEL															
TEL AVIV	AIR 2000	C	12	0	0	17	33	33	17	0	0	47	27	47	11
	BRITISH AIRWAYS PLC	S	61	0	1	25	23	39	11	2	0	38	53	17	62
	CALEDONIAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	8	36	78	11
	EL AL	C	8	0	0	75	13	13	0	0	0	10	100	0	8
	MONARCH AIRLINES	C	28	0	0	14	18	39	21	7	0	50	37	41	35
TOTAL TEL AVIV			117	0	1	29	21	35	13	3	0	38	48	31	127
TOTAL ISRAEL			117	0	1	29	21	35	13	3	0	38	48	30	136
ITALY															
BOLOGNA	ALITALIA	S	122	0	2	7	16	37	39	2	0	61	85	6	62
TOTAL BOLOGNA			122	0	2	7	16	37	39	2	0	61	83	7	66
BRESCIA/MONTICHIARI	AIR 2000	C	15	0	1	47	20	20	13	0	0	32	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	166	0	0	22	15	33	29	1	0	48	0	0	0
	EUROPEAN AIR CHARTER	C	11	0	0	27	9	36	27	0	0	50	0	0	0
	MONARCH AIRLINES	C	14	0	0	43	43	7	0	7	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	10	0	60	0	20	182	0	0	0
TOTAL BRESCIA/MONTICHIARI			216	0	1	25	17	29	27	1	1	52	0	0	0
BRINDISI	AIR 2000	C	4	0	0	50	0	0	50	0	0	50	0	87	4
TOTAL BRINDISI			4	0	0	50	0	0	50	0	0	50	0	87	4
CAGLIARI (ELMAS)	MONARCH AIRLINES	C	4	0	0	0	25	25	50	0	0	57	0	154	4
TOTAL CAGLIARI (ELMAS)			4	0	0	0	25	25	50	0	0	57	0	154	4
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	10	0	0	30	10	50	10	0	0	34	50	21	10
	THOMAS COOK AIRLINES LTD	C	6	0	0	0	0	0	50	50	0	182	0	0	0
TOTAL CATANIA (FONTANAROSSA)			16	0	0	19	6	31	25	19	0	89	41	47	17
FLORENCE	MERIDIANA AIR	S	127	0	0	59	20	16	5	1	0	17	57	28	124
TOTAL FLORENCE			127	0	0	59	20	16	5	1	0	17	57	28	124
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	43	12	30	15	0	0	31	77	6	124
TOTAL GENOA			128	0	0	42	12	29	16	0	0	32	75	7	126
MILAN (MALPENSA)	BRITISH AIRWAYS (EURO OPS) LG	S	113	0	0	50	16	29	4	0	0	20	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)										
MILAN (MALPENSA)	CALEDONIAN AIRWAYS	C	11	0	0	36	18	27	18	0	0	32	69	32	13
	EUROPEAN AIR CHARTER	C	10	0	0	10	20	20	20	20	10	200	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>16</b>	<b>28</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>63</b>	<b>45</b>	<b>35</b>
NAPLES	AIR 2000	C	8	0	0	38	0	50	13	0	0	34	10	83	10
	BRITANNIA AIRWAYS	C	17	0	1	59	12	24	6	0	0	21	44	65	18
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	48	19	20	12	1	0	26	84	0	132
	CALEDONIAN AIRWAYS	C	17	0	1	76	6	12	6	0	0	12	13	70	8
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	30	0	86	4
	MONARCH AIRLINES	C	18	0	0	33	33	33	0	0	0	21	33	47	12
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	25	13	0	81	40	61	10
<b>TOTAL NAPLES</b>			<b>196</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>17</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>21</b>	<b>194</b>
OLBIA	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-3	33	23	6
	MERIDIANA AIR	S	18	0	0	56	11	11	11	11	0	47	30	48	10
	MONARCH AIRLINES	C	7	0	1	14	43	43	0	0	0	31	67	11	6
<b>TOTAL OLBIA</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>17</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>41</b>	<b>31</b>	<b>22</b>
PALERMO	CALEDONIAN AIRWAYS	C	4	0	0	0	25	25	50	0	0	91	0	76	4
	MERIDIANA AIR	S	49	0	2	57	8	22	8	4	0	26	46	20	52
<b>TOTAL PALERMO</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>9</b>	<b>23</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>43</b>	<b>24</b>	<b>56</b>
PISA	ALITALIA	S	62	0	0	2	19	50	29	0	0	55	56	18	61
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	49	14	21	15	2	0	30	76	5	152
	CALEDONIAN AIRWAYS	C	4	0	0	50	0	0	50	0	0	61	64	19	11
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	23	63	12	8
	MONARCH AIRLINES	C	10	0	0	50	10	30	10	0	0	29	46	37	28
<b>TOTAL PISA</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>30</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>67</b>	<b>13</b>	<b>260</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	7	0	0	14	29	57	0	0	0	30	100	-1	7
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>100</b>	<b>-1</b>	<b>7</b>
ROME (CIAMPINO)	EUROPEAN AIR CHARTER	C	14	0	2	14	21	36	29	0	0	47	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>15</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>20</b>	<b>40</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>70</b>	<b>18</b>	<b>50</b>
ROME (FIUMICINO)	ALITALIA	S	60	1	2	30	23	38	8	0	0	32	92	1	61
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	61	15	14	10	0	0	21	74	10	124
<b>TOTAL ROME (FIUMICINO)</b>			<b>184</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>18</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>7</b>	<b>185</b>
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	2	9	12	34	41	3	0	66	89	-5	62
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>12</b>	<b>34</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>89</b>	<b>-5</b>	<b>62</b>
VENICE	AIR 2000	C	8	0	0	13	38	38	13	0	0	36	75	34	8
	ALITALIA	S	124	0	0	15	26	39	21	0	0	41	66	12	124
	BRITANNIA AIRWAYS	C	7	0	0	14	0	14	71	0	0	70	56	47	9
	MONARCH AIRLINES	C	10	0	0	20	0	10	50	20	0	98	30	42	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	10	30	40	20	0	114	90	6	10
<b>TOTAL VENICE</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>23</b>	<b>35</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>64</b>	<b>18</b>	<b>174</b>
<b>TOTAL ITALY</b>			<b>1654</b>	<b>1</b>	<b>14</b>	<b>36</b>	<b>17</b>	<b>28</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>67</b>	<b>17</b>	<b>1817</b>
IVORY COAST ABIDJAN	BRITISH AIRWAYS PLC	S	5	0	0	40	20	40	0	0	0	25	80	8	5

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				Actual (7)	Plan (8)										
TOTAL ABIDJAN			5	0	0	40	20	40	0	0	0	25	80	8	5
TOTAL IVORY COAST			5	0	0	40	20	40	0	0	0	25	80	8	5
<b>JAMAICA</b>															
MONTEGO BAY	BRITISH AIRWAYS PLC	S	35	0	0	60	11	11	14	3	0	25	51	27	35
	MONARCH AIRLINES	C	10	0	0	30	0	40	10	20	0	70	25	19	4
	MY TRAVEL AIRWAYS UK	C	15	0	0	40	27	13	20	0	0	27	50	41	8
TOTAL MONTEGO BAY			60	0	0	50	13	17	15	5	0	33	47	29	51
TOTAL JAMAICA			60	0	0	50	13	17	15	5	0	33	47	29	51
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	10	0	0	20	20	0	60	0	0	84	67	45	9
	MONARCH AIRLINES	C	9	0	0	56	22	22	0	0	0	13	38	55	8
TOTAL MOMBASA			19	0	0	37	21	11	32	0	0	50	53	50	17
NAIROBI	BRITISH AIRWAYS PLC	S	18	0	0	100	0	0	0	0	0	-4	83	17	18
TOTAL NAIROBI			18	0	0	100	0	0	0	0	0	-4	83	17	18
TOTAL KENYA			37	0	0	68	11	5	16	0	0	24	69	33	35
<b>LATVIA</b>															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	76	16	5	3	0	0	12	64	7	45
TOTAL RIGA			62	0	0	76	16	5	3	0	0	12	71	16	79
TOTAL LATVIA			62	0	0	76	16	5	3	0	0	12	71	16	79
<b>LITHUANIA</b>															
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	80	7	9	2	2	0	10	80	8	35
TOTAL VILNIUS			44	0	0	80	7	9	2	2	0	10	80	8	35
TOTAL LITHUANIA			44	0	0	80	7	9	2	2	0	10	80	8	35
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	186	0	0	82	10	8	1	0	0	6	78	12	154
TOTAL LUXEMBOURG			186	0	0	82	10	8	1	0	0	6	78	12	154
TOTAL LUXEMBOURG			186	0	0	82	10	8	1	0	0	6	78	12	154
<b>MALAWI</b>															
LILONGWE	AIR MALAWI	S	3	3	5	67	33	0	0	0	0	10	25	32	8
	BRITISH AIRWAYS PLC	S	10	0	0	90	10	0	0	0	0	1	78	8	18
TOTAL LILONGWE			13	3	5	85	15	0	0	0	0	3	62	16	26
TOTAL MALAWI			13	3	5	85	15	0	0	0	0	3	62	16	26
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	19	0	1	37	11	16	16	11	11	121	56	11	9
TOTAL MALE INTERNATIONAL			19	0	1	37	11	16	16	11	11	121	53	111	17
TOTAL MALDIVE ISLANDS			19	0	1	37	11	16	16	11	11	121	53	111	17

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			MATCHED	Actual (7)											Plan (8)
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	38	13	50	0	0	0	23	72	32	18
	AIR MALTA	S	86	0	0	69	21	8	1	0	1	16	78	5	80
	AIR MALTA	C	2	0	0	100	0	0	0	0	0	5	90	5	10
	BRITANNIA AIRWAYS	C	16	0	0	50	19	25	6	0	0	18	33	57	18
	CALEDONIAN AIRWAYS	C	3	0	1	67	33	0	0	0	0	11	0	0	0
	GB AIRWAYS LTD	S	62	0	0	69	24	3	3	0	0	8	66	12	62
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	25	88	-1	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	22	6	11	56	6	0	89	75	9	8
	TRANSAER	C	2	0	0	0	0	0	100	0	0	103	0	0	0
<b>TOTAL MALTA</b>			<b>205</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>17</b>	<b>214</b>
<b>TOTAL MALTA</b>			<b>205</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>17</b>	<b>214</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	85	0	4	12	0	0	10	85	10	26
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>26</b>
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>26</b>
<b>MEXICO</b>															
CANCUN	AIR 2000	C	9	0	0	33	22	11	33	0	0	34	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	0	0	63	0	0	73	40	114	10
	BRITISH AIRWAYS PLC	S	18	0	0	78	11	11	0	0	0	7	75	12	8
	MY TRAVEL AIRWAYS UK	C	7	1	1	100	0	0	0	0	0	-17	50	25	8
<b>TOTAL CANCUN</b>			<b>42</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>10</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>53</b>	<b>35</b>
PUERTO VALLARTA	AIR 2000	C	9	0	0	44	33	0	22	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	11	0	22	56	11	0	100	50	20	6
<b>TOTAL PUERTO VALLARTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>11</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>65</b>	<b>57</b>	<b>158</b>	<b>14</b>
<b>TOTAL MEXICO</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>12</b>	<b>8</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>51</b>	<b>83</b>	<b>49</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	4	0	0	75	0	0	25	0	0	29	0	0	0
	MONARCH AIRLINES	C	10	0	0	0	20	40	40	0	0	67	0	0	0
<b>TOTAL AGADIR</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>14</b>	<b>29</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>50</b>	<b>65</b>	<b>8</b>
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	62	0	0	69	11	10	10	0	0	15	76	15	62
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>16</b>	<b>64</b>
MARRAKESH	GB AIRWAYS LTD	S	12	0	0	92	0	0	8	0	0	8	0	0	0
<b>TOTAL MARRAKESH</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>21</b>	<b>73</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	270	0	0	66	18	11	4	1	0	17	53	18	258
	TRANSVIA	S	213	0	0	40	24	18	15	2	0	36	48	25	215
	TRANSVIA	C	2	0	5	100	0	0	0	0	0	4	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>485</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>21</b>	<b>490</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	49	0	1	90	10	0	0	0	0	4	71	8	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 EINDHOVEN			49	0	1	90	10	0	0	0	0	4	71	8	34
ROTTERDAM	CITY FLYER EXPRESS	S	145	0	5	89	6	4	1	0	0	3	82	11	172
TOTAL ROTTERDAM			145	0	5	89	6	4	1	0	0	3	82	11	172
TOTAL NETHERLANDS			679	0	23	65	17	11	7	1	0	19	60	18	696
<b>NIGERIA</b>															
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	71	13	13	3	0	0	13	0	0	0
TOTAL LAGOS			62	0	0	71	13	13	3	0	0	13	0	0	0
TOTAL NIGERIA			62	0	0	71	13	13	3	0	0	13	0	0	0
<b>NORWAY</b>															
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	49	0	3	65	31	4	0	0	0	12	68	12	38
TOTAL KRISTIANSAND (KJEVIK)			49	0	3	65	31	4	0	0	0	12	68	12	38
OSLO (GARDERMOEN)	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	66	24	10	1	0	0	13	0	0	0
TOTAL OSLO (GARDERMOEN)			114	0	0	66	24	10	1	0	0	13	0	0	0
TOTAL NORWAY			164	0	3	66	26	8	1	0	0	13	74	10	168
<b>POLAND</b>															
GDANSK	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	88	12	0	0	0	0	6	0	0	0
TOTAL GDANSK			26	0	0	88	12	0	0	0	0	6	67	23	18
KRAKOW	LOT-POLISH AIRLINES	S	54	0	0	74	20	2	4	0	0	12	92	4	36
TOTAL KRAKOW			54	0	0	74	20	2	4	0	0	12	73	10	71
TOTAL POLAND			80	0	0	79	18	1	3	0	0	10	72	13	89
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	64	0	0	39	11	25	25	0	0	43	42	58	55
	BRITANNIA AIRWAYS	C	18	0	0	39	6	44	11	0	0	31	59	56	17
	CALEDONIAN AIRWAYS	C	34	0	5	32	12	32	15	0	9	65	24	27	37
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	5	50	17	4
	GB AIRWAYS LTD	S	90	0	0	64	11	14	10	0	0	19	65	26	80
	MONARCH AIRLINES	C	54	0	0	24	28	26	19	4	0	47	50	35	64
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	10	60	0	0	20	214	50	26	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	55	15	0	25	5	0	47	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	14	43	14	29	0	0	42	0	0	0
TOTAL FARO			306	0	6	44	15	23	16	1	2	43	49	41	316
LISBON	GB AIRWAYS LTD	S	114	0	0	75	11	7	7	0	0	14	81	15	62
TOTAL LISBON			114	0	0	75	11	7	7	0	0	14	77	17	122
OPORTO	GB AIRWAYS LTD	S	114	0	0	83	7	4	3	3	0	9	87	6	114
TOTAL OPORTO			114	0	0	83	7	4	3	3	0	9	87	6	114
TOTAL PORTUGAL(EXCLUDING MADEIRA)			534	0	6	59	12	16	11	1	1	30	63	29	552
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	10	0	0	70	10	10	10	0	0	15	100	0	8
	CALEDONIAN AIRWAYS	C	28	0	0	46	14	18	21	0	0	31	81	70	21

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
FUNCHAL	GB AIRWAYS LTD	S	26	0	0	88	4	8	0	0	0	5	86	8	28
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	11	75	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	37	0	0	0
<b>TOTAL FUNCHAL</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>28</b>	<b>73</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>28</b>	<b>73</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	39	0	0	0
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>74</b>	<b>14</b>	<b>19</b>
<b>TOTAL PUERTO RICO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>74</b>	<b>14</b>	<b>19</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	18	0	0	33	6	56	6	0	0	32	17	66	18
<b>TOTAL SANAA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>17</b>	<b>66</b>	<b>18</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>17</b>	<b>66</b>	<b>18</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	78	0	2	37	29	27	6	0	0	28	83	6	84
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>29</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>6</b>	<b>84</b>
<b>TOTAL RUMANIA</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>29</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>6</b>	<b>84</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	0	90	3	0	7	0	0	3	79	3	62
	TRANSAERO AIRLINES	S	20	0	4	80	15	5	0	0	0	8	0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>78</b>	<b>2</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>3</b>	<b>62</b>
ST PETERSBURG	AEROFLOT	S	20	0	0	85	10	5	0	0	0	2	86	2	22
	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	93	7	0	0	0	0	-7	80	3	46
<b>TOTAL ST PETERSBURG</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>82</b>	<b>2</b>	<b>68</b>
<b>TOTAL RUSSIA</b>			<b>144</b>	<b>2</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>2</b>	<b>130</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	CALEDONIAN AIRWAYS	C	5	0	0	80	20	0	0	0	0	-1	20	23	5
<b>TOTAL ST KITTS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>23</b>	<b>5</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>23</b>	<b>5</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	54	0	0	80	9	7	4	0	0	5	81	-2	54
<b>TOTAL DHAHRAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>-2</b>	<b>54</b>
<b>TOTAL SAUDI ARABIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>-2</b>	<b>54</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	56	33	6	0	0	6	70	33	37	18
	BRITISH AIRWAYS PLC	S	18	0	0	94	6	0	0	0	0	-1	94	5	18
<b>TOTAL SEYCHELLES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>64</b>	<b>21</b>	<b>36</b>

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				Actual (7)	Plan (8)										
<b>TOTAL SEYCHELLES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>64</b>	<b>21</b>	<b>36</b>
<b>SLOVENIA</b>															
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	35	0	0	74	20	6	0	0	0	9	92	2	26
<b>TOTAL LJUBLJANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>2</b>	<b>26</b>
<b>TOTAL SLOVENIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>2</b>	<b>26</b>
<b>SPAIN</b>															
<b>ALICANTE</b>															
	AIR 2000	C	65	0	1	54	14	17	15	0	0	24	88	4	34
	BRITANNIA AIRWAYS	C	18	0	0	67	17	17	0	0	0	12	50	48	18
	CALEDONIAN AIRWAYS	C	39	1	4	51	8	18	23	0	0	29	56	40	43
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	GB AIRWAYS LTD	S	42	0	0	71	2	12	14	0	0	18	0	0	0
	MONARCH AIRLINES	C	30	0	0	30	27	23	20	0	0	35	47	46	47
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-9	100	-9	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	10	50	0	10	0	54	70	12	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	40	10	50	0	0	0	28	0	0	0
<b>TOTAL ALICANTE</b>			<b>225</b>	<b>1</b>	<b>5</b>	<b>55</b>	<b>12</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>28</b>	<b>182</b>
<b>ALMERIA</b>															
	BRITANNIA AIRWAYS	C	18	0	0	72	22	6	0	0	0	10	39	90	18
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	38	0	0	0	18	75	-3	8
	MONARCH AIRLINES	C	8	0	0	38	25	13	25	0	0	38	63	21	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	0	29	0	0	51	0	0	0
<b>TOTAL ALMERIA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>67</b>	<b>49</b>
<b>ASTURIAS</b>															
	IBERIA	S	24	0	2	42	29	29	0	0	0	24	76	2	25
<b>TOTAL ASTURIAS</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>2</b>	<b>25</b>
<b>BARCELONA</b>															
	BRITISH AIRWAYS (EURO OPS) LG	C	4	0	0	25	25	0	50	0	0	72	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	78	7	8	6	0	0	12	78	14	124
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	30	0	70	1
	DEBONAIR AIRWAYS LTD	S	62	0	0	48	11	19	21	0	0	30	0	0	0
	TRANSAER	C	2	0	0	0	50	0	50	0	0	64	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	36	0	0	0
<b>TOTAL BARCELONA</b>			<b>197</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>10</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>17</b>	<b>135</b>
<b>GERONA</b>															
	AIR 2000	C	15	0	1	73	0	0	0	20	7	82	100	-2	17
	AIR JET	C	2	0	0	0	0	0	50	0	50	232	0	0	0
	BRITANNIA AIRWAYS	C	16	0	1	44	25	19	13	0	0	22	25	82	16
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	35	100	-6	4
	EXCEL AIRWAYS LTD	C	3	0	0	33	0	33	0	33	0	101	0	0	0
	FUTURA AIRLINES	C	2	0	0	50	0	0	0	50	0	92	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	0	38	25	13	25	0	0	35	75	7	8
	THOMAS COOK AIRLINES LTD	C	17	0	1	6	18	29	24	12	12	117	60	14	20
	TRANSAER	C	2	0	0	0	0	50	50	0	0	105	0	0	0
<b>TOTAL GERONA</b>			<b>67</b>	<b>1</b>	<b>3</b>	<b>36</b>	<b>15</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>76</b>	<b>66</b>	<b>24</b>	<b>65</b>
<b>IBIZA</b>															
	AIR 2000	C	54	0	2	50	13	17	11	9	0	37	54	60	24
	BRITANNIA AIRWAYS	C	56	2	3	50	18	18	14	0	0	26	46	71	68
	CALEDONIAN AIRWAYS	C	9	0	1	67	22	11	0	0	0	7	43	6	7
	EXCEL AIRWAYS LTD	C	5	0	3	100	0	0	0	0	0	-3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
IBIZA	MONARCH AIRLINES	C	27	0	1	67	15	7	7	4	0	23	65	34	34
	MY TRAVEL AIRWAYS UK	C	25	0	0	48	20	24	8	0	0	26	64	38	25
	THOMAS COOK AIRLINES LTD	C	26	0	1	35	15	8	35	0	8	80	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	57	29	0	14	0	0	14	0	0	0
<b>TOTAL IBIZA</b>			<b>209</b>	<b>2</b>	<b>12</b>	<b>52</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>58</b>	<b>47</b>	<b>208</b>
LA CORUNA	EUROPEAN REGIONS AIRLINES	S	4	0	4	100	0	0	0	0	0	-19	0	0	0
<b>TOTAL LA CORUNA</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-19</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	AIR EUROPA	S	52	0	0	44	23	15	17	0	0	31	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	61	18	14	5	1	1	20	80	13	186
	IBERIA	S	48	0	4	21	29	27	19	4	0	46	62	31	50
	SPANAIR	S	18	0	0	44	39	17	0	0	0	18	11	44	18
<b>TOTAL MADRID</b>			<b>304</b>	<b>0</b>	<b>4</b>	<b>51</b>	<b>22</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>18</b>	<b>259</b>
MAHON	AIR 2000	C	44	0	2	55	9	20	16	0	0	27	41	35	27
	BRITANNIA AIRWAYS	C	32	0	1	34	13	25	28	0	0	41	23	94	31
	CALEDONIAN AIRWAYS	C	22	0	2	59	5	18	0	18	0	53	50	43	20
	CITY FLYER EXPRESS	C	5	0	2	40	0	40	20	0	0	30	0	0	0
	MONARCH AIRLINES	C	39	0	1	21	13	33	28	5	0	59	34	64	35
	MY TRAVEL AIRWAYS UK	C	17	0	0	53	0	6	35	6	0	47	56	35	18
	THOMAS COOK AIRLINES LTD	C	32	0	2	25	6	16	31	22	0	92	69	16	16
	TRANSAER	C	6	0	0	17	17	0	50	0	17	105	25	113	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	100	0	0	0	0	0	2	0	0	0
<b>TOTAL MAHON</b>			<b>204</b>	<b>0</b>	<b>11</b>	<b>41</b>	<b>8</b>	<b>21</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>51</b>	<b>47</b>	<b>55</b>	<b>199</b>
MALAGA	AIR 2000	C	62	0	0	42	13	15	24	6	0	51	31	59	32
	AIR HOLLAND	C	2	0	0	50	50	0	0	0	0	-8	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	33	11	33	22	0	0	37	17	123	18
	CALEDONIAN AIRWAYS	C	60	3	0	60	15	12	7	7	0	28	38	72	55
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	26	50	16	6
	GB AIRWAYS LTD	S	100	0	0	66	15	14	4	1	0	16	69	20	107
	MONARCH AIRLINES	C	61	0	1	16	26	33	23	2	0	46	38	55	72
	MY TRAVEL AIRWAYS UK	C	18	1	0	50	6	22	17	6	0	41	59	43	17
	THOMAS COOK AIRLINES LTD	C	28	0	0	25	7	25	36	7	0	57	50	26	10
	TRANSAER	C	14	0	0	36	29	0	21	0	14	147	59	56	29
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	57	14	29	0	0	0	23	0	0	0
	<b>TOTAL MALAGA</b>			<b>374</b>	<b>4</b>	<b>2</b>	<b>46</b>	<b>16</b>	<b>19</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>48</b>	<b>55</b>
MURCIA SAN JAVIER	CALEDONIAN AIRWAYS	C	10	0	0	60	20	10	10	0	0	18	60	40	10
	GB AIRWAYS LTD	S	26	0	0	54	12	15	19	0	0	27	69	18	36
	THOMAS COOK AIRLINES LTD	C	6	0	0	0	0	0	83	17	0	162	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>12</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>67</b>	<b>23</b>	<b>46</b>
PALMA DE MALLORCA	AIR 2000	C	97	0	3	43	16	15	21	4	0	46	48	30	63
	BRITANNIA AIRWAYS	C	92	1	1	49	21	17	13	0	0	26	34	82	102
	CALEDONIAN AIRWAYS	C	22	0	0	64	9	18	9	0	0	20	20	78	20
	CITY FLYER EXPRESS	C	11	0	1	45	18	18	18	0	0	26	0	0	0
	FUTURA AIRLINES	S	44	0	0	43	27	25	5	0	0	22	61	24	28
	GB AIRWAYS LTD	S	62	0	0	61	8	18	10	3	0	24	66	30	44
	MONARCH AIRLINES	C	62	1	2	48	10	16	19	6	0	46	50	43	46
	MY TRAVEL AIRWAYS UK	C	58	0	0	41	16	5	16	21	2	90	35	109	66



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	62	0	0	39	23	16	16	5	2	46	75	10	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	17	0	1	41	12	18	24	6	0	54	0	0	0
	VIRGIN EXPRESS	C	3	0	0	0	0	0	100	0	0	102	50	35	4
<b>TOTAL PALMA DE MALLORCA</b>			<b>532</b>	<b>2</b>	<b>10</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>69</b>	451
REUS	AIR 2000	C	7	0	1	71	29	0	0	0	0	4	71	5	7
	BRITANNIA AIRWAYS	C	16	0	2	38	13	19	31	0	0	45	22	63	18
	MONARCH AIRLINES	C	7	0	1	86	0	14	0	0	0	-6	100	-2	5
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	20	0	0	11	25	73	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	0	0	0
<b>TOTAL REUS</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>42</b>	<b>46</b>	38
VALENCIA	GB AIRWAYS LTD	S	52	0	0	79	4	4	12	2	0	20	63	17	52
<b>TOTAL VALENCIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>17</b>	52
VITORIA	EUROPEAN REGIONS AIRLINES	S	16	0	2	88	13	0	0	0	0	-7	0	0	0
<b>TOTAL VITORIA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	0
ZARAGOZA	IBERIA	S	24	0	2	58	33	8	0	0	0	13	62	13	26
<b>TOTAL ZARAGOZA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>13</b>	26
<b>TOTAL SPAIN</b>			<b>2363</b>	<b>10</b>	<b>62</b>	<b>51</b>	<b>15</b>	<b>16</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>55</b>	<b>44</b>	2156
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	26	0	0	31	19	23	27	0	0	44	69	14	16
	BRITANNIA AIRWAYS	C	18	0	0	56	17	22	6	0	0	20	13	67	8
	CALEDONIAN AIRWAYS	C	8	0	0	75	25	0	0	0	0	7	44	34	16
	MONARCH AIRLINES	C	8	0	0	13	25	50	0	0	13	87	50	32	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	13	19	13	13	0	48	72	55	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	38	0	13	38	13	0	92	75	19	8
<b>TOTAL ARRECIFE</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>15</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>49</b>	<b>58</b>	<b>32</b>	100
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	10	25	48	8
	MONARCH AIRLINES	C	16	0	0	25	19	44	13	0	0	34	58	16	12
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	11	17	22	0	0	30	67	15	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>33</b>	47
LAS PALMAS	AIR 2000	C	20	0	0	25	20	20	35	0	0	49	67	15	18
	BRITANNIA AIRWAYS	C	18	0	0	33	39	11	17	0	0	36	13	79	16
	CALEDONIAN AIRWAYS	C	10	0	0	80	0	0	20	0	0	17	38	32	8
	MONARCH AIRLINES	C	10	0	0	30	40	10	0	0	20	101	63	14	16
	MY TRAVEL AIRWAYS UK	C	35	0	2	43	26	6	20	6	0	38	63	48	32
	THOMAS COOK AIRLINES LTD	C	60	0	0	42	10	12	30	7	0	54	63	18	27
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	1	44	33	22	0	0	0	23	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>162</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>20</b>	<b>11</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>47</b>	<b>61</b>	<b>29</b>	142
TENERIFE (SURREINA SOFIA)	AIR 2000	C	51	0	0	55	20	8	18	0	0	26	46	30	48
	BRITANNIA AIRWAYS	C	26	0	0	62	12	4	19	4	0	36	26	128	27
	CALEDONIAN AIRWAYS	C	19	0	0	68	5	21	5	0	0	9	35	52	20
	MONARCH AIRLINES	C	42	0	0	36	21	29	12	2	0	39	64	38	47
	MY TRAVEL AIRWAYS UK	C	24	0	0	21	13	17	50	0	0	65	54	45	26
	THOMAS COOK AIRLINES LTD	C	31	0	2	42	3	23	32	0	0	43	78	11	18

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	TRANSAER	C	10	0	0	0	10	10	80	0	0	70	40	62	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	25	13	38	25	0	115	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>211</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>14</b>	<b>16</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>48</b>	<b>54</b>	<b>220</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>515</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>17</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>42</b>	<b>54</b>	<b>41</b>	<b>509</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	28	33	188	9
	BRITISH AIRWAYS PLC	S	19	0	0	63	11	11	16	0	0	23	72	14	18
	CALEDONIAN AIRWAYS	C	14	0	0	43	7	21	14	0	14	93	40	16	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	40	30	20	10	0	0	24	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>54</b>	<b>57</b>	<b>37</b>
<b>TOTAL ST LUCIA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>54</b>	<b>57</b>	<b>37</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	72	17	9	3	0	0	11	74	9	62
<b>TOTAL GOTEBORG</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>9</b>	<b>62</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	185	0	1	83	11	5	2	0	0	6	80	6	186
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>20</b>	<b>224</b>
<b>TOTAL SWEDEN</b>			<b>371</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>18</b>	<b>286</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	73	16	7	3	0	0	11	91	3	176
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	22	100	2	2
	TRANSAER	C	2	0	0	50	0	50	0	0	0	21	0	45	2
<b>TOTAL GENEVA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>3</b>	<b>180</b>
ZURICH	CITY FLYER EXPRESS	S	184	2	2	47	29	20	4	0	0	20	68	14	186
<b>TOTAL ZURICH</b>			<b>184</b>	<b>2</b>	<b>2</b>	<b>47</b>	<b>29</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>14</b>	<b>186</b>
<b>TOTAL SWITZERLAND</b>			<b>364</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>8</b>	<b>366</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	18	0	0	83	17	0	0	0	0	7	88	-2	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>-2</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>-2</b>	<b>26</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	8	0	0	0	0	63	38	0	0	58	50	179	4
<b>TOTAL PHUKET</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>50</b>	<b>179</b>	<b>4</b>
<b>TOTAL THAILAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>50</b>	<b>179</b>	<b>4</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	10	0	0	50	40	10	0	0	0	13	60	34	10
	CALEDONIAN AIRWAYS	C	8	1	0	100	0	0	0	0	0	-6	89	5	9
<b>TOTAL TOBAGO</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>20</b>	<b>19</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>20</b>	<b>19</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
<b>TUNISIA</b>															
<b>MONASTIR</b>	MONARCH AIRLINES	C	10	0	0	10	10	30	40	10	0	74	33	50	9
	MY TRAVEL AIRWAYS UK	C	27	1	1	52	11	7	22	7	0	53	52	48	27
	NOUVELAIR TUNISIE	C	11	0	3	36	27	27	9	0	0	33	60	15	15
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	0	10	20	20	0	86	0	0	0
<b>TOTAL MONASTIR</b>			<b>58</b>	<b>1</b>	<b>4</b>	<b>41</b>	<b>12</b>	<b>16</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>59</b>	<b>51</b>	<b>39</b>	<b>61</b>
<b>SFAX</b>	MONARCH AIRLINES	C	4	0	0	0	25	50	25	0	0	56	0	0	0
<b>TOTAL SFAX</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>63</b>	<b>14</b>	<b>8</b>
<b>TABARKA</b>	MONARCH AIRLINES	C	4	0	0	25	25	25	25	0	0	54	0	0	0
<b>TOTAL TABARKA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNIS</b>	GB AIRWAYS LTD	S	36	0	0	17	8	44	28	3	0	53	50	20	34
	NOUVELAIR TUNISIE	C	2	0	0	0	50	50	0	0	0	35	0	0	0
<b>TOTAL TUNIS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>45</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>50</b>	<b>20</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>104</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>13</b>	<b>28</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>56</b>	<b>51</b>	<b>31</b>	<b>103</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	AIR 2000	C	9	0	1	56	11	22	0	0	11	105	0	0	0
	BRITANNIA AIRWAYS	C	7	0	1	71	29	0	0	0	0	12	29	35	7
	THOMAS COOK AIRLINES LTD	C	18	0	0	17	17	17	39	11	0	82	0	0	0
<b>TOTAL ANTALYA</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>17</b>	<b>14</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>82</b>	<b>47</b>	<b>30</b>	<b>32</b>
<b>BODRUM (MILAS)</b>	AIR 2000	C	25	0	4	64	20	12	0	4	0	19	90	3	21
	CALEDONIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	-1	64	27	11
	ISTANBUL HAVA YOLLARI	C	8	1	1	63	13	25	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	14	88	-2	8
	MY TRAVEL AIRWAYS UK	C	15	0	2	27	13	20	40	0	0	54	60	102	15
	THOMAS COOK AIRLINES LTD	C	6	0	3	100	0	0	0	0	0	2	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	1	0	0	0	56	44	0	152	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>76</b>	<b>1</b>	<b>11</b>	<b>55</b>	<b>13</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>33</b>	<b>76</b>
<b>DALAMAN</b>	AIR 2000	C	18	2	0	17	33	28	11	6	6	99	76	12	21
	BRITANNIA AIRWAYS	C	16	0	1	25	31	19	19	6	0	45	41	37	17
	CALEDONIAN AIRWAYS	C	17	0	1	35	12	35	12	6	0	48	46	37	28
	MONARCH AIRLINES	C	9	0	1	0	22	33	44	0	0	51	54	28	26
	MY TRAVEL AIRWAYS UK	C	7	0	1	14	43	29	14	0	0	31	35	134	17
	ONUR AIR	C	7	0	0	86	0	0	14	0	0	7	100	-10	7
	THOMAS COOK AIRLINES LTD	C	34	0	0	18	9	9	50	15	0	94	81	8	16
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	1	0	0	40	20	20	20	0	95	0	0	0
<b>TOTAL DALAMAN</b>			<b>118</b>	<b>3</b>	<b>4</b>	<b>22</b>	<b>21</b>	<b>20</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>69</b>	<b>56</b>	<b>35</b>	<b>172</b>
<b>IZMIR (ADNAM MENDERES)</b>	MONARCH AIRLINES	C	9	0	1	22	33	33	0	11	0	56	63	10	8
	THOMAS COOK AIRLINES LTD	C	14	0	1	57	7	21	14	0	0	32	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>17</b>	<b>26</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>52</b>	<b>21</b>	<b>25</b>
<b>TOTAL TURKEY</b>			<b>252</b>	<b>4</b>	<b>35</b>	<b>36</b>	<b>18</b>	<b>17</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>59</b>	<b>56</b>	<b>33</b>	<b>313</b>
<b>UGANDA</b>															
<b>ENTEBBE</b>	BRITISH AIRWAYS PLC	S	9	0	0	67	11	22	0	0	0	11	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 ENTEBBE			9	0	0	67	11	22	0	0	0	11	0	0	0
TOTAL UGANDA			9	0	0	67	11	22	0	0	0	11	0	0	0
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	50	23	23	5	0	0	22	77	7	44
	UKRAINE INTERNATIONAL AIRLINE	S	45	0	0	62	27	11	0	0	0	12	75	9	44
TOTAL KIEV (BORISPOL)			89	0	0	56	25	17	2	0	0	17	76	8	88
TOTAL UKRAINE			89	0	0	56	25	17	2	0	0	17	76	8	88
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	39	18	37	6	0	0	30	68	11	62
TOTAL DUBAI			62	0	0	39	18	37	6	0	0	30	68	11	62
TOTAL UNITED ARAB EMIRATES			62	0	0	39	18	37	6	0	0	30	68	11	62
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	228	0	0	89	7	3	2	0	0	6	85	5	228
TOTAL ABERDEEN			228	0	0	89	7	3	2	0	0	6	85	5	228
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	289	0	2	86	9	3	2	0	0	6	87	6	346
TOTAL BELFAST CITY			289	0	2	86	9	3	2	0	0	6	87	6	346
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	41	0	1	59	32	10	0	0	0	14	75	16	36
TOTAL BRISTOL			41	0	1	59	32	10	0	0	0	14	75	16	36
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	322	0	8	88	8	2	2	0	0	6	83	9	320
TOTAL EDINBURGH			322	0	8	88	8	2	2	0	0	6	83	9	320
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	324	0	12	84	7	6	3	0	0	7	89	6	328
TOTAL GLASGOW			324	0	12	84	7	6	3	0	0	7	89	6	328
GUERNSEY	CITY FLYER EXPRESS	S	238	2	0	88	6	3	3	0	0	4	86	5	228
	FLYBE.BRITISH EUROPEAN	S	280	0	0	79	9	10	3	0	0	8	94	1	236
TOTAL GUERNSEY			518	2	4	83	8	7	3	0	0	6	90	3	468
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	186	0	0	73	13	9	3	3	0	15	72	16	183
TOTAL INVERNESS			186	0	0	73	13	9	3	3	0	15	72	16	183
JERSEY	CITY FLYER EXPRESS	S	267	0	2	80	10	6	4	0	0	11	82	6	294
	FLYBE.BRITISH EUROPEAN	S	281	2	3	80	7	6	5	2	0	14	81	11	272
TOTAL JERSEY			548	2	5	80	8	6	5	1	0	13	81	9	567
MANCHESTER	AIR 2000	C	5	0	0	60	0	20	20	0	0	37	100	12	1
	BRITANNIA AIRWAYS	C	25	0	0	12	8	16	64	0	0	72	88	8	8
	BRITISH AIRWAYS (EURO OPS) LG	S	392	2	0	83	8	6	3	0	0	9	85	7	331
	MONARCH AIRLINES	C	9	0	1	89	11	0	0	0	0	0	25	48	8
	TRANSAER	C	2	0	0	50	0	0	50	0	0	68	67	5	3
TOTAL MANCHESTER			434	8	2	79	8	6	7	0	0	13	82	9	368
NEWCASTLE	CITY FLYER EXPRESS	S	366	0	6	83	13	4	1	0	0	5	86	5	312
TOTAL NEWCASTLE			366	0	6	83	13	4	1	0	0	5	86	5	312
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	132	0	3	54	22	13	11	0	0	23	65	14	92

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 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 NEWQUAY			132	0	3	54	22	13	11	0	0	23	65	14	92
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	110	0	3	52	22	17	9	0	0	20	65	13	154
TOTAL PLYMOUTH			110	0	3	52	22	17	9	0	0	20	65	13	154
TOTAL UNITED KINGDOM			3498	12	46	80	10	6	4	0	0	10	83	8	3402
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	50	23	16	8	3	0	28	68	15	62
	DELTA AIRLINES	S	124	1	0	39	19	23	17	2	0	39	62	16	124
TOTAL ATLANTA			186	1	0	42	20	21	14	2	0	36	64	16	186
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	77	8	10	3	2	0	12	77	8	62
TOTAL BALTIMORE			62	0	0	77	8	10	3	2	0	12	77	8	62
BOSTON	AMERICAN AIRLINES	S	62	0	0	53	26	15	6	0	0	19	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	56	23	15	6	0	0	19	81	22	62
TOTAL BOSTON			124	0	0	55	24	15	6	0	0	19	81	22	62
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	34	27	24	15	0	0	33	66	21	62
TOTAL CHARLOTTE			62	0	0	34	27	24	15	0	0	33	66	21	62
CINCINNATI	DELTA AIRLINES	S	62	0	0	69	18	8	5	0	0	10	65	14	62
TOTAL CINCINNATI			62	0	0	69	18	8	5	0	0	10	65	14	62
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	124	0	0	38	14	23	20	5	0	47	79	12	124
	BRITISH AIRWAYS PLC	S	62	0	0	73	8	11	5	3	0	19	82	14	62
TOTAL DALLAS/FORT WORTH			186	0	0	49	12	19	15	4	0	38	80	13	186
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	84	8	2	6	0	0	4	0	0	0
TOTAL DENVER INTERNATIONAL			62	0	0	84	8	2	6	0	0	4	0	0	0
DETROIT	NORTHWEST AIRLINES	S	62	0	2	84	8	6	2	0	0	3	62	25	60
TOTAL DETROIT			62	0	2	84	8	6	2	0	0	3	61	25	64
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	45	27	18	8	2	0	26	53	26	62
	CONTINENTAL AIRLINES	S	122	0	2	57	22	18	2	0	0	17	75	11	124
TOTAL HOUSTON			184	0	2	53	24	18	4	1	0	20	68	16	186
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	71	11	10	8	0	0	15	71	16	62
TOTAL MIAMI INTERNATIONAL			62	0	0	71	11	10	8	0	0	15	80	7	122
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	68	21	6	5	0	0	11	53	35	57
TOTAL MINNEAPOLIS-ST PAUL			62	0	0	68	21	6	5	0	0	11	53	35	57
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	73	15	6	6	0	0	13	76	14	62
TOTAL NEW YORK (JF KENNEDY)			62	0	0	73	15	6	6	0	0	13	76	14	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	65	18	15	3	0	0	13	72	16	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	50	18	24	3	3	2	35	55	19	58
TOTAL NEW YORK (NEWARK)			186	0	0	60	18	18	3	1	1	20	66	17	182
ORLANDO	BRITANNIA AIRWAYS	C	14	0	0	14	14	14	57	0	0	73	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	63	26	8	0	3	0	15	63	23	54
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	59	23	11	7	0	0	19	55	18	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 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 ORLANDO			200	0	0	57	23	11	9	1	0	21	59	20	116
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	120	0	4	57	21	11	8	3	0	23	66	17	62
TOTAL PHILADELPHIA INTERNATIONAL			120	0	4	57	21	11	8	3	0	23	66	17	62
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	63	15	15	8	0	0	20	74	11	62
TOTAL PITTSBURGH			62	0	0	63	15	15	8	0	0	20	74	11	62
RALEIGH	AMERICAN AIRLINES	S	62	0	0	55	24	18	3	0	0	17	79	10	62
TOTAL RALEIGH			62	0	0	55	24	18	3	0	0	17	79	10	62
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	77	6	10	5	2	0	12	84	3	62
TOTAL SAN DIEGO			62	0	0	77	6	10	5	2	0	12	84	3	62
SANFORD	AIR 2000	C	27	0	0	70	11	15	0	4	0	18	0	0	0
	MONARCH AIRLINES	C	19	0	0	11	21	26	32	11	0	71	11	125	9
	MY TRAVEL AIRWAYS UK	C	42	0	0	31	21	29	12	7	0	51	26	71	43
TOTAL SANFORD			88	0	0	39	18	24	13	7	0	45	30	72	138
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	0	0	32	19	34	11	3	0	45	57	20	124
TOTAL ST LOUIS (LAMBERT)			62	0	0	32	19	34	11	3	0	45	57	20	124
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	70	16	2	9	0	2	41	77	5	43
TOTAL TAMPA			43	0	0	70	16	2	9	0	2	41	77	5	43
TOTAL USA			2061	1	8	57	18	15	8	2	0	23	67	19	1963
UZBEKISTAN															
TASHKENT	BRITISH AIRWAYS PLC	S	26	0	0	77	15	0	8	0	0	11	0	0	0
TOTAL TASHKENT			26	0	0	77	15	0	8	0	0	11	0	0	0
TOTAL UZBEKISTAN			26	0	0	77	15	0	8	0	0	11	0	0	0
VENEZUELA															
PORLAMAR	AIR 2000	C	4	0	0	75	0	0	25	0	0	32	0	0	0
TOTAL PORLAMAR			4	0	0	75	0	0	25	0	0	32	50	9	4
TOTAL VENEZUELA			4	0	0	75	0	0	25	0	0	32	50	9	4
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	4	0	0	0
TOTAL ST THOMAS ISLANDS			2	0	0	50	50	0	0	0	0	4	0	0	0
TOTAL VIRGIN ISLANDS (U.S.A)			2	0	0	50	50	0	0	0	0	4	0	0	0
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	85	12	4	0	0	0	7	85	8	27
TOTAL LUSAKA			26	0	0	85	12	4	0	0	0	7	85	8	27
TOTAL ZAMBIA			26	0	0	85	12	4	0	0	0	7	85	8	27
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	33	1	1	36	0	30	27	6	0	52	64	9	36
TOTAL HARARE			33	1	1	36	0	30	27	6	0	52	64	9	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

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ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
TOTAL ZIMBABWE		33	1	1	36	0	30	27	6	0	52	64	9	36
TOTAL GATWICK		21212	64	388	61	15	13	9	1	0	23	69	20	20781

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)	
<b>AUSTRIA</b>																
SALZBURG	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-6	50	24	4	
TOTAL SALZBURG			4	0	0	100	0	0	0	0	0	-6	50	24	4	
TOTAL AUSTRIA			4	0	0	100	0	0	0	0	0	-6	50	24	4	
<b>BELGIUM</b>																
BRUSSELS	BRITISH AIRWAYS PLC	S	19	0	0	68	16	16	0	0	0	15	0	0	0	
	SABENA	S	172	0	4	81	13	6	0	0	0	6	83	6	174	
TOTAL BRUSSELS			191	0	4	80	13	7	0	0	0	7	83	6	174	
TOTAL BELGIUM			191	0	4	80	13	7	0	0	0	7	83	6	174	
<b>BULGARIA</b>																
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	3	33	18	3	
TOTAL BURGAS			4	0	0	75	25	0	0	0	0	3	33	18	3	
TOTAL BULGARIA			4	0	0	75	25	0	0	0	0	3	33	18	3	
<b>CANADA</b>																
TORONTO	AIR CANADA	S	62	0	0	40	29	23	8	0	0	23	56	22	61	
	AIR TRANSAT	C	14	0	0	64	21	14	0	0	0	11	65	14	20	
	CANADA 3000 AIRLINES	C	18	0	0	67	28	6	0	0	0	10	68	24	25	
	ROYAL AIRLINES	C	6	0	0	33	17	17	33	0	0	43	38	33	16	
TOTAL TORONTO			100	0	0	48	27	18	7	0	0	20	57	22	122	
VANCOUVER	AIR TRANSAT	C	8	0	0	63	25	13	0	0	0	4	40	21	10	
	CANADA 3000 AIRLINES	C	9	1	1	67	0	11	22	0	0	14	30	56	10	
TOTAL VANCOUVER			17	1	1	65	12	12	12	0	0	9	35	39	20	
TOTAL CANADA			117	1	1	50	25	17	8	0	0	18	54	25	142	
<b>CYPRUS</b>																
LARNACA	BRITANNIA AIRWAYS	C	9	0	0	33	22	0	33	11	0	66	71	11	7	
	CALEDONIAN AIRWAYS	C	10	0	0	10	20	50	20	0	0	48	0	55	1	
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	0	0	0	0	
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	20	20	0	0	46	50	12	8	
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	14	14	29	0	0	59	43	66	7	
TOTAL LARNACA			44	0	1	34	23	20	20	2	0	44	41	31	37	
PAPHOS	AIR 2000	S	8	0	0	38	13	50	0	0	0	26	0	0	0	
	CALEDONIAN AIRWAYS	C	7	0	1	0	0	43	57	0	0	64	0	0	0	
	EUROCYPRIA AIRLINES LTD	C	7	0	1	0	14	57	29	0	0	52	0	39	1	
TOTAL PAPHOS			22	0	2	14	9	50	27	0	0	47	33	33	9	
TOTAL CYPRUS			66	0	3	27	18	30	23	2	0	45	39	31	46	
<b>DENMARK</b>																
COPENHAGEN	BMI BRITISH MIDLAND	S	104	0	0	95	3	2	0	0	0	-1	96	-1	80	
TOTAL COPENHAGEN			104	0	0	95	3	2	0	0	0	-1	96	-1	80	
TOTAL DENMARK			104	1	0	95	3	2	0	0	0	-1	96	-1	80	



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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	AIR 2000	C	8	0	0	38	13	13	38	0	0	57	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>40</b>	<b>43</b>	<b>10</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	9	0	0	44	11	11	33	0	0	55	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>12</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>40</b>	<b>43</b>	<b>10</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	83	0	0	86	11	4	0	0	0	6	75	12	24
	FLYBE.BRITISH EUROPEAN	S	182	0	4	64	17	16	3	0	0	15	71	10	114
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>265</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>10</b>	<b>138</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	4	0	1	50	25	25	0	0	0	15	50	25	2
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>25</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>269</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>10</b>	<b>140</b>
<b>GERMANY</b>															
FRANKFURT MAIN	AIR TRANSAT	C	2	0	0	0	50	50	0	0	0	27	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>13</b>	<b>28</b>
HANOVER	BRITISH AIRWAYS PLC	S	18	0	0	94	6	0	0	0	0	3	89	7	19
<b>TOTAL HANOVER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>19</b>
MUNICH	ROYAL AIRLINES	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MUNICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>68</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	13	25	13	38	13	0	78	30	59	10
	BRITANNIA AIRWAYS	C	9	0	0	33	11	22	11	22	0	71	29	48	7
	MONARCH AIRLINES	C	9	0	1	11	33	44	11	0	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	1	13	25	13	50	0	0	79	88	36	8
<b>TOTAL CORFU</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>65</b>	<b>48</b>	<b>49</b>	<b>25</b>
HERAKLION	AIR 2000	C	8	0	0	50	38	13	0	0	0	20	100	4	7
	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	37	43	49	7
	MONARCH AIRLINES	C	8	0	0	25	38	25	13	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	0	0	29	29	0	92	75	64	8
	TRANSAER	C	6	1	2	17	0	33	50	0	0	71	22	46	9
<b>TOTAL HERAKLION</b>			<b>37</b>	<b>1</b>	<b>3</b>	<b>35</b>	<b>19</b>	<b>16</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>58</b>	<b>42</b>	<b>31</b>
RHODES	AIR 2000	C	7	0	1	43	14	43	0	0	0	28	50	12	8
	BRITANNIA AIRWAYS	C	7	0	0	29	29	14	14	0	0	47	43	171	7
	TRANSAER	C	16	0	1	25	6	31	25	13	0	63	0	0	0
<b>TOTAL RHODES</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>13</b>	<b>30</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>51</b>	<b>47</b>	<b>86</b>	<b>15</b>
ZAKINTHOS	AIR 2000	C	9	0	1	78	11	11	0	0	0	6	78	9	9
	BRITANNIA AIRWAYS	C	7	1	0	29	0	43	29	0	0	54	0	0	0
	MONARCH AIRLINES	C	9	0	1	56	33	0	11	0	0	17	0	0	0

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				Actual (7)	Plan (8)										
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	9	0	1	0	0	33	67	0	0	72	57	12	7
<b>TOTAL ZAKINTHOS</b>			<b>34</b>	<b>1</b>	<b>3</b>	<b>41</b>	<b>12</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>69</b>	<b>11</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>135</b>	<b>2</b>	<b>10</b>	<b>31</b>	<b>17</b>	<b>22</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>55</b>	<b>46</b>	<b>87</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	62	0	0	90	6	0	3	0	0	5	76	9	62
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>9</b>	<b>62</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>9</b>	<b>62</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	250	0	0	87	6	3	4	0	0	5	97	-2	204
<b>TOTAL DUBLIN</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>-2</b>	<b>204</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>-1</b>	<b>267</b>
<b>ITALY</b>															
BRESCIA/MONTICHIARI	AIR 2000	C	9	0	1	33	11	33	22	0	0	40	0	0	0
	EUROPEAN AIR CHARTER	C	7	0	1	0	0	43	57	0	0	82	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>6</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	20	0	0	40	25	25	10	0	0	27	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	17	22	33	28	0	0	50	29	56	17
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>33</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>56</b>	<b>17</b>
PISA	BMI BRITISH MIDLAND	C	6	0	0	0	0	50	50	0	0	69	17	105	6
<b>TOTAL PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>105</b>	<b>6</b>
<b>TOTAL ITALY</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>16</b>	<b>33</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>28</b>	<b>83</b>	<b>36</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	18	0	2	39	33	17	0	11	0	47	50	19	18
	AIR MALTA	S	8	0	0	50	50	0	0	0	0	14	75	14	8
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	-2	0	0	0
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>14</b>	<b>34</b>
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>14</b>	<b>34</b>
<b>MEXICO</b>															
CANCUN	MONARCH AIRLINES	C	5	0	0	60	0	40	0	0	0	20	0	0	0
<b>TOTAL CANCUN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	184	0	2	76	15	7	3	0	0	10	47	23	184
<b>TOTAL AMSTERDAM</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>23</b>	<b>184</b>
<b>TOTAL NETHERLANDS</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>23</b>	<b>184</b>

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				Actual (7)	Plan (8)											
<b>NORWAY</b>																
BERGEN	WIDEROE FLYVESELSKAP A/S	S	49	0	3	86	10	0	0	0	4	20	0	0	0	
<b>TOTAL BERGEN</b>			<b>49</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>49</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>73</b>	<b>10</b>	<b>40</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>																
FARO	AIR 2000	C	28	0	0	50	18	21	11	0	0	21	44	36	27	
	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	13	63	29	8	
	BRITISH AIRWAYS PLC	C	10	0	0	30	30	10	30	0	0	34	0	0	0	
	CALEDONIAN AIRWAYS	C	8	0	0	38	38	25	0	0	0	12	0	0	0	
	MONARCH AIRLINES	C	10	0	0	10	30	30	30	0	0	56	40	63	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	10	50	40	0	171	22	71	9	
<b>TOTAL FARO</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>19</b>	<b>20</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>42</b>	<b>48</b>	<b>64</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>19</b>	<b>20</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>42</b>	<b>48</b>	<b>64</b>	
<b>PORTUGAL(MADEIRA)</b>																
FUNCHAL	SATA	C	10	0	0	50	0	50	0	0	0	-6	75	4	8	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>75</b>	<b>4</b>	<b>8</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>75</b>	<b>4</b>	<b>8</b>	
<b>SPAIN</b>																
ALICANTE	AIR 2000	C	10	0	0	0	40	20	40	0	0	43	20	56	10	
	BMI BRITISH MIDLAND	C	10	0	0	10	0	20	70	0	0	95	0	0	0	
	BRITANNIA AIRWAYS	C	16	0	0	50	19	31	0	0	0	17	56	40	16	
	CALEDONIAN AIRWAYS	C	10	0	0	80	10	10	0	0	0	3	0	0	0	
	MY TRAVEL AIRWAYS UK	C	17	1	0	35	24	6	29	6	0	54	60	65	10	
	THOMAS COOK AIRLINES LTD	C	10	0	0	10	10	20	60	0	0	74	70	33	10	
<b>TOTAL ALICANTE</b>			<b>73</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>18</b>	<b>18</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>58</b>	<b>49</b>	<b>57</b>	
GERONA	AIR 2000	C	8	0	0	25	13	50	13	0	0	42	57	36	7	
	BMI BRITISH MIDLAND	C	8	0	1	63	25	13	0	0	0	13	0	0	0	
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	71	11	7	
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	38	13	25	13	0	73	100	-6	7	
	THOMAS COOK AIRLINES LTD	C	10	0	0	0	10	20	70	0	0	77	56	33	9	
<b>TOTAL GERONA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>17</b>	<b>20</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>70</b>	<b>20</b>	<b>30</b>	
IBIZA	AIR 2000	C	10	0	0	20	30	20	30	0	0	44	56	33	9	
	BRITANNIA AIRWAYS	C	23	0	0	26	26	26	22	0	0	44	40	104	15	
	CALEDONIAN AIRWAYS	C	9	0	1	22	0	11	44	22	0	109	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	0	29	57	0	14	161	14	38	7	
<b>TOTAL IBIZA</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>18</b>	<b>22</b>	<b>33</b>	<b>4</b>	<b>2</b>	<b>72</b>	<b>38</b>	<b>60</b>	<b>40</b>	
MADRID	BRITISH AIRWAYS PLC	S	13	0	0	54	31	15	0	0	0	15	0	0	0	
<b>TOTAL MADRID</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MAHON	BRITANNIA AIRWAYS	C	9	0	0	0	22	44	33	0	0	55	22	345	9	
	CALEDONIAN AIRWAYS	C	7	0	1	57	14	14	14	0	0	21	0	0	0	
	FUTURA AIRLINES	C	7	0	0	71	0	29	0	0	0	11	81	8	16	
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	0	14	29	29	0	93	56	57	9	

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MAHON	THOMAS COOK AIRLINES LTD	C	7	0	1	43	14	29	14	0	0	25	83	4	6
<b>TOTAL MAHON</b>			<b>37</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>11</b>	<b>27</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>57</b>	<b>84</b>	<b>49</b>
MALAGA	AIR 2000	C	18	0	0	61	17	17	0	0	6	37	42	68	24
	BRITANNIA AIRWAYS	C	18	0	0	44	33	11	11	0	0	22	50	41	8
	CALEDONIAN AIRWAYS	C	10	0	0	80	20	0	0	0	0	9	0	139	1
	FUTURA AIRLINES	C	12	0	0	17	8	67	8	0	0	41	17	63	6
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	0	30	30	10	0	70	50	41	10
	THOMAS COOK AIRLINES LTD	C	9	1	1	22	0	0	78	0	0	76	40	50	10
<b>TOTAL MALAGA</b>			<b>77</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>16</b>	<b>21</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>41</b>	<b>56</b>	<b>61</b>
PALMA DE MALLORCA	AIR 2000	C	16	0	0	63	38	0	0	0	0	6	60	27	15
	BMI BRITISH MIDLAND	C	2	0	0	0	100	0	0	0	0	28	0	161	1
	BRITANNIA AIRWAYS	C	50	1	0	42	10	26	22	0	0	29	32	58	50
	CALEDONIAN AIRWAYS	C	10	0	0	20	30	10	20	20	0	86	0	223	1
	FUTURA AIRLINES	C	10	0	0	0	0	20	60	20	0	104	30	127	10
	MONARCH AIRLINES	C	18	0	0	39	11	17	33	0	0	49	53	48	17
	MY TRAVEL AIRWAYS UK	C	46	0	0	17	2	7	46	28	0	125	35	50	46
	SPANAIR	C	20	0	0	0	0	30	50	20	0	113	32	83	19
	THOMAS COOK AIRLINES LTD	C	23	0	3	57	9	4	13	17	0	48	64	55	22
<b>TOTAL PALMA DE MALLORCA</b>			<b>195</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>11</b>	<b>15</b>	<b>30</b>	<b>13</b>	<b>0</b>	<b>69</b>	<b>38</b>	<b>63</b>	<b>200</b>
REUS	AIR 2000	C	8	0	0	38	50	13	0	0	0	13	71	6	7
	BRITANNIA AIRWAYS	C	10	0	0	30	30	20	20	0	0	31	25	184	8
	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-8	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	9	0	1	44	33	0	22	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	14	0	0	0	1	86	4	7
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	14	0	29	0	0	35	86	2	7
<b>TOTAL REUS</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>24</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>44</b>	<b>38</b>
<b>TOTAL SPAIN</b>			<b>534</b>	<b>3</b>	<b>13</b>	<b>36</b>	<b>15</b>	<b>18</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>47</b>	<b>58</b>	<b>475</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	8	0	0	25	0	63	13	0	0	35	38	37	8
	AIR EUROPA	C	8	0	0	50	13	38	0	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	50	197	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	25	0	0	44	75	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	25	75	11	8
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>13</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>55</b>	<b>40</b>
LAS PALMAS	AIR 2000	C	10	0	0	90	10	0	0	0	0	-9	100	-6	9
	BRITANNIA AIRWAYS	C	9	0	0	56	11	22	11	0	0	28	25	47	8
	IBERWORLD	C	4	0	0	0	0	25	75	0	0	77	0	0	0
	MONARCH AIRLINES	C	10	0	0	0	0	10	90	0	0	109	40	75	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	17	17	22	11	0	71	65	41	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	0	20	60	0	0	81	60	33	10
<b>TOTAL LAS PALMAS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>8</b>	<b>15</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>59</b>	<b>39</b>	<b>54</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	38	38	0	25	0	0	55	70	33	10
	BRITANNIA AIRWAYS	C	9	0	0	56	0	33	11	0	0	26	90	6	10
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	38	0	0	0	25	0	221	1

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	11	20	45	10
	MY TRAVEL AIRWAYS UK	C	8	1	0	0	0	25	75	0	0	82	60	67	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	12	6	0	0	0	-1	80	17	20
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>1</b>	<b>8</b>	<b>52</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>37</b>	<b>79</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>159</b>	<b>1</b>	<b>8</b>	<b>45</b>	<b>12</b>	<b>19</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>62</b>	<b>42</b>	<b>174</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	BRAATHENS ASA	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	21	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	8	0	1	63	38	0	0	0	0	9	67	5	6
	BRITANNIA AIRWAYS	C	9	0	0	78	0	11	11	0	0	10	14	28	7
	ONUR AIR	C	7	0	0	43	14	29	14	0	0	26	0	44	7
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>30</b>	<b>29</b>	<b>27</b>
<b>DALAMAN</b>															
DALAMAN	AIR 2000	C	10	0	0	80	20	0	0	0	0	4	71	16	7
	BRITANNIA AIRWAYS	C	16	0	0	38	13	25	19	6	0	48	43	14	7
	MONARCH AIRLINES	C	7	0	1	86	14	0	0	0	0	2	50	37	10
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	-1	86	-7	7
	ONUR AIR	C	7	0	0	43	0	57	0	0	0	26	0	50	7
	THOMAS COOK AIRLINES LTD	C	9	0	1	11	0	33	56	0	0	76	100	1	7
<b>TOTAL DALAMAN</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>11</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>20</b>	<b>45</b>
IZMIR (ADNAM MENDERES)	ONUR AIR	C	7	0	0	86	14	0	0	0	0	2	57	32	7
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>32</b>	<b>7</b>
<b>TOTAL TURKEY</b>			<b>87</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>13</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>49</b>	<b>24</b>	<b>80</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	29	12	23	72	17	10	0	0	0	6	75	5	53
<b>TOTAL BARRA</b>			<b>29</b>	<b>12</b>	<b>23</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>5</b>	<b>53</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	172	0	0	80	11	5	5	0	0	9	75	11	169
<b>TOTAL BELFAST CITY</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>169</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	194	0	2	91	5	4	1	0	0	0	92	4	182
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>194</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>182</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	49	0	3	88	2	10	0	0	0	4	71	11	52
<b>TOTAL BENBECULA</b>			<b>49</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>11</b>	<b>52</b>
BIRMINGHAM	AIR 2000	C	3	0	0	0	33	0	67	0	0	98	0	0	0
	BRITISH AIRWAYS PLC	S	228	0	2	80	11	5	4	0	0	10	91	5	282
	FLYBE.BRITISH EUROPEAN	S	160	0	8	58	27	11	4	0	0	18	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>391</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>5</b>	<b>282</b>
BOURNEMOUTH	GILL AIRWAYS	S	94	0	0	82	13	5	0	0	0	5	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>3</b>	<b>74</b>

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				Actual (7)	Plan (8)										
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	265	8	21	77	15	5	3	0	0	9	82	8	275
<b>TOTAL BRISTOL</b>			<b>265</b>	<b>8</b>	<b>21</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>275</b>
CAMPBELTOWN	LOGANAIR	S	80	1	5	86	8	6	0	0	0	3	78	7	79
<b>TOTAL CAMPBELTOWN</b>			<b>80</b>	<b>1</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>7</b>	<b>79</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	118	0	1	86	8	3	2	0	0	6	89	4	128
<b>TOTAL CARDIFF WALES</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>130</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	184	0	0	71	15	11	2	1	0	12	75	12	183
<b>TOTAL EAST MIDLANDS</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>183</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	324	0	4	86	7	4	2	0	0	5	86	7	328
<b>TOTAL GATWICK</b>			<b>325</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>334</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	9	0	0	67	22	0	11	0	0	16	0	0	0
<b>TOTAL GUERNSEY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>7</b>	<b>52</b>
HEATHROW	BMI BRITISH MIDLAND	S	476	0	7	48	33	16	2	0	0	19	66	16	477
	BRITISH AIRWAYS PLC	S	633	1	12	89	6	4	1	1	0	6	89	6	634
<b>TOTAL HEATHROW</b>			<b>1109</b>	<b>1</b>	<b>19</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>1111</b>
INVERNESS	LOGANAIR	S	81	0	12	83	10	5	2	0	0	7	0	0	0
<b>TOTAL INVERNESS</b>			<b>81</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>14</b>	<b>48</b>
ISLAY	LOGANAIR	S	92	4	2	77	10	4	9	0	0	14	73	12	97
<b>TOTAL ISLAY</b>			<b>92</b>	<b>4</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>97</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	78	0	2	96	1	3	0	0	0	0	95	5	62
<b>TOTAL ISLE OF MAN</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>62</b>
JERSEY	BMI BRITISH MIDLAND	S	26	0	0	42	23	19	8	8	0	39	67	18	27
	BRITISH AIRWAYS CITIEXPRESS L	S	6	0	2	100	0	0	0	0	0	3	0	0	0
<b>TOTAL JERSEY</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>19</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>67</b>	<b>15</b>	<b>52</b>
LEEDS BRADFORD	BMI REGIONAL	S	124	0	1	93	2	2	3	0	0	5	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>125</b>
LONDON CITY	SCOT AIRWAYS	S	167	0	1	67	22	10	1	0	0	13	0	0	0
<b>TOTAL LONDON CITY</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDONDERRY	LOGANAIR	S	62	0	0	74	11	2	13	0	0	23	60	28	62
<b>TOTAL LONDONDERRY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>28</b>	<b>62</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	218	1	0	84	6	6	4	0	0	6	60	28	215
<b>TOTAL LUTON</b>			<b>218</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>28</b>	<b>215</b>
MANCHESTER	BMI REGIONAL	S	169	0	9	81	13	2	4	0	0	9	75	13	127
	BRITANNIA AIRWAYS	C	4	0	0	0	25	0	75	0	0	108	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	178	0	2	92	4	3	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	27	3	2	85	7	0	7	0	0	8	80	9	214
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	50	0	0	35	0	0	0
<b>TOTAL MANCHESTER</b>			<b>386</b>	<b>3</b>	<b>13</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>399</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	17	0	0	88	6	0	6	0	0	11	95	6	19

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 PLYMOUTH			17	0	0	88	6	0	6	0	0	11	95	6	19
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	186	0	0	94	5	2	0	0	0	2	85	8	168
TOTAL SOUTHAMPTON			186	0	0	94	5	2	0	0	0	2	85	8	168
STANSTED	KLM UK LTD	S	208	0	3	78	9	5	8	0	0	9	66	18	254
TOTAL STANSTED			208	0	3	78	9	5	8	0	0	9	66	18	254
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	107	0	0	82	8	3	6	1	0	12	79	10	107
TOTAL STORNOWAY			107	0	0	82	8	3	6	1	0	12	79	10	107
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	73	17	2	8	0	0	11	80	12	103
	LOGANAIR	S	49	1	8	86	10	2	2	0	0	7	0	0	0
TOTAL SUMBURGH			101	1	8	79	14	2	5	0	0	9	80	12	103
TIREE	LOGANAIR	S	51	1	0	73	10	8	4	6	0	28	81	4	52
TOTAL TIREE			51	1	0	73	10	8	4	6	0	28	81	4	52
TOTAL UNITED KINGDOM			4929	32	132	79	12	6	3	0	0	9	79	11	4828
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	67	15	8	7	3	0	23	77	12	60
TOTAL CHICAGO (O'HARE)			60	0	0	67	15	8	7	3	0	23	77	12	60
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	61	1	1	85	10	3	2	0	0	-2	0	0	0
TOTAL NEW YORK (NEWARK)			61	1	1	85	10	3	2	0	0	-2	0	0	0
ORLANDO	BRITANNIA AIRWAYS	C	18	0	0	44	22	28	6	0	0	23	0	0	0
TOTAL ORLANDO			18	0	0	44	22	28	6	0	0	23	0	0	0
SANFORD	AIR 2000	C	8	0	0	0	13	38	25	25	0	99	0	0	0
	MONARCH AIRLINES	C	18	0	2	56	6	0	33	6	0	53	33	66	21
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	0	22	56	0	0	62	17	47	18
TOTAL SANFORD			35	0	2	34	6	14	37	9	0	66	29	54	59
TOTAL USA			174	1	3	64	12	10	11	3	0	23	46	38	153
TOTAL GLASGOW			7545	41	191	72	13	8	6	1	0	15	74	16	7161

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	25	1	0	16	28	20	28	8	0	61	18	46	28
<b>TOTAL ALGIERS</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>28</b>	<b>20</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>46</b>	<b>28</b>
<b>TOTAL ALGERIA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>28</b>	<b>20</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>46</b>	<b>28</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	62	0	0	82	8	6	3	0	0	6	81	6	62
<b>TOTAL BRISBANE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>6</b>	<b>62</b>
MELBOURNE	QANTAS	S	59	0	0	73	8	17	2	0	0	11	87	3	31
<b>TOTAL MELBOURNE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>15</b>	<b>93</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	55	26	18	2	0	0	17	71	15	62
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>62</b>
SYDNEY	BRITISH AIRWAYS PLC	S	89	0	0	81	10	7	1	1	0	9	0	0	0
	QANTAS	S	65	0	0	71	12	11	6	0	0	16	66	20	93
<b>TOTAL SYDNEY</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>20</b>	<b>93</b>
<b>TOTAL AUSTRALIA</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>310</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	213	1	19	67	20	10	2	0	0	16	79	8	234
	BRITISH AIRWAYS PLC	S	184	0	2	66	18	14	1	2	0	16	72	10	186
<b>TOTAL VIENNA</b>			<b>397</b>	<b>1</b>	<b>21</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>9</b>	<b>420</b>
<b>TOTAL AUSTRIA</b>			<b>397</b>	<b>1</b>	<b>21</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>9</b>	<b>420</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	42	0	0	55	26	10	10	0	0	17	71	10	62
<b>TOTAL BAHRAIN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>10</b>	<b>62</b>
<b>TOTAL BAHRAIN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>10</b>	<b>62</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	53	2	3	32	17	11	28	11	0	63	51	44	43
	BRITISH AIRWAYS PLC	S	44	0	0	93	5	2	0	0	0	79	19	19	43
<b>TOTAL DACCA</b>			<b>97</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>11</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>31</b>	<b>86</b>
<b>TOTAL BANGLADESH</b>			<b>97</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>11</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>31</b>	<b>86</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	332	0	2	55	22	17	6	0	0	18	75	9	343
	BRITISH AIRWAYS PLC	S	287	0	0	77	11	9	3	1	0	11	82	5	282
	SABENA	S	511	0	3	47	23	18	12	1	0	26	68	14	507
	UNITED AIRLINES	S	56	0	4	63	13	21	4	0	0	14	90	2	60
<b>TOTAL BRUSSELS</b>			<b>1186</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>10</b>	<b>1194</b>
<b>TOTAL BELGIUM</b>			<b>1186</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>10</b>	<b>1194</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	35	0	0	77	9	11	0	3	0	10	73	13	37



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 RIO DE JANEIRO (GALEAO)			35	0	0	77	9	11	0	3	0	10	73	13	37
SAO PAULO (GUARULHOS)	VARIG	S	9	0	0	89	11	0	0	0	0	0	11	85	9
TOTAL SAO PAULO (GUARULHOS)			9	0	0	89	11	0	0	0	0	0	11	85	9
TOTAL BRAZIL			44	0	0	80	9	9	0	2	0	8	61	27	46
BRUNEI															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	53	23	24	0	0	0	17	52	20	62
TOTAL BANDAR SERI BEGAWAN			62	0	0	53	23	24	0	0	0	17	52	20	62
TOTAL BRUNEI			62	0	0	53	23	24	0	0	0	17	52	20	62
BULGARIA															
SOFIA	BALKAN BULGARIAN AIRLINES	S	46	0	0	20	24	30	17	9	0	51	63	30	46
TOTAL SOFIA			46	0	0	20	24	30	17	9	0	51	63	30	46
TOTAL BULGARIA			46	0	0	20	24	30	17	9	0	51	63	30	46
CANADA															
CALGARY	AIR CANADA	S	44	0	0	84	5	2	5	5	0	16	77	10	35
	CANADIAN AIRLINES INT/L	S	62	0	0	82	6	5	3	3	0	10	65	26	52
TOTAL CALGARY			106	0	0	83	6	4	4	4	0	12	70	19	87
EDMONTON	AIR CANADA	S	18	0	0	61	17	11	11	0	0	19	52	15	27
TOTAL EDMONTON			18	0	0	61	17	11	11	0	0	19	52	15	27
HALIFAX INT	AIR CANADA	S	62	0	0	52	26	19	3	0	0	21	42	24	62
TOTAL HALIFAX INT			62	0	0	52	26	19	3	0	0	21	42	24	62
MONTREAL (DORVAL)	AIR CANADA	S	39	1	0	41	23	26	5	0	5	61	23	34	35
	BRITISH AIRWAYS PLC	S	62	0	0	69	13	11	3	3	0	20	63	14	62
TOTAL MONTREAL (DORVAL)			101	1	0	58	17	17	4	2	2	36	48	21	97
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	45	28	20	3	3	0	26	52	26	56
	CANADIAN AIRLINES INT/L	S	28	0	0	68	18	14	0	0	0	8	0	0	0
TOTAL OTTAWA INTERNATIONAL			88	0	0	52	25	18	2	2	0	20	52	26	56
TORONTO	AIR CANADA	S	169	0	0	59	19	18	4	1	0	16	48	22	171
	BRITISH AIRWAYS PLC	S	90	0	0	71	16	12	1	0	0	12	56	14	62
	CANADIAN AIRLINES INT/L	S	158	0	0	58	21	14	6	1	1	24	46	20	124
TOTAL TORONTO			418	0	0	61	19	15	4	0	0	19	49	20	358
VANCOUVER	AIR CANADA	S	62	0	0	71	19	8	2	0	0	7	39	22	62
	BRITISH AIRWAYS PLC	S	60	1	0	78	10	5	5	2	0	13	77	3	62
TOTAL VANCOUVER			122	1	0	75	15	7	3	1	0	10	57	14	134
TOTAL CANADA			915	2	0	64	18	13	4	1	0	19	52	20	821
CHINA															
BEIJING	AIR CHINA	S	22	4	2	100	0	0	0	0	0	-20	80	1	25
	BRITISH AIRWAYS PLC	S	35	1	1	86	3	0	9	0	3	47	77	3	26
TOTAL BEIJING			57	5	3	91	2	0	5	0	2	21	78	2	51
SHANGHAI	VIRGIN ATLANTIC AIRWAYS LTD	S	7	0	0	71	14	0	14	0	0	10	0	0	0

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				Actual (7)	Plan (8)										
TOTAL SHANGHAI			7	0	0	71	14	0	14	0	0	10	0	0	0
TOTAL CHINA			64	5	3	89	3	0	6	0	2	20	78	2	51
COLOMBIA															
BOGOTA	AVIANCA COLOMBIA	S	18	0	0	50	17	11	6	6	11	78	33	19	18
TOTAL BOGOTA			18	0	0	50	17	11	6	6	11	78	33	19	18
TOTAL COLOMBIA			18	0	0	50	17	11	6	6	11	78	33	19	18
CROATIA															
SPLIT	CROATIA AIRLINES	S	10	0	0	40	40	0	20	0	0	32	0	35	10
TOTAL SPLIT			10	0	0	40	40	0	20	0	0	32	0	35	10
ZAGREB	CROATIA AIRLINES	S	62	0	0	71	19	8	2	0	0	12	55	19	62
TOTAL ZAGREB			62	0	0	71	19	8	2	0	0	12	55	19	62
TOTAL CROATIA			72	0	0	67	22	7	4	0	0	15	47	21	72
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	82	0	0	61	23	11	2	2	0	22	66	10	82
	CYPRUS AIRWAYS	S	124	0	0	24	30	34	12	0	0	33	74	13	82
TOTAL LARNACA			206	0	0	39	27	25	8	1	0	29	70	11	164
TOTAL CYPRUS			206	0	0	39	27	25	8	1	0	29	70	11	164
CZECH REPUBLIC															
PRAGUE	BMI BRITISH MIDLAND	S	79	0	1	62	28	8	3	0	0	14	78	9	80
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	13	50	17	2
	BRITISH AIRWAYS PLC	S	124	0	0	73	20	6	0	1	0	10	79	10	124
	CSA	S	124	0	0	58	29	10	2	0	1	19	75	10	125
TOTAL PRAGUE			329	0	1	65	26	8	2	0	0	15	77	10	331
TOTAL CZECH REPUBLIC			329	0	1	65	26	8	2	0	0	15	77	10	331
DENMARK															
AARHUS (TIRSTRUP)	SAS	S	60	0	0	83	12	3	0	2	0	9	86	10	44
TOTAL AARHUS (TIRSTRUP)			60	0	0	83	12	3	0	2	0	9	86	10	44
COPENHAGEN	BRITISH AIRWAYS PLC	S	300	0	0	86	10	2	1	1	0	5	74	14	238
	SAS	S	311	0	1	69	15	11	3	1	0	15	82	8	218
	VARIG	S	26	0	0	54	23	19	0	4	0	20	70	15	20
TOTAL COPENHAGEN			637	0	1	77	13	7	2	1	0	10	77	11	524
TOTAL DENMARK			697	0	1	77	13	7	2	1	0	10	78	11	568
EGYPT															
ALEXANDRIA ( NOUZHA )	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	72	11	6	11	0	0	21	76	4	17
TOTAL ALEXANDRIA ( NOUZHA )			18	0	0	72	11	6	11	0	0	21	76	4	17
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	74	16	6	2	2	0	13	89	0	62
	EGYPT AIR	S	62	0	0	13	42	27	16	2	0	40	26	32	62
TOTAL CAIRO			124	0	0	44	29	17	9	2	0	27	57	16	124

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
LUXOR	EGYPT AIR	S	10	0	0	30	20	50	0	0	0	31	50	24	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>24</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>152</b>	<b>0</b>	<b>8</b>	<b>46</b>	<b>26</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>15</b>	<b>152</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	26	0	0	38	12	23	27	0	0	38	54	23	46
<b>TOTAL ADDIS ABABA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>54</b>	<b>23</b>	<b>46</b>
<b>TOTAL ETHIOPIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>54</b>	<b>23</b>	<b>46</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	122	0	0	70	20	8	1	1	0	9	65	11	124
	FINNAIR	S	186	0	0	75	10	12	3	0	0	10	69	12	186
<b>TOTAL HELSINKI</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>12</b>	<b>310</b>
<b>TOTAL FINLAND</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>12</b>	<b>310</b>
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	7	0	1	0	29	29	29	14	0	84	38	20	8
<b>TOTAL AJACCIO</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>84</b>	<b>38</b>	<b>20</b>	<b>8</b>
LYON	BRITISH AIRWAYS PLC	S	186	0	0	75	12	6	6	1	0	12	78	8	186
	FLYBE.BRITISH EUROPEAN	S	162	0	0	75	17	7	1	0	0	7	82	6	164
<b>TOTAL LYON</b>			<b>348</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>7</b>	<b>350</b>
NICE	AIR FRANCE	C	2	0	0	50	0	50	0	0	0	31	100	0	1
	BMI BRITISH MIDLAND	S	124	0	0	34	20	25	19	2	0	39	57	19	124
	BRITISH AIRWAYS PLC	S	265	0	0	49	20	17	12	1	0	28	60	16	269
	BRITISH AIRWAYS PLC	C	5	0	3	60	20	20	0	0	0	20	0	33	4
<b>TOTAL NICE</b>			<b>397</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>20</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>18</b>	<b>400</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	C	3	0	12	0	0	33	67	0	0	60	100	6	1
	AIR FRANCE	S	768	0	0	61	20	13	5	1	0	17	32	32	739
	BMI BRITISH MIDLAND	S	416	0	2	60	23	14	3	0	0	16	70	12	420
	BRITISH AIRWAYS PLC	C	2	0	4	100	0	0	0	0	0	8	50	20	4
	BRITISH AIRWAYS PLC	S	390	0	0	75	13	9	3	1	0	9	72	10	390
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1579</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>21</b>	<b>1554</b>
PARIS (ORLY)	AIR LIB	S	180	0	6	72	17	8	2	0	0	11	70	13	184
	BRITISH AIRWAYS PLC	S	176	0	0	80	15	3	0	1	0	5	86	4	176
<b>TOTAL PARIS (ORLY)</b>			<b>356</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>360</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	178	0	3	75	10	9	6	0	0	9	70	12	186
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>178</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>12</b>	<b>186</b>
<b>TOTAL FRANCE</b>			<b>2865</b>	<b>0</b>	<b>31</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>16</b>	<b>2858</b>
<b>GEORGIA</b>															
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	67	17	11	6	0	0	14	100	-3	2
<b>TOTAL TBILISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>-3</b>	<b>2</b>
<b>TOTAL GEORGIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>-3</b>	<b>2</b>

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>GERMANY</b>																
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	315	2	1	84	11	4	0	1	0	5	68	11	318	
<b>TOTAL BERLIN (TEGEL)</b>			<b>315</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>11</b>	<b>318</b>	
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	80	0	0	83	6	5	6	0	0	9	89	3	82	
	BRITISH AIRWAYS PLC	S	121	0	1	79	13	5	1	2	0	9	76	6	117	
<b>TOTAL COLOGNE (BONN)</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>5</b>	<b>199</b>	
DRESDEN	BMI BRITISH MIDLAND	S	42	0	0	69	29	2	0	0	0	10	67	13	42	
<b>TOTAL DRESDEN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>14</b>	<b>65</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	237	0	0	75	17	5	2	1	0	11	79	9	238	
	LUFTHANSA	S	182	0	0	87	8	4	1	0	0	5	78	7	195	
<b>TOTAL DUSSELDORF</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	<b>433</b>	
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	246	0	0	64	17	14	4	0	0	16	79	7	248	
	BRITISH AIRWAYS PLC	S	287	0	0	64	25	8	2	1	0	15	73	10	289	
	LUFTHANSA	S	492	0	4	61	22	13	4	0	0	15	83	6	492	
<b>TOTAL FRANKFURT MAIN</b>			<b>1025</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>7</b>	<b>1029</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	184	0	0	80	13	4	2	1	0	9	77	9	186	
	LUFTHANSA	S	184	0	0	80	14	3	2	0	0	6	80	8	182	
<b>TOTAL HAMBURG</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>368</b>	
HANOVER	BMI BRITISH MIDLAND	S	176	0	3	84	11	3	2	0	0	3	0	0	0	
	BRITISH AIRWAYS PLC	S	103	0	0	82	7	10	1	1	0	9	81	13	102	
<b>TOTAL HANOVER</b>			<b>279</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>221</b>	
LEIPZIG	LUFTHANSA	S	7	0	0	71	14	14	0	0	0	12	60	14	57	
<b>TOTAL LEIPZIG</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>57</b>	
MUNICH	BRITISH AIRWAYS PLC	S	295	0	1	69	13	8	7	2	0	19	79	9	300	
	LUFTHANSA	S	300	0	1	65	21	10	4	0	0	14	70	10	266	
<b>TOTAL MUNICH</b>			<b>595</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>10</b>	<b>566</b>	
NUREMBERG	LUFTHANSA	S	62	0	0	81	16	2	2	0	0	4	92	0	62	
<b>TOTAL NUREMBERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>0</b>	<b>62</b>	
STUTTGART	BMI BRITISH MIDLAND	S	178	0	0	63	21	10	6	0	0	15	0	0	0	
	BRITISH AIRWAYS PLC	S	186	0	0	76	16	6	2	1	0	9	76	7	186	
<b>TOTAL STUTTGART</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>6</b>	<b>308</b>	
<b>TOTAL GERMANY</b>			<b>3678</b>	<b>2</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>8</b>	<b>3688</b>	
<b>GHANA</b>																
ACCRA	GHANA AIRWAYS	S	34	1	0	35	9	21	21	6	9	104	42	41	36	
<b>TOTAL ACCRA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>9</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>9</b>	<b>104</b>	<b>42</b>	<b>41</b>	<b>36</b>	
<b>TOTAL GHANA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>9</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>9</b>	<b>104</b>	<b>42</b>	<b>41</b>	<b>36</b>	
<b>GREECE</b>																
ATHENS	AEGEAN AIRLINES	S	44	0	0	59	11	18	11	0	0	21	95	-4	43	
	BRITISH AIRWAYS PLC	S	124	1	0	41	20	27	12	0	0	27	77	7	124	
	OLYMPIC AIRWAYS	S	185	0	1	13	24	43	21	0	0	42	61	21	181	

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ATHENS	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	67	16	13	3	0	0	13	87	3	62
<b>TOTAL ATHENS</b>			<b>414</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>20</b>	<b>31</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>11</b>	<b>410</b>
PREVEZA	BMI BRITISH MIDLAND	C	3	0	1	33	0	0	33	33	0	90	25	42	4
<b>TOTAL PREVEZA</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>90</b>	<b>25</b>	<b>42</b>	<b>4</b>
<b>TOTAL GREECE</b>			<b>417</b>	<b>1</b>	<b>3</b>	<b>34</b>	<b>20</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>74</b>	<b>10</b>	<b>432</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	60	1	1	88	8	2	2	0	0	0	94	-2	62
	CATHAY PACIFIC AIRWAYS	S	86	0	2	84	7	6	2	1	0	8	73	14	108
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	4	2	88	3	3	3	0	2	19	90	-1	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>204</b>	<b>5</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>292</b>
<b>TOTAL HONG KONG</b>			<b>204</b>	<b>5</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>292</b>
<b>HUNGARY</b>															
BUDAPEST	BMI BRITISH MIDLAND	S	8	0	0	63	38	0	0	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	46	27	20	6	1	0	24	69	17	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	55	24	18	2	2	0	20	66	12	124
	MALEV (HUNGARIAN AIRLINES)	C	2	0	0	0	50	50	0	0	0	35	0	0	0
<b>TOTAL BUDAPEST</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>14</b>	<b>248</b>
<b>TOTAL HUNGARY</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>14</b>	<b>248</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	88	0	0	47	35	17	1	0	0	18	51	15	81
<b>TOTAL KEFLAVIK</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>15</b>	<b>81</b>
<b>TOTAL ICELAND</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>15</b>	<b>81</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	94	0	0	6	0	0	1	78	11	18
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>18</b>
DELHI	AIR CANADA	S	16	2	2	44	0	50	6	0	0	26	62	9	26
<b>TOTAL DELHI</b>			<b>16</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>9</b>	<b>26</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	0	0	56	28	11	6	0	0	15	67	3	18
<b>TOTAL MADRAS/CHENNAI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>3</b>	<b>18</b>
MUMBAI	AIR INDIA	S	89	0	0	12	28	38	19	2	0	45	31	38	89
	BRITISH AIRWAYS PLC	S	61	1	0	72	10	10	8	0	0	16	66	8	62
<b>TOTAL MUMBAI</b>			<b>150</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>27</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>46</b>	<b>25</b>	<b>151</b>
<b>TOTAL INDIA</b>			<b>202</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>18</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>52</b>	<b>20</b>	<b>213</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	18	0	0	83	6	6	6	0	0	12	79	12	53
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>53</b>
<b>TOTAL INDONESIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>53</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	36	0	0	89	6	3	3	0	0	5	91	-4	23
	IRAN AIR	S	26	0	0	62	27	4	8	0	0	16	81	3	26
<b>TOTAL TEHRAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>0</b>	<b>49</b>
<b>TOTAL IRAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>0</b>	<b>49</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	223	0	0	68	21	6	3	2	0	19	73	13	238
<b>TOTAL CORK</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	<b>238</b>
DUBLIN	AER LINGUS	S	835	1	7	69	17	10	3	1	0	15	81	9	808
	BMI BRITISH MIDLAND	S	482	0	4	62	23	10	4	0	0	18	56	17	506
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL DUBLIN</b>			<b>1319</b>	<b>1</b>	<b>11</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>12</b>	<b>1314</b>
SHANNON	AER LINGUS	S	240	0	0	65	23	7	4	1	0	17	77	13	239
<b>TOTAL SHANNON</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>13</b>	<b>239</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1782</b>	<b>1</b>	<b>11</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>12</b>	<b>1791</b>
<b>ISRAEL</b>															
OVDA	EL AL	S	10	0	6	40	30	30	0	0	0	21	88	0	8
<b>TOTAL OVDA</b>			<b>10</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>0</b>	<b>8</b>
TEL AVIV	ARKIA	C	8	0	0	38	25	25	0	13	0	41	0	0	0
	BRITISH AIRWAYS PLC	S	72	0	0	82	10	8	0	0	0	4	89	1	62
	EL AL	S	66	0	6	61	15	18	5	2	0	20	79	8	63
<b>TOTAL TEL AVIV</b>			<b>146</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>5</b>	<b>125</b>
<b>TOTAL ISRAEL</b>			<b>156</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>4</b>	<b>133</b>
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	122	0	0	9	10	32	45	2	2	74	74	11	126
<b>TOTAL BOLOGNA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>32</b>	<b>45</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>74</b>	<b>11</b>	<b>126</b>
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	4	0	0	0	25	0	75	0	0	109	0	57	6
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>0</b>	<b>57</b>	<b>6</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	10	0	0	10	30	40	20	0	0	43	50	17	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>17</b>	<b>10</b>
MILAN (LINATE)	ALITALIA	S	186	0	0	34	21	31	13	1	0	33	61	16	432
	BRITISH AIRWAYS PLC	S	176	0	0	36	24	32	7	1	0	30	69	13	308
<b>TOTAL MILAN (LINATE)</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>22</b>	<b>31</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>15</b>	<b>740</b>
MILAN (MALPENSA)	ALITALIA	S	291	2	2	25	22	36	15	1	0	40	0	0	0
	BRITISH AIRWAYS PLC	S	126	0	0	29	28	25	14	3	0	38	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>417</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>24</b>	<b>33</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BMI BRITISH MIDLAND	C	10	0	0	10	10	20	60	0	0	77	80	11	10
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>80</b>	<b>11</b>	<b>10</b>
ROME (FIUMICINO)	ALITALIA	S	320	0	0	30	23	30	16	1	0	36	65	14	375

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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)										
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	310	0	0	59	22	15	4	0	0	18	68	12	310
<b>TOTAL ROME (FIUMICINO)</b>			<b>630</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>13</b>	<b>685</b>
VENICE	BMI BRITISH MIDLAND	C	10	0	0	40	40	20	0	0	0	18	70	9	10
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	BRITISH AIRWAYS PLC	S	132	0	0	40	17	28	14	0	0	31	71	11	134
	QANTAS	C	2	0	0	50	0	0	50	0	0	70	0	0	0
<b>TOTAL VENICE</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>18</b>	<b>27</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>11</b>	<b>144</b>
<b>TOTAL ITALY</b>			<b>1701</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>22</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>66</b>	<b>14</b>	<b>1723</b>
JAMAICA															
KINGSTON	AIR JAMAICA	S	24	0	1	38	21	17	21	4	0	43	44	33	32
<b>TOTAL KINGSTON</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>21</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>44</b>	<b>33</b>	<b>32</b>
MONTEGO BAY	AIR JAMAICA	S	14	0	1	57	7	14	21	0	0	29	0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>7</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JAMAICA</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>16</b>	<b>16</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>33</b>	<b>32</b>
JAPAN															
NAGOYA (AFB)	JAPAN AIRLINES	S	16	0	0	81	13	0	6	0	0	15	72	10	18
<b>TOTAL NAGOYA (AFB)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>6</b>	<b>45</b>
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	44	0	0	55	34	7	5	0	0	15	91	6	46
	JAPAN AIRLINES	S	62	0	0	61	19	15	5	0	0	17	75	5	52
<b>TOTAL OSAKA (KANSAI)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>3</b>	<b>143</b>
TOKYO (NARITA)	AEROFLOT	S	19	0	0	58	5	26	11	0	0	24	52	27	23
	ALL NIPPON AIRWAYS	S	62	0	0	84	6	2	3	5	0	13	79	5	62
	BRITISH AIRWAYS PLC	S	120	1	2	82	7	9	2	0	1	17	88	1	114
	JAPAN AIRLINES	S	78	0	4	78	9	8	4	1	0	12	72	10	92
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	13	5	0	2	0	6	72	7	54
<b>TOTAL TOKYO (NARITA)</b>			<b>341</b>	<b>1</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>7</b>	<b>345</b>
<b>TOTAL JAPAN</b>			<b>463</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>6</b>	<b>533</b>
JORDAN															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	54	0	0	72	17	7	4	0	0	10	80	8	54
	ROYAL JORDANIAN	S	62	0	0	39	21	24	15	0	2	38	71	12	62
<b>TOTAL AMMAN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>75</b>	<b>10</b>	<b>116</b>
<b>TOTAL JORDAN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>75</b>	<b>10</b>	<b>116</b>
KAZAKHSTAN															
ALMA ATA	BRITISH AIRWAYS PLC	S	14	0	0	79	7	7	7	0	0	10	89	4	18
<b>TOTAL ALMA ATA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>18</b>
KENYA															
NAIROBI	KENYA AIRWAYS	S	70	0	0	64	20	4	9	3	0	22	58	52	66
<b>TOTAL NAIROBI</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>52</b>	<b>66</b>

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				Actual (7)	Plan (8)										
TOTAL KENYA			70	0	0	64	20	4	9	3	0	22	58	52	66
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	82	11	3	0	3	0	10	90	-7	62
	KUWAIT AIRWAYS	S	62	0	0	52	27	16	5	0	0	20	47	24	62
TOTAL KUWAIT			124	0	0	67	19	10	2	2	0	15	69	8	124
TOTAL KUWAIT			124	0	0	67	19	10	2	2	0	15	69	8	124
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	8	0	0	38	13	38	13	0	0	29	83	-1	6
TOTAL BISHKEK (FRUNZE)			8	0	0	38	13	38	13	0	0	29	83	-1	6
TOTAL KYRGYZSTAN			8	0	0	38	13	38	13	0	0	29	83	-1	6
LEBANON															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	62	0	0	60	19	13	8	0	0	19	69	15	62
	MEA	S	55	1	0	51	24	18	7	0	0	19	73	11	44
TOTAL BEIRUT			117	1	0	56	21	15	8	0	0	19	71	14	106
TOTAL LEBANON			117	1	0	56	21	15	8	0	0	19	71	14	106
LITHUANIA															
VILNIUS	LITHUANIA AIRLINES	S	62	0	0	94	5	0	0	2	0	3	89	2	54
TOTAL VILNIUS			62	0	0	94	5	0	0	2	0	3	89	2	54
TOTAL LITHUANIA			62	0	0	94	5	0	0	2	0	3	89	2	54
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	51	0	0	82	12	2	0	4	0	14	88	3	52
	LUXAIR	S	124	0	0	72	12	13	3	0	0	13	75	9	124
TOTAL LUXEMBOURG			175	0	0	75	12	10	2	1	0	13	79	7	176
TOTAL LUXEMBOURG			175	0	0	75	12	10	2	1	0	13	79	7	176
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	124	0	0	37	16	35	12	0	0	30	67	11	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	37	16	35	12	0	0	30	67	11	124
TOTAL MALAYSIA			124	0	0	37	16	35	12	0	0	30	67	11	124
MALTA															
MALTA	AIR MALTA	S	124	0	0	69	19	6	6	0	0	10	73	7	124
TOTAL MALTA			124	0	0	69	19	6	6	0	0	10	73	7	124
TOTAL MALTA			124	0	0	69	19	6	6	0	0	10	73	7	124
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	0	28	17	22	11	6	17	207	50	19	20
TOTAL MAURITIUS			18	0	0	28	17	22	11	6	17	207	50	19	20
TOTAL MAURITIUS			18	0	0	28	17	22	11	6	17	207	50	19	20



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			Actual (7)	Plan (8)											
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	36	0	0	83	11	3	3	0	0	4	81	9	26
TOTAL MEXICO CITY			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>26</b>
TOTAL MEXICO			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>27</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	65	16	11	6	2	0	18	55	29	62
TOTAL CASABLANCA MOHAMED V			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>29</b>	<b>62</b>
TOTAL MOROCCO			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>29</b>	<b>62</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	10	0	0	40	20	10	10	10	10	119	64	46	14
TOTAL WINDHOEK			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>119</b>	<b>64</b>	<b>46</b>	<b>14</b>
TOTAL NAMIBIA			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>119</b>	<b>64</b>	<b>46</b>	<b>14</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	27	0	1	96	4	0	0	0	0	-1	85	33	26
	EVA AIR	S	26	0	0	54	15	23	8	0	0	20	88	-4	26
TOTAL TAIPEI			<b>53</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>15</b>	<b>52</b>
TOTAL NATIONALIST CHINA (TAIWAN)			<b>53</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>15</b>	<b>52</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	474	0	2	64	19	14	3	0	1	17	63	15	475
	BRITISH AIRWAYS PLC	S	413	0	1	83	10	4	1	0	0	9	62	17	414
	KLM	S	538	0	0	75	13	9	3	0	0	10	69	12	554
	UNITED AIRLINES	S	58	2	1	69	21	5	5	0	0	14	67	23	18
TOTAL AMSTERDAM			<b>1483</b>	<b>2</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>1461</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	91	1	5	81	15	3	0	0	0	6	0	0	0
	KLM	S	78	0	0	86	9	1	4	0	0	9	68	19	80
TOTAL EINDHOVEN			<b>169</b>	<b>1</b>	<b>5</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>19</b>	<b>80</b>
ROTTERDAM	KLM	S	208	10	0	83	10	5	2	0	0	3	76	7	210
TOTAL ROTTERDAM			<b>208</b>	<b>10</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>7</b>	<b>210</b>
TOTAL NETHERLANDS			<b>1860</b>	<b>13</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>14</b>	<b>1751</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	71	5	8	13	2	2	40	83	12	54
TOTAL AUCKLAND INTERNATIONAL			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>83</b>	<b>12</b>	<b>54</b>
TOTAL NEW ZEALAND			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>83</b>	<b>12</b>	<b>54</b>
<b>NIGERIA</b>															
LAGOS	BRITISH AIRWAYS PLC	S	26	0	0	85	4	12	0	0	0	7	0	0	0
TOTAL LAGOS			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL NIGERIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	304	0	3	76	11	8	4	0	0	9	0	0	0
	SAS	S	348	0	3	66	18	11	5	1	0	16	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>652</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	SAS	S	124	0	0	87	6	4	2	1	0	6	83	4	124
<b>TOTAL STAVANGER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>4</b>	<b>178</b>
<b>TOTAL NORWAY</b>			<b>776</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>8</b>	<b>781</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	90	10	0	0	0	0	-1	89	0	62
	GULF AIR	S	89	0	3	49	21	19	8	1	1	36	73	6	84
<b>TOTAL MUSCAT</b>			<b>151</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>79</b>	<b>4</b>	<b>146</b>
<b>TOTAL OMAN</b>			<b>151</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>79</b>	<b>4</b>	<b>146</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	78	11	0	7	0	4	60	0	0	0
	PAKISTAN INTL AIRLINES	S	2	0	0	0	0	0	0	50	50	280	61	35	18
<b>TOTAL ISLAMABAD</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>75</b>	<b>61</b>	<b>35</b>	<b>18</b>
KARACHI	PAKISTAN INTL AIRLINES	S	40	0	0	33	15	23	23	8	0	53	56	36	18
<b>TOTAL KARACHI</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>23</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>53</b>	<b>56</b>	<b>36</b>	<b>18</b>
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	43	14	7	29	7	0	52	50	33	18
<b>TOTAL LAHORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>7</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>52</b>	<b>50</b>	<b>33</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>13</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>61</b>	<b>56</b>	<b>35</b>	<b>54</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	34	0	0	79	9	6	0	0	6	67	89	1	36
<b>TOTAL MANILA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>73</b>	<b>18</b>	<b>64</b>
<b>TOTAL PHILIPPINES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>73</b>	<b>18</b>	<b>64</b>
<b>POLAND</b>															
WARSAW	BMI BRITISH MIDLAND	S	112	0	0	84	8	3	5	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	81	10	2	5	1	0	11	81	12	124
	LOT-POLISH AIRLINES	S	186	0	0	84	9	4	2	0	1	9	86	4	149
<b>TOTAL WARSAW</b>			<b>422</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>273</b>
<b>TOTAL POLAND</b>			<b>422</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>273</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	62	0	0	74	13	10	3	0	0	10	73	9	62
	GB AIRWAYS LTD	S	54	0	0	67	9	17	6	2	0	16	74	10	46
<b>TOTAL FARO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>10</b>	<b>108</b>
LISBON	AIR PORTUGAL	S	184	0	2	48	19	15	14	4	0	39	76	14	182
	BRITISH AIRWAYS PLC	S	196	0	0	73	13	10	3	1	0	13	79	9	196
<b>TOTAL LISBON</b>			<b>380</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>12</b>	<b>380</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
OPORTO	AIR PORTUGAL	S	124	0	0	60	13	4	22	1	0	32	93	2	60
<b>TOTAL OPORTO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>4</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>93</b>	<b>2</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>620</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>10</b>	<b>548</b>
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	18	0	0	72	17	11	0	0	0	9	100	-3	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-3</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-3</b>	<b>18</b>
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	90	5	3	2	0	0	2	87	-1	62
	GULF AIR	S	9	0	0	78	0	11	11	0	0	7	55	15	11
	QATAR AIRWAYS	S	62	0	0	61	18	13	6	2	0	22	77	6	62
<b>TOTAL DOHA</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>3</b>	<b>135</b>
<b>TOTAL QATAR</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>3</b>	<b>135</b>
REPUBLIC OF KOREA															
SEOUL (KIMPO)	KOREAN AIR	S	46	0	0	89	9	2	0	0	0	0	78	5	46
<b>TOTAL SEOUL (KIMPO)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>46</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>46</b>
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	53	0	0	87	4	8	2	0	0	2	89	-2	44
	SOUTH AFRICAN AIRWAYS	S	58	0	2	86	10	2	2	0	0	7	81	3	32
<b>TOTAL CAPE TOWN</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>0</b>	<b>76</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	113	1	1	83	13	3	1	0	0	5	87	7	62
	SOUTH AFRICAN AIRWAYS	S	104	0	0	71	15	10	3	1	0	14	63	17	57
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	87	8	3	2	0	0	4	79	14	61
<b>TOTAL JOHANNESBURG</b>			<b>279</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>180</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>390</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>307</b>
RUMANIA															
BUCHAREST (OTOPENI)	TAROM	S	66	0	0	44	32	18	6	0	0	20	54	23	68
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>32</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>23</b>	<b>68</b>
<b>TOTAL RUMANIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>32</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>23</b>	<b>68</b>
RUSSIA															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	87	1	1	59	30	9	2	0	0	15	69	11	90
	BRITISH AIRWAYS PLC	S	61	0	1	97	0	0	3	0	0	-2	90	0	62
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>148</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>6</b>	<b>152</b>
ST PETERSBURG	AEROFLOT	S	10	0	0	100	0	0	0	0	0	-3	100	-5	10
<b>TOTAL ST PETERSBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>100</b>	<b>-5</b>	<b>10</b>
<b>TOTAL RUSSIA</b>			<b>158</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>6</b>	<b>162</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

		Reporting Airport: HEATHROW (Full Analysis)											MAY 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)											
<b>SAUDI ARABIA</b>																
DHAHRAN	SAUDI ARABIAN AIRLINES	S	16	0	2	75	19	6	0	0	0	8	75	13	16	
<b>TOTAL DHAHRAN</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>16</b>	
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	89	6	3	3	0	0	2	76	8	34	
	SAUDI ARABIAN AIRLINES	S	52	2	2	67	19	12	2	0	0	14	83	9	36	
<b>TOTAL JEDDAH</b>			<b>87</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>70</b>	
RIYADH	BRITISH AIRWAYS PLC	S	27	0	0	74	7	11	4	4	0	17	88	13	26	
	SAUDI ARABIAN AIRLINES	S	34	2	0	62	26	6	3	3	0	19	40	27	10	
<b>TOTAL RIYADH</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>17</b>	<b>36</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>164</b>	<b>4</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>122</b>	
<b>SINGAPORE</b>																
SINGAPORE	SINGAPORE AIRLINES	S	186	0	0	54	23	18	4	1	0	19	72	11	154	
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>11</b>	<b>154</b>	
<b>TOTAL SINGAPORE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>11</b>	<b>154</b>	
<b>SLOVENIA</b>																
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	50	23	10	15	3	0	32	71	10	62	
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>10</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>10</b>	<b>62</b>	
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>10</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>10</b>	<b>62</b>	
<b>SPAIN</b>																
ALICANTE	IBERIA	S	62	0	0	73	11	11	5	0	0	14	72	20	60	
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>20</b>	<b>60</b>	
BARCELONA	BRITISH AIRWAYS PLC	C	2	3	1	50	0	0	50	0	0	30	0	0	0	
	BRITISH AIRWAYS PLC	S	207	0	0	71	15	11	3	0	0	11	72	11	210	
	IBERIA	S	173	1	8	53	14	16	15	1	0	29	89	7	186	
	QANTAS	C	3	0	3	0	33	67	0	0	0	35	0	0	0	
<b>TOTAL BARCELONA</b>			<b>385</b>	<b>4</b>	<b>12</b>	<b>62</b>	<b>15</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>9</b>	<b>396</b>	
BILBAO	BRITISH AIRWAYS PLC	S	123	0	1	82	9	7	1	1	0	7	84	6	124	
	IBERIA	S	62	0	0	66	10	15	10	0	0	17	94	0	62	
<b>TOTAL BILBAO</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>4</b>	<b>186</b>	
MADRID	BRITISH AIRWAYS PLC	S	247	0	0	57	20	17	5	1	0	20	61	21	246	
	IBERIA	S	291	4	9	39	21	22	14	4	0	37	76	14	271	
<b>TOTAL MADRID</b>			<b>539</b>	<b>4</b>	<b>9</b>	<b>47</b>	<b>21</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>17</b>	<b>517</b>	
MALAGA	GB AIRWAYS LTD	S	62	0	0	58	11	26	3	2	0	22	60	20	62	
	IBERIA	S	59	0	0	10	7	34	41	8	0	76	53	26	60	
<b>TOTAL MALAGA</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>9</b>	<b>30</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>48</b>	<b>57</b>	<b>23</b>	<b>122</b>	
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	72	0	0	33	21	26	19	0	0	35	63	24	72	
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>21</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>63</b>	<b>24</b>	<b>72</b>	
SANTIAGO DE COMPOSTELA	IBERIA	S	62	0	0	48	19	21	10	2	0	27	72	18	60	
<b>TOTAL SANTIAGO DE COMPOSTELA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>72</b>	<b>18</b>	<b>60</b>	

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SEVILLE	IBERIA	S	62	0	0	52	21	19	8	0	0	21	38	32	60
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>32</b>	<b>60</b>
VALENCIA	IBERIA	S	61	0	0	54	15	18	11	2	0	27	81	8	62
<b>TOTAL VALENCIA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>8</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1549</b>	<b>8</b>	<b>22</b>	<b>54</b>	<b>16</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>15</b>	<b>1535</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	60	0	2	20	13	20	32	15	0	78	58	26	40
<b>TOTAL COLOMBO</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>13</b>	<b>20</b>	<b>32</b>	<b>15</b>	<b>0</b>	<b>78</b>	<b>58</b>	<b>26</b>	<b>40</b>
<b>TOTAL SRI LANKA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>13</b>	<b>20</b>	<b>32</b>	<b>15</b>	<b>0</b>	<b>78</b>	<b>58</b>	<b>26</b>	<b>40</b>
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	10	0	0	20	0	0	70	10	0	90	10	42	10
<b>TOTAL KHARTOUM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>42</b>	<b>10</b>
<b>TOTAL SUDAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>42</b>	<b>10</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	124	0	0	72	20	6	1	1	1	14	83	5	134
<b>TOTAL GOTEBORG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>86</b>	<b>3</b>	<b>257</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	304	0	1	82	13	3	2	0	0	8	69	12	302
	SAS	S	300	0	0	79	12	8	1	1	0	9	75	10	300
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>604</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>11</b>	<b>604</b>
<b>TOTAL SWEDEN</b>			<b>728</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>861</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	122	0	0	47	27	20	6	0	0	21	72	8	124
	SWISS AIRLINES	S	185	0	0	35	31	29	5	1	0	25	59	15	181
<b>TOTAL BASLE MULHOUSE</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>29</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>12</b>	<b>305</b>
GENEVA	BRITISH AIRWAYS PLC	S	298	0	0	73	11	9	6	1	0	15	79	10	284
	SWISSAIR	S	244	0	4	76	14	6	4	0	0	7	90	1	248
<b>TOTAL GENEVA</b>			<b>542</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>6</b>	<b>532</b>
ZURICH	BRITISH AIRWAYS PLC	S	288	0	0	61	23	12	3	1	0	16	77	6	280
	SWISSAIR	S	387	1	1	45	26	22	7	0	0	24	77	10	369
<b>TOTAL ZURICH</b>			<b>675</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>25</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>9</b>	<b>649</b>
<b>TOTAL SWITZERLAND</b>			<b>1524</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>21</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>8</b>	<b>1486</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	26	0	0	31	15	27	23	4	0	46	62	45	26
<b>TOTAL DAMASCUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>62</b>	<b>45</b>	<b>26</b>
<b>TOTAL SYRIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>62</b>	<b>45</b>	<b>26</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	ALLIANCE	S	17	1	0	76	6	12	0	0	6	50	47	35	19

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				Actual (7)	Plan (8)										
TOTAL DAR-ES-SALAAM			17	1	0	76	6	12	0	0	6	50	47	35	19
TOTAL TANZANIA			17	1	0	76	6	12	0	0	6	50	43	34	28
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	88	0	0	67	8	22	3	0	0	13	58	19	62
TOTAL BANGKOK			88	0	0	67	8	22	3	0	0	13	58	19	62
TOTAL THAILAND			88	0	0	67	8	22	3	0	0	13	58	19	62
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	60	2	2	38	25	27	10	0	0	25	43	31	56
TOTAL PORT OF SPAIN			60	2	2	38	25	27	10	0	0	25	43	31	56
TOTAL TRINIDAD AND TOBAGO			60	2	2	38	25	27	10	0	0	25	43	31	56
TUNISIA															
JERBA	TUNISAIR	S	8	0	0	63	13	25	0	0	0	7	88	9	8
TOTAL JERBA			8	0	0	63	13	25	0	0	0	7	88	9	8
TUNIS	TUNISAIR	S	36	0	0	39	22	28	8	3	0	32	66	18	38
TOTAL TUNIS			36	0	0	39	22	28	8	3	0	32	66	18	38
TOTAL TUNISIA			44	0	0	43	20	27	7	2	0	28	70	17	46
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	C	2	0	0	0	0	50	50	0	0	62	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	63	22	10	5	1	0	16	64	18	124
	ISTANBUL HAVA YOLLARI	S	22	0	0	5	23	73	0	0	0	41	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	66	21	12	1	0	0	10	74	13	152
TOTAL ISTANBUL			334	0	0	60	21	16	3	0	0	15	68	17	296
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	20	0	0	10	35	40	15	0	0	37	67	11	18
TOTAL IZMIR (ADNAM MENDERES)			20	0	0	10	35	40	15	0	0	37	67	11	18
TOTAL TURKEY			354	0	0	57	22	17	3	0	0	16	68	16	314
TURKMENISTAN															
ASHKHABAD	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	83	6	11	0	0	0	2	0	0	0
	TURKMENISTAN AIRLINES	S	13	5	2	100	0	0	0	0	0	-28	90	-3	10
TOTAL ASHKHABAD			31	5	2	90	3	6	0	0	0	-11	90	-3	10
TOTAL TURKMENISTAN			31	5	2	90	3	6	0	0	0	-11	90	-3	10
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	56	0	1	66	11	13	9	2	0	22	71	13	45
TOTAL ABU DHABI INTERNATIONAL			56	0	1	66	11	13	9	2	0	22	71	13	45
DUBAI	BRITISH AIRWAYS PLC	S	62	0	0	71	23	3	0	2	2	18	85	13	62
	EMIRATES	S	124	0	0	49	28	15	7	0	0	21	52	23	124
TOTAL DUBAI			186	0	0	56	26	11	5	1	1	20	63	20	186
TOTAL UNITED ARAB EMIRATES			242	0	1	59	23	12	6	1	0	21	65	19	231

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			MATCHED	Actual (7)											Plan (8)
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	370	0	0	85	8	5	1	1	0	6	80	8	373
<b>TOTAL ABERDEEN</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>373</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	480	0	2	77	13	5	3	1	0	11	88	5	507
	BRITISH AIRWAYS PLC	S	366	0	0	84	10	4	1	1	0	8	90	5	369
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>846</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>876</b>
EDINBURGH	BMI BRITISH MIDLAND	S	496	0	4	68	16	13	3	0	0	14	78	9	476
	BRITISH AIRWAYS PLC	S	634	0	2	86	9	3	1	1	0	7	85	5	633
<b>TOTAL EDINBURGH</b>			<b>1130</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>1109</b>
FILTON	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	29	50	24	2
<b>TOTAL FILTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>24</b>	<b>2</b>
GLASGOW	BMI BRITISH MIDLAND	S	474	0	3	54	30	14	2	0	0	16	69	13	482
	BRITISH AIRWAYS PLC	S	632	2	0	87	7	4	1	1	0	6	88	5	634
<b>TOTAL GLASGOW</b>			<b>1106</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>1116</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	164	1	2	81	14	4	0	1	0	10	81	13	166
<b>TOTAL ISLE OF MAN</b>			<b>164</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>13</b>	<b>166</b>
JERSEY	BRITISH AIRWAYS PLC	S	244	0	0	87	7	2	2	2	0	9	85	8	234
<b>TOTAL JERSEY</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>234</b>
KENT INTERNATIONAL	BRITISH AIRWAYS PLC	C	2	0	0	0	100	0	0	0	0	21	100	7	2
<b>TOTAL KENT INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>7</b>	<b>2</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	272	0	2	81	11	6	3	0	0	8	72	10	269
	BRITISH AIRWAYS PLC	C	2	0	0	0	50	0	50	0	0	52	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>10</b>	<b>269</b>
MANCHESTER	BMI BRITISH MIDLAND	S	462	0	12	78	16	5	1	0	0	7	88	3	465
	BRITISH AIRWAYS PLC	S	572	0	2	86	10	3	1	0	0	5	85	6	578
<b>TOTAL MANCHESTER</b>			<b>1036</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	<b>1044</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	322	0	0	91	5	2	1	1	0	5	92	3	331
<b>TOTAL NEWCASTLE</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>3</b>	<b>331</b>
TEESSIDE	BMI BRITISH MIDLAND	S	266	0	2	82	12	3	3	0	0	6	81	7	268
<b>TOTAL TEESSIDE</b>			<b>266</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>268</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5762</b>	<b>3</b>	<b>32</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>5794</b>
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	124	0	0	67	15	13	4	1	0	12	75	19	124
	BRITISH AIRWAYS PLC	S	186	0	0	71	15	9	5	1	0	15	74	12	186
	UNITED AIRLINES	S	62	0	0	84	10	5	2	0	0	5	0	0	0
<b>TOTAL BOSTON</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>310</b>
CHICAGO (O'HARE)	AIR INDIA	S	27	0	0	37	15	26	22	0	0	35	41	37	27
	AMERICAN AIRLINES	S	242	1	0	61	17	11	9	2	0	21	73	11	248
	BRITISH AIRWAYS PLC	S	124	0	0	66	15	13	4	2	0	16	77	8	124
	UNITED AIRLINES	S	173	0	0	50	23	17	9	1	1	30	37	40	124

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)
<b>TOTAL CHICAGO (O'HARE)</b>			<b>566</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>19</b>	523
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	81	10	5	3	2	0	10	95	1	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>1</b>	62
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	79	8	8	3	2	0	8	77	-1	62
	BRITISH AIRWAYS PLC	S	122	2	0	74	16	6	3	1	0	9	82	6	124
	UNITED AIRLINES	S	124	0	0	77	12	5	4	2	0	13	56	18	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	77	12	5	4	2	0	4	82	4	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>432</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>6</b>	372
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	58	15	15	10	3	0	27	73	6	62
	BRITISH AIRWAYS PLC	S	62	0	0	68	13	13	6	0	0	17	65	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	58	15	15	13	0	0	25	46	23	61
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>14</b>	185
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	18	16	34	29	3	0	54	29	36	62
	AMERICAN AIRLINES	S	376	0	0	56	19	16	7	1	0	22	72	18	372
	BRITISH AIRWAYS PLC	S	428	0	1	76	12	7	4	1	0	13	71	19	432
	KUWAIT AIRWAYS	S	26	0	0	73	15	8	4	0	0	8	52	27	27
	UNITED AIRLINES	S	186	0	0	74	13	10	3	1	0	10	62	21	185
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	56	24	12	5	2	0	22	49	23	124
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1202</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>20</b>	1202
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	62	0	0	44	31	21	5	0	0	21	65	23	62
	BRITISH AIRWAYS PLC	S	120	1	2	67	15	13	5	1	0	17	71	13	123
	UNITED AIRLINES	S	62	0	0	69	8	5	16	2	0	24	52	35	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	55	23	18	2	3	0	25	66	16	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>306</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>20</b>	309
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	80	10	6	3	2	0	12	62	19	124
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>19</b>	124
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	79	13	5	3	0	0	8	71	16	124
	UNITED AIRLINES	S	124	0	0	89	4	2	4	1	0	3	77	13	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	71	15	11	3	0	0	8	63	13	62
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	310
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	77	18	3	2	0	0	3	73	31	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>31</b>	62
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	124	0	0	56	25	11	4	3	0	24	64	18	123
	UNITED AIRLINES	S	188	0	1	45	29	17	7	2	0	26	52	28	184
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	47	21	23	10	0	0	25	56	20	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>374</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>23</b>	369
<b>TOTAL USA</b>			<b>3996</b>	<b>4</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>17</b>	3829
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	36	0	0	78	11	3	8	0	0	5	92	-7	38
<b>TOTAL TASHKENT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>-7</b>	38
<b>TOTAL UZBEKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>-7</b>	38
<b>TOTAL HEATHROW</b>			<b>37905</b>	<b>71</b>	<b>234</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>12</b>	37272



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	233	1	3	74	16	9	1	0	0	11	79	9	234
TOTAL ANTWERP			<b>233</b>	<b>1</b>	<b>3</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>234</b>
BRUSSELS	SABENA	S	270	0	1	58	23	15	4	0	0	17	69	12	267
TOTAL BRUSSELS			<b>270</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>23</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>12</b>	<b>267</b>
TOTAL BELGIUM			<b>503</b>	<b>1</b>	<b>4</b>	<b>65</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>501</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	133	0	0	54	26	16	5	0	0	19	80	10	134
TOTAL PARIS (CHARLES DE GAULLE)			<b>133</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>26</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>10</b>	<b>134</b>
STRASBOURG	AIR FRANCE	S	142	0	0	39	25	25	8	1	0	27	57	18	143
TOTAL STRASBOURG			<b>142</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>18</b>	<b>143</b>
TOTAL FRANCE			<b>275</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>14</b>	<b>277</b>
<b>GERMANY</b>															
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	41	1	0	51	34	12	2	0	0	20	0	0	0
	LUFTHANSA CITY LINE	S	94	0	0	37	34	16	13	0	0	28	35	22	94
TOTAL FRANKFURT MAIN			<b>135</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>34</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>22</b>	<b>94</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	204	7	0	62	27	10	1	0	0	14	53	17	204
TOTAL MOENCHENGLADBACH			<b>204</b>	<b>7</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>17</b>	<b>204</b>
TOTAL GERMANY			<b>339</b>	<b>8</b>	<b>0</b>	<b>54</b>	<b>30</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>19</b>	<b>298</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	333	1	7	63	20	12	5	0	0	13	75	13	361
TOTAL DUBLIN			<b>333</b>	<b>1</b>	<b>7</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>361</b>
TOTAL IRISH REPUBLIC			<b>333</b>	<b>1</b>	<b>7</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>361</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	92	0	0	16	25	40	18	0	0	39	50	20	70
TOTAL MILAN (LINATE)			<b>92</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>40</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>20</b>	<b>70</b>
TOTAL ITALY			<b>92</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>40</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>49</b>	<b>20</b>	<b>118</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	VLM (BELGIUM)	S	142	0	0	73	17	9	1	0	0	10	0	0	0
TOTAL LUXEMBOURG			<b>142</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL LUXEMBOURG			<b>142</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	226	0	0	68	19	8	5	0	0	14	56	18	236
TOTAL AMSTERDAM			<b>226</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>18</b>	<b>236</b>
ROTTERDAM	VLM (BELGIUM)	S	232	2	2	83	14	3	0	0	0	6	78	9	232
TOTAL ROTTERDAM			<b>232</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>232</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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			458	2	2	76	16	5	3	0	0	10	67	13	468
SWEDEN															
MALMO	BRAATHENS ASA	S	96	0	0	64	25	8	3	0	0	14	0	0	0
TOTAL MALMO			96	2	8	64	25	8	3	0	0	14	50	15	94
TOTAL SWEDEN			96	2	8	64	25	8	3	0	0	14	54	16	276
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	151	1	0	25	27	34	13	2	0	37	0	0	0
TOTAL BASLE MULHOUSE			151	1	0	25	27	34	13	2	0	37	0	0	0
BERNE	AIR ENGIADINA	S	134	0	6	24	24	34	18	1	0	38	43	24	104
TOTAL BERNE			134	0	6	24	24	34	18	1	0	38	43	24	104
GENEVA	SWISS AIRLINES	S	150	1	1	53	25	19	3	0	0	17	76	10	156
TOTAL GENEVA			150	1	1	53	25	19	3	0	0	17	76	10	156
ZURICH	SWISS AIRLINES	S	258	0	2	23	32	35	10	0	0	31	51	17	160
TOTAL ZURICH			258	0	2	23	32	35	10	0	0	31	51	17	160
TOTAL SWITZERLAND			693	2	9	30	28	31	10	1	0	31	58	16	420
UNITED KINGDOM															
DUNDEE	SCOT AIRWAYS	S	158	0	4	46	35	15	4	0	0	23	0	0	0
TOTAL DUNDEE			158	0	4	46	35	15	4	0	0	23	0	0	0
EDINBURGH	KLM UK LTD	S	144	0	4	88	8	5	0	0	0	3	56	15	187
TOTAL EDINBURGH			144	0	4	88	8	5	0	0	0	3	56	15	187
GLASGOW	SCOT AIRWAYS	S	168	0	0	63	25	10	2	0	0	14	0	0	0
TOTAL GLASGOW			168	0	0	63	25	10	2	0	0	14	0	0	0
JERSEY	VLM (BELGIUM)	S	40	0	2	73	13	15	0	0	0	13	0	0	0
TOTAL JERSEY			40	0	2	73	13	15	0	0	0	13	0	0	0
MANCHESTER	KLM UK LTD	S	126	0	2	91	9	0	0	0	0	-1	88	2	178
TOTAL MANCHESTER			126	0	2	91	9	0	0	0	0	-1	88	2	178
TOTAL UNITED KINGDOM			636	0	12	70	19	8	2	0	0	11	72	9	365
TOTAL LONDON CITY			3567	16	42	57	22	15	5	0	0	18	65	14	3084

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	16	0	0	19	31	44	6	0	0	31	67	88	9
	EUROCYPRIA AIRLINES LTD	C	16	0	2	38	19	38	6	0	0	27	65	13	20
	MONARCH AIRLINES	C	7	0	1	14	43	14	0	29	0	77	17	62	6
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	22	33	22	0	0	39	25	67	8
<b>TOTAL LARNACA</b>			<b>48</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>27</b>	<b>35</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>48</b>	<b>50</b>	<b>46</b>
PAPHOS	BRITANNIA AIRWAYS	C	27	0	0	67	22	7	4	0	0	14	22	122	18
	EUROCYPRIA AIRLINES LTD	C	16	0	2	13	63	19	6	0	0	25	82	-9	11
	MONARCH AIRLINES	C	19	0	0	63	16	16	5	0	0	12	93	-1	15
<b>TOTAL PAPHOS</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>31</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>47</b>	<b>44</b>
<b>TOTAL CYPRUS</b>			<b>110</b>	<b>0</b>	<b>5</b>	<b>40</b>	<b>29</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>49</b>	<b>90</b>
<b>FRANCE</b>															
NICE	DEBONAIR AIRWAYS LTD	S	35	2	1	37	11	26	26	0	0	35	35	67	55
	EASYJET AIRLINE COMPANY LTD	S	266	0	0	69	12	10	8	1	0	16	48	40	221
<b>TOTAL NICE</b>			<b>302</b>	<b>2</b>	<b>1</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>45</b>	<b>276</b>
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	145	1	43	48	29	21	3	0	0	19	43	21	138
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>145</b>	<b>1</b>	<b>43</b>	<b>48</b>	<b>29</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>21</b>	<b>138</b>
PONTOISE	DEBONAIR AIRWAYS LTD	S	98	6	79	49	30	12	9	0	0	23	0	0	0
<b>TOTAL PONTOISE</b>			<b>98</b>	<b>6</b>	<b>79</b>	<b>49</b>	<b>30</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	15	1	1	20	33	27	7	13	0	52	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>33</b>	<b>27</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>52</b>	<b>44</b>	<b>26</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>561</b>	<b>10</b>	<b>124</b>	<b>57</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>37</b>	<b>430</b>
<b>GERMANY</b>															
MOENCHENGLADBACH	DEBONAIR AIRWAYS LTD	S	96	1	3	52	25	20	3	0	0	18	51	30	104
<b>TOTAL MOENCHENGLADBACH</b>			<b>96</b>	<b>1</b>	<b>3</b>	<b>52</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>30</b>	<b>104</b>
MUNICH	DEBONAIR AIRWAYS LTD	S	108	3	1	25	33	31	11	0	0	33	52	35	79
<b>TOTAL MUNICH</b>			<b>108</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>33</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>52</b>	<b>35</b>	<b>79</b>
<b>TOTAL GERMANY</b>			<b>204</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>29</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>32</b>	<b>183</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	52	0	0	90	8	2	0	0	0	-2	67	22	33
<b>TOTAL GIBRALTAR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>67</b>	<b>22</b>	<b>33</b>
<b>TOTAL GIBRALTAR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>67</b>	<b>22</b>	<b>33</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	124	0	0	49	19	19	14	0	0	21	0	0	0
<b>TOTAL ATHENS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORFU	BRITANNIA AIRWAYS	C	14	0	0	14	43	21	21	0	0	34	50	28	16
	MONARCH AIRLINES	C	4	0	1	100	0	0	0	0	0	8	75	19	4
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>55</b>	<b>26</b>	<b>20</b>
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	38	0	63	0	0	0	31	33	35	6

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			Actual (7)	Plan (8)											
TOTAL HERAKLION			8	0	0	38	0	63	0	0	0	31	33	35	6
KEFALLINIA	BRITANNIA AIRWAYS	C	7	0	0	14	43	0	43	0	0	43	57	38	7
TOTAL KEFALLINIA			7	0	0	14	43	0	43	0	0	43	57	38	7
KOS	BRITANNIA AIRWAYS	C	9	0	0	33	11	11	44	0	0	42	22	282	9
TOTAL KOS			9	0	0	33	11	11	44	0	0	42	22	282	9
RHODES	BRITANNIA AIRWAYS	C	7	0	0	43	0	0	57	0	0	61	29	34	7
TOTAL RHODES			7	1	0	43	0	0	57	0	0	61	29	34	7
SALONIKA	BRITANNIA AIRWAYS	C	9	0	0	44	11	33	11	0	0	29	43	181	7
TOTAL SALONIKA			9	0	0	44	11	33	11	0	0	29	43	181	7
ZAKINTHOS	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	7	33	53	9
	MONARCH AIRLINES	C	7	0	1	0	86	14	0	0	0	28	0	0	0
TOTAL ZAKINTHOS			14	0	1	43	50	7	0	0	0	18	33	53	9
TOTAL GREECE			196	1	2	44	21	18	16	0	0	26	42	85	65
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	288	0	2	89	6	3	2	0	0	3	80	8	285
TOTAL DUBLIN			289	0	2	89	6	3	2	0	0	3	80	8	285
TOTAL IRISH REPUBLIC			289	0	2	89	6	3	2	0	0	3	80	8	285
ITALY															
NAPLES	BMI BRITISH MIDLAND	C	8	0	0	0	25	38	38	0	0	61	70	13	10
	BRITANNIA AIRWAYS	C	8	1	0	38	13	0	50	0	0	51	33	181	9
TOTAL NAPLES			16	1	0	19	19	19	44	0	0	56	59	70	29
PALERMO	BMI BRITISH MIDLAND	C	8	0	0	13	0	38	50	0	0	82	30	20	10
TOTAL PALERMO			8	0	0	13	0	38	50	0	0	82	30	20	10
ROME (CIAMPINO)	DEBONAIR AIRWAYS LTD	S	62	0	0	19	26	37	10	5	3	56	28	71	155
TOTAL ROME (CIAMPINO)			62	0	0	19	26	37	10	5	3	56	28	71	155
TOTAL ITALY			86	1	0	19	22	34	20	3	2	59	33	68	194
MALTA															
MALTA	AIR MALTA	C	8	0	0	13	38	25	25	0	0	44	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	20	173	10
TOTAL MALTA			16	0	0	44	31	13	13	0	0	26	20	173	10
TOTAL MALTA			16	0	0	44	31	13	13	0	0	26	20	173	10
NETHERLANDS															
AMSTERDAM	AIR HOLLAND	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	166	0	0	75	10	7	7	1	0	13	37	44	166
TOTAL AMSTERDAM			168	0	0	75	11	7	7	1	0	13	37	44	166
TOTAL NETHERLANDS			168	0	0	75	11	7	7	1	0	13	37	44	166
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	10	0	0	70	10	10	10	0	0	13	30	45	10

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				Actual (7)	Plan (8)										
FARO	MONARCH AIRLINES	C	18	0	0	50	33	6	11	0	0	23	71	11	17
	SATA	C	13	3	4	31	46	15	8	0	0	24	89	5	9
	THOMAS COOK AIRLINES LTD	C	9	0	1	78	0	0	22	0	0	12	0	0	0
<b>TOTAL FARO</b>			<b>50</b>	<b>3</b>	<b>5</b>	<b>54</b>	<b>26</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>22</b>	<b>43</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>50</b>	<b>3</b>	<b>5</b>	<b>54</b>	<b>26</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>22</b>	<b>43</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	60	10	30	0	0	0	12	50	27	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>27</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>27</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	63	0	38	0	0	0	19	13	56	8
	MONARCH AIRLINES	C	10	0	0	70	20	0	10	0	0	15	80	12	10
	MONARCH AIRLINES	S	44	0	0	75	5	9	7	5	0	22	56	17	43
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>21</b>	<b>61</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	14	50	14	8
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>14</b>	<b>8</b>
BARCELONA	DEBONAIR AIRWAYS LTD	S	65	12	5	35	17	20	25	3	0	41	43	54	111
	EASYJET AIRLINE COMPANY LTD	S	199	1	1	84	7	8	1	0	0	2	42	65	140
<b>TOTAL BARCELONA</b>			<b>265</b>	<b>14</b>	<b>7</b>	<b>72</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>60</b>	<b>251</b>
GERONA	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	7	29	34	7
	EUROPEAN AIR CHARTER	C	2	0	0	0	0	50	0	50	0	146	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	1	50	0	17	17	17	0	55	100	1	7
<b>TOTAL GERONA</b>			<b>15</b>	<b>6</b>	<b>1</b>	<b>53</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>45</b>	<b>64</b>	<b>17</b>	<b>14</b>
IBIZA	BRITANNIA AIRWAYS	C	31	1	0	52	13	26	10	0	0	27	35	129	31
	MONARCH AIRLINES	C	9	0	1	78	22	0	0	0	0	4	78	11	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	29	0	0	0	13	71	94	7
<b>TOTAL IBIZA</b>			<b>47</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>101</b>	<b>47</b>
MADRID	DEBONAIR AIRWAYS LTD	S	61	1	1	51	23	13	13	0	0	4	55	57	62
	EASYJET AIRLINE COMPANY LTD	S	61	0	1	82	13	5	0	0	0	4	0	0	0
<b>TOTAL MADRID</b>			<b>122</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>55</b>	<b>57</b>	<b>62</b>
MAHON	BRITANNIA AIRWAYS	C	25	0	0	32	24	24	20	0	0	33	23	45	22
	MONARCH AIRLINES	C	7	0	1	57	43	0	0	0	0	11	25	37	8
	MONARCH AIRLINES	S	26	0	0	77	19	4	0	0	0	7	54	29	26
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	0	14	43	0	14	113	56	71	9
<b>TOTAL MAHON</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>22</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>40</b>	<b>42</b>	<b>65</b>
MALAGA	BRITANNIA AIRWAYS	C	9	1	1	22	56	11	11	0	0	25	38	43	8
	MONARCH AIRLINES	S	72	0	0	69	19	4	4	3	0	14	74	10	62
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	0	0	40	40	0	147	10	156	10
<b>TOTAL MALAGA</b>			<b>91</b>	<b>1</b>	<b>6</b>	<b>59</b>	<b>21</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>36</b>	<b>90</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	45	2	0	47	18	13	22	0	0	31	53	83	53
	EASYJET AIRLINE COMPANY LTD	S	66	0	10	73	12	8	6	2	0	13	59	43	81
	IBERWORLD	C	7	2	2	29	0	57	14	0	0	38	0	0	0

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MONARCH AIRLINES	C	10	0	0	20	20	20	40	0	0	55	50	46	18
	MY TRAVEL AIRWAYS UK	C	29	0	0	28	3	21	24	24	0	91	46	70	24
<b>TOTAL PALMA DE MALLORCA</b>			<b>157</b>	<b>4</b>	<b>12</b>	<b>52</b>	<b>12</b>	<b>15</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>54</b>	<b>55</b>	194
REUS	BRITANNIA AIRWAYS	C	7	0	1	71	14	14	0	0	0	11	71	16	7
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	7
<b>TOTAL SPAIN</b>			<b>840</b>	<b>28</b>	<b>33</b>	<b>63</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>52</b>	799
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	10	1	0	70	10	10	10	0	0	17	75	19	8
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	6	63	13	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	13	13	25	0	71	100	-10	8
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>79</b>	<b>7</b>	24
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	38	0	38	0	25	0	65	25	37	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-1	88	-3	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	25	0	25	251	63	7	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>105</b>	<b>58</b>	<b>14</b>	24
LAS PALMAS	BRITANNIA AIRWAYS	C	17	0	0	65	18	6	12	0	0	17	50	54	14
	MONARCH AIRLINES	C	10	0	0	70	10	0	20	0	0	15	86	71	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	0	0	30	50	0	150	63	122	8
<b>TOTAL LAS PALMAS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>11</b>	<b>3</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>53</b>	<b>62</b>	<b>77</b>	29
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	23	67	37	15
	MONARCH AIRLINES	S	16	0	0	88	13	0	0	0	0	3	60	41	15
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	10	0	59	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	25	25	13	0	73	60	85	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>52</b>	49
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>127</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>48</b>	<b>60</b>	<b>42</b>	126
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	124	0	0	80	10	7	2	0	0	3	0	0	0
<b>TOTAL GENEVA</b>			<b>124</b>	<b>0</b>	<b>59</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>21</b>	62
ZURICH	EASYJET SWITZERLAND	S	175	1	1	47	26	21	5	1	0	21	0	0	0
<b>TOTAL ZURICH</b>			<b>175</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>26</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>97</b>	<b>-16</b>	34
<b>TOTAL SWITZERLAND</b>			<b>299</b>	<b>1</b>	<b>60</b>	<b>61</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>7</b>	96
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	0	38	38	25	0	0	42	25	23	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	38	0	0	0	23	44	119	9
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>74</b>	17
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>74</b>	17
<b>TURKEY</b>															
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	9	0	0	78	0	11	11	0	0	16	14	28	7
	PEGASUS AIRLINES	C	6	0	0	50	17	33	0	0	0	17	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>28</b>	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
DALAMAN	BRITANNIA AIRWAYS	C	15	0	0	67	20	7	7	0	0	14	38	171	16
	MONARCH AIRLINES	C	8	0	1	100	0	0	0	0	-3	86	-5	7	
	MY TRAVEL AIRWAYS UK	C	7	1	0	14	29	43	14	0	31	86	13	7	
	PEGASUS AIRLINES	C	10	0	0	80	0	10	0	0	10	65	0	0	0
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>60</b>	<b>93</b>	<b>30</b>
<b>TOTAL TURKEY</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>51</b>	<b>80</b>	<b>37</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	126	0	0	83	11	5	0	1	1	6	63	13	59
<b>TOTAL ABERDEEN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>63</b>	<b>13</b>	<b>59</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	176	0	0	88	5	4	3	0	0	0	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>176</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	-2	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS	BRITANNIA AIRWAYS	C	4	0	0	25	25	50	0	0	0	24	0	0	0
<b>TOTAL EAST MIDLANDS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	270	0	0	81	9	4	4	1	0	11	56	31	248
<b>TOTAL EDINBURGH</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>31</b>	<b>248</b>
GLASGOW	BRITANNIA AIRWAYS	C	9	1	0	78	0	22	0	0	0	6	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	219	0	0	84	3	8	5	0	0	6	57	30	214
<b>TOTAL GLASGOW</b>			<b>228</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>30</b>	<b>214</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	59	0	0	86	12	2	0	0	0	1	52	37	60
<b>TOTAL INVERNESS</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>37</b>	<b>60</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	89	5	3	0	0	3	53	91	2	47
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>91</b>	<b>2</b>	<b>47</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	70	2	4	56	19	6	20	0	0	26	75	13	16
<b>TOTAL JERSEY</b>			<b>70</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>19</b>	<b>6</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>13</b>	<b>16</b>
MANCHESTER	BRITANNIA AIRWAYS	C	3	1	0	33	33	0	33	0	0	39	0	0	0
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	SCOT AIRWAYS	S	36	0	16	50	39	8	3	0	0	14	55	22	38
<b>TOTAL NORWICH</b>			<b>36</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>39</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>22</b>	<b>38</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1041</b>	<b>6</b>	<b>20</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>25</b>	<b>744</b>
<b>TOTAL LUTON</b>			<b>4120</b>	<b>56</b>	<b>256</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>39</b>	<b>3365</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)
<b>AUSTRIA</b>															
INNSBRUCK	AIR 2000	C	3	0	2	67	0	0	33	0	0	24	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	0	50	50	358	100	6	2
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>157</b>	<b>29</b>	<b>67</b>	<b>7</b>
<b>SALZBURG</b>															
	CALEDONIAN AIRWAYS	C	11	0	1	91	9	0	0	0	0	-3	40	87	10
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	34	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	25	25	25	0	0	36	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	2	0	0	0
<b>TOTAL SALZBURG</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>28</b>	<b>71</b>	<b>18</b>
<b>VIENNA</b>															
	LAUDA-AIR	S	93	0	1	35	43	20	1	0	0	21	67	14	93
<b>TOTAL VIENNA</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>43</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>14</b>	<b>93</b>
<b>TOTAL AUSTRIA</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>37</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>58</b>	<b>25</b>	<b>118</b>
<b>BAHAMAS</b>															
<b>NASSAU</b>															
	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	49	33	29	3
<b>TOTAL NASSAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>33</b>	<b>29</b>	<b>3</b>
<b>TOTAL BAHAMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>33</b>	<b>29</b>	<b>3</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>															
	BRITANNIA AIRWAYS	C	5	0	0	80	0	0	20	0	0	19	100	4	4
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	2	25	26	8
<b>TOTAL BRIDGETOWN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>17</b>	<b>14</b>
<b>TOTAL BARBADOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>17</b>	<b>14</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
	BRITISH AIRWAYS PLC	S	185	0	0	60	21	15	4	0	0	16	60	15	185
	SABENA	S	297	0	3	60	21	14	5	0	0	15	85	5	228
<b>TOTAL BRUSSELS</b>			<b>482</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>9</b>	<b>413</b>
<b>TOTAL BELGIUM</b>			<b>482</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>9</b>	<b>413</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	AIR VIA BULGARIAN AIRWAYS	C	7	0	1	57	29	14	0	0	0	6	83	15	6
<b>TOTAL BURGAS</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>15</b>	<b>6</b>
<b>VARNA</b>															
	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	38	38	13	13	0	0	23	86	-6	7
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>-6</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>33</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>4</b>	<b>13</b>
<b>CANADA</b>															
<b>TORONTO</b>															
	AIR CANADA	S	62	0	0	44	19	26	10	2	0	28	63	16	62
	AIR TRANSAT	C	18	0	0	44	22	11	22	0	0	37	38	41	29
	CANADA 3000 AIRLINES	C	8	0	10	63	38	0	0	0	0	10	61	29	18
	ROYAL AIRLINES	C	8	0	0	0	13	25	63	0	0	66	33	48	12
<b>TOTAL TORONTO</b>			<b>97</b>	<b>0</b>	<b>10</b>	<b>41</b>	<b>21</b>	<b>22</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>27</b>	<b>121</b>
<b>VANCOUVER</b>															
	AIR TRANSAT	C	8	0	0	0	25	50	25	0	0	47	30	16	10



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 VANCOUVER			8	0	10	0	25	50	25	0	0	47	29	52	14
TOTAL CANADA			105	1	20	38	21	24	16	1	0	33	51	30	135
CROATIA															
DUBROVNIK	CROATIA AIRLINES	S	9	1	0	100	0	0	0	0	0	-4	100	-17	8
TOTAL DUBROVNIK			9	1	0	100	0	0	0	0	0	-4	100	-17	8
PULA	BRITANNIA AIRWAYS	C	14	0	0	57	21	21	0	0	0	10	0	0	0
TOTAL PULA			14	0	0	57	21	21	0	0	0	10	55	62	11
TOTAL CROATIA			23	1	0	74	13	13	0	0	0	4	70	26	27
CUBA															
VARADERO	MY TRAVEL AIRWAYS UK	C	5	0	0	60	20	20	0	0	0	16	0	92	4
TOTAL VARADERO			5	0	0	60	20	20	0	0	0	16	0	92	4
TOTAL CUBA			5	0	0	60	20	20	0	0	0	16	18	57	11
CYPRUS															
LARNACA	AIR 2000	S	20	0	0	50	20	10	20	0	0	30	63	20	16
	AIR FOYLE PASSENGER AIRLINES	C	10	0	0	20	10	10	60	0	0	85	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	44	31	13	13	0	0	24	44	63	18
	CALEDONIAN AIRWAYS	C	18	0	0	22	6	11	61	0	0	66	35	43	23
	CYPRUS AIRWAYS	S	18	0	0	44	6	11	39	0	0	37	67	14	18
	EUROCYPRIA AIRLINES LTD	C	17	1	1	18	24	47	12	0	0	34	89	-2	19
	MONARCH AIRLINES	C	18	0	0	44	33	22	0	0	0	18	45	32	29
	MY TRAVEL AIRWAYS UK	C	29	0	0	48	14	7	24	0	7	56	36	56	25
	THOMAS COOK AIRLINES LTD	C	25	0	0	28	12	4	40	12	4	91	44	21	9
TOTAL LARNACA			171	1	1	37	17	14	29	2	2	49	52	33	157
PAPHOS															
	AIR 2000	S	24	0	0	33	46	13	4	4	0	29	81	15	16
	BRITANNIA AIRWAYS	C	26	0	0	27	15	12	38	8	0	73	41	60	34
	CALEDONIAN AIRWAYS	C	10	0	0	40	30	20	10	0	0	27	27	145	11
	MONARCH AIRLINES	C	8	0	0	25	25	0	50	0	0	45	75	28	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	40	40	20	0	99	44	88	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	25	31	31	13	0	0	40	0	0	0
TOTAL PAPHOS			94	0	0	27	27	18	23	5	0	51	52	78	98
TOTAL CYPRUS			265	1	1	33	20	15	27	3	1	50	52	50	255
CZECH REPUBLIC															
PRAGUE	CSA	S	52	0	0	37	38	19	6	0	0	24	48	24	52
TOTAL PRAGUE			52	0	0	37	38	19	6	0	0	24	48	24	52
TOTAL CZECH REPUBLIC			52	0	0	37	38	19	6	0	0	24	48	24	52
DENMARK															
BILLUND	SUN AIR OF SCANDINAVIA	S	86	0	0	66	22	9	2	0	0	9	53	19	80
TOTAL BILLUND			86	0	0	66	22	9	2	0	0	9	53	19	80
COPENHAGEN	SAS	S	174	0	2	84	10	3	1	1	0	5	93	1	121
TOTAL COPENHAGEN			174	0	2	84	10	3	1	1	0	5	93	1	121

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DENMARK			260	0	2	78	14	5	2	0	0	7	77	8	201
DOMINICAN REPUBLIC															
PUERTO PLATA	AIR 2000	C	4	0	0	0	0	25	75	0	0	95	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	25	0	0	75	0	0	95	75	26	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	13	13	0	62	0	0	0
TOTAL PUERTO PLATA			20	0	0	25	5	15	50	5	0	82	59	65	29
SANTO DOMINGO	BRITANNIA AIRWAYS	C	19	0	0	0	11	26	53	11	0	91	44	19	9
TOTAL SANTO DOMINGO			19	0	0	0	11	26	53	11	0	91	40	25	10
TOTAL DOMINICAN REPUBLIC			39	0	0	13	8	21	51	8	0	86	55	53	40
EGYPT															
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	13	13	25	38	0	13	155	38	24	8
	CALEDONIAN AIRWAYS	C	8	0	0	88	0	0	13	0	0	13	0	0	0
TOTAL LUXOR			16	0	0	50	6	13	25	0	6	84	38	24	8
TOTAL EGYPT			16	0	0	50	6	13	25	0	6	84	38	24	8
FINLAND															
HELSINKI	FINNAIR	S	104	0	0	79	9	13	0	0	0	8	73	9	62
TOTAL HELSINKI			104	0	0	79	9	13	0	0	0	8	73	9	62
TOTAL FINLAND			104	0	0	79	9	13	0	0	0	8	73	9	62
FRANCE															
BASTIA	EUROPEAN AIR CHARTER	C	5	0	1	20	20	20	40	0	0	47	29	23	7
TOTAL BASTIA			5	0	1	20	20	20	40	0	0	47	29	23	7
NICE	EUROPEAN AIR CHARTER	C	3	0	1	0	0	0	33	67	0	235	0	32	2
TOTAL NICE			4	0	1	0	0	25	25	50	0	191	0	57	7
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	304	0	2	67	15	14	4	0	0	13	49	23	240
	BRITISH AIRWAYS PLC	S	260	0	0	61	12	20	7	0	0	17	67	13	254
TOTAL PARIS (CHARLES DE GAULLE)			565	0	6	64	14	17	5	0	0	15	58	18	495
TARBES-LOURDES INTERNATIONAL	CALEDONIAN AIRWAYS	C	2	0	0	0	0	50	50	0	0	49	0	42	2
	EUROPEAN AIR CHARTER	C	15	0	2	27	20	20	7	27	0	87	47	25	17
TOTAL TARBES-LOURDES INTERNATIONAL			17	0	2	24	18	24	12	24	0	83	42	27	19
TOTAL FRANCE			592	0	10	62	14	17	6	1	0	18	57	19	548
GERMANY															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	62	19	15	4	0	0	15	66	17	94
TOTAL BERLIN (TEGEL)			52	0	0	62	19	15	4	0	0	15	66	17	94
DUSSELDORF	BMI BRITISH MIDLAND	S	152	0	0	84	9	7	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	158	0	0	80	8	9	4	0	0	6	81	7	157
TOTAL DUSSELDORF			310	0	0	82	8	8	2	0	0	4	76	9	249
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	163	0	0	73	18	7	2	0	1	11	78	7	164
	LUFTHANSA	S	186	0	0	73	15	11	2	0	0	10	87	2	184

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				Actual (7)	Plan (8)										
<b>TOTAL FRANKFURT MAIN</b>			<b>351</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>4</b>	<b>348</b>
HAMBURG	LUFTHANSA CITY LINE	S	98	0	4	86	8	4	2	0	0	3	85	5	101
<b>TOTAL HAMBURG</b>			<b>98</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>5</b>	<b>101</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	61	1	1	75	8	8	8	0	0	11	82	0	62
<b>TOTAL HANOVER</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>0</b>	<b>62</b>
MUNICH	LUFTHANSA	S	174	0	2	54	26	15	5	0	0	18	0	0	0
<b>TOTAL MUNICH</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>26</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>7</b>	<b>168</b>
STUTTGAERT	LUFTHANSA CITY LINE	S	42	0	0	86	10	5	0	0	0	6	93	1	28
<b>TOTAL STUTTGAERT</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>1</b>	<b>28</b>
<b>TOTAL GERMANY</b>			<b>1088</b>	<b>1</b>	<b>7</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>7</b>	<b>1050</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	10	0	0	60	30	10	0	0	0	15	90	7	10
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>7</b>	<b>10</b>
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>7</b>	<b>10</b>
<b>GREECE</b>															
ATHENS	CALEDONIAN AIRWAYS	C	4	0	1	50	50	0	0	0	0	12	100	8	1
	EXCEL AIRWAYS LTD	C	8	0	0	25	25	13	38	0	0	40	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	0	38	25	0	0	56	70	45	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	13	50	13	0	94	0	0	0
<b>TOTAL ATHENS</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>14</b>	<b>18</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>56</b>	<b>41</b>	<b>42</b>	<b>29</b>
CHANIA	AIR 2000	C	8	0	0	13	13	25	50	0	0	72	63	17	8
	CALEDONIAN AIRWAYS	C	7	0	1	43	14	43	0	0	0	18	88	7	8
	THOMAS COOK AIRLINES LTD	C	7	0	1	29	14	0	57	0	0	56	0	0	0
<b>TOTAL CHANIA</b>			<b>22</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>14</b>	<b>23</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>75</b>	<b>12</b>	<b>16</b>
<b>CORFU</b>															
	AIR 2000	C	51	1	3	47	18	16	20	0	0	31	61	23	23
	BRITANNIA AIRWAYS	C	24	0	0	21	25	25	29	0	0	41	41	61	41
	CALEDONIAN AIRWAYS	C	18	0	2	61	11	22	6	0	0	18	45	95	22
	EXCEL AIRWAYS LTD	C	9	0	1	33	22	22	22	0	0	33	0	0	0
	MONARCH AIRLINES	C	26	0	1	23	12	35	23	8	0	65	53	20	15
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	0	0	56	22	0	152	63	77	16
	THOMAS COOK AIRLINES LTD	C	31	0	2	42	10	23	19	6	0	49	29	59	7
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	1	63	38	0	0	0	0	6	0	0	0
<b>TOTAL CORFU</b>			<b>176</b>	<b>1</b>	<b>10</b>	<b>39</b>	<b>16</b>	<b>20</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>52</b>	<b>60</b>	<b>152</b>
<b>HERAKLION</b>															
	AIR 2000	C	26	0	0	38	12	23	27	0	0	41	32	69	22
	BRITANNIA AIRWAYS	C	15	0	0	20	40	27	0	13	0	52	46	36	13
	CALEDONIAN AIRWAYS	C	12	0	0	25	17	25	33	0	0	54	67	30	30
	MONARCH AIRLINES	C	7	1	1	0	43	43	0	14	0	61	75	10	8
	MY TRAVEL AIRWAYS UK	C	14	0	2	21	14	29	14	7	14	99	57	37	7
	THOMAS COOK AIRLINES LTD	C	20	0	2	35	15	25	25	0	0	40	63	18	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	71	29	0	0	0	0	8	0	0	0
<b>TOTAL HERAKLION</b>			<b>101</b>	<b>1</b>	<b>6</b>	<b>31</b>	<b>21</b>	<b>25</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>51</b>	<b>53</b>	<b>52</b>	<b>101</b>
<b>KALAMATA</b>	CALEDONIAN AIRWAYS	C	9	0	0	33	22	0	44	0	0	44	75	33	8

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			Actual (7)	Plan (8)											
<b>TOTAL KALAMATA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>75</b>	<b>33</b>	<b>8</b>
<b>KAVALLA</b>	BRITANNIA AIRWAYS	C	8	0	1	13	25	38	25	0	0	45	57	11	7
	CALEDONIAN AIRWAYS	C	5	0	1	20	0	20	60	0	0	85	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	1	29	29	43	0	0	0	26	0	0	0
<b>TOTAL KAVALLA</b>			<b>20</b>	<b>0</b>	<b>3</b>	<b>20</b>	<b>20</b>	<b>35</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>46</b>	<b>15</b>	<b>13</b>
<b>KEFALLINIA</b>	AIR 2000	C	9	0	1	11	44	33	11	0	0	34	33	20	9
	AIR FOYLE PASSENGER AIRLINES	C	9	0	1	11	22	33	33	0	0	57	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	14	43	14	29	0	0	37	88	1	8
	EXCEL AIRWAYS LTD	C	11	0	1	27	9	27	27	0	9	148	50	40	4
	MY TRAVEL AIRWAYS UK	C	7	0	1	14	29	43	14	0	0	38	100	-2	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	10	10	10	40	30	0	121	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>53</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>79</b>	<b>67</b>	<b>24</b>	<b>43</b>
<b>KOS</b>	AIR 2000	C	10	0	1	70	20	0	10	0	0	14	50	11	8
	BRITANNIA AIRWAYS	C	16	0	0	44	13	13	25	6	0	47	50	123	16
	CALEDONIAN AIRWAYS	C	11	0	1	27	18	0	18	36	0	131	14	74	7
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	19	13	6	25	0	69	47	44	17
	THOMAS COOK AIRLINES LTD	C	13	0	1	46	8	15	31	0	0	45	86	-1	7
<b>TOTAL KOS</b>			<b>66</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>15</b>	<b>9</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>61</b>	<b>45</b>	<b>61</b>	<b>62</b>
<b>MIKONOS</b>	CALEDONIAN AIRWAYS	C	7	0	1	71	0	0	29	0	0	20	0	0	0
<b>TOTAL MIKONOS</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MITILINI</b>	AIR 2000	C	7	0	1	29	14	43	14	0	0	38	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	0	25	0	75	0	0	56	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	1	14	0	14	57	14	0	107	0	0	0
<b>TOTAL MITILINI</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>69</b>	<b>54</b>	<b>41</b>	<b>13</b>
<b>PREVEZA</b>	AIR 2000	C	16	0	2	31	13	31	25	0	0	42	29	36	7
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	93	83	6	6
	THOMAS COOK AIRLINES LTD	C	9	0	1	22	0	33	44	0	0	67	0	0	0
<b>TOTAL PREVEZA</b>			<b>27</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>7</b>	<b>30</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>37</b>	<b>52</b>	<b>30</b>
<b>RHODES</b>	AIR 2000	C	29	0	2	34	31	17	17	0	0	29	52	59	25
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	50	0	38	13	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	33	0	1	48	9	21	18	3	0	29	51	74	35
	CALEDONIAN AIRWAYS	C	10	0	0	60	0	10	30	0	0	37	56	92	18
	MONARCH AIRLINES	C	8	0	0	63	13	0	0	25	0	59	29	46	7
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	0	29	43	29	0	118	29	21	7
	THOMAS COOK AIRLINES LTD	C	22	0	2	32	14	9	45	0	0	45	43	21	7
	VIRGIN ATLANTIC AIRWAYS LTD	C	6	0	2	100	0	0	0	0	0	-9	0	0	0
<b>TOTAL RHODES</b>			<b>123</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>13</b>	<b>16</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>64</b>	<b>111</b>
<b>SALONIKA</b>	AIR 2000	C	19	0	1	16	5	16	63	0	0	61	13	111	8
	BRITANNIA AIRWAYS	C	16	1	0	31	19	13	31	0	6	59	38	46	16
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	14	43	43	0	0	51	14	164	7
<b>TOTAL SALONIKA</b>			<b>42</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>12</b>	<b>19</b>	<b>48</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>26</b>	<b>89</b>	<b>31</b>
<b>SAMOS</b>	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	16	50	268	10
	EXCEL AIRWAYS LTD	C	3	0	0	0	0	67	33	0	0	62	0	0	0
<b>TOTAL SAMOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>268</b>	<b>10</b>

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				Actual (7)	Plan (8)										
SKIATHOS	AIR 2000	C	16	1	4	44	31	25	0	0	0	4	0	0	0
	CALEDONIAN AIRWAYS	C	15	0	3	47	27	20	7	0	0	19	57	19	14
	THOMAS COOK AIRLINES LTD	C	14	0	1	29	0	7	50	14	0	80	0	0	0
<b>TOTAL SKIATHOS</b>			<b>46</b>	<b>1</b>	<b>8</b>	<b>41</b>	<b>20</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>25</b>	<b>44</b>
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	7	0	1	86	0	0	14	0	0	21	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	AIR 2000	C	16	0	2	75	6	13	6	0	0	14	75	11	16
	BRITANNIA AIRWAYS	C	16	0	0	38	19	25	19	0	0	35	75	11	16
	CALEDONIAN AIRWAYS	C	19	0	1	63	11	5	21	0	0	27	43	109	14
	MONARCH AIRLINES	C	21	0	4	57	33	10	0	0	0	10	43	36	14
	MY TRAVEL AIRWAYS UK	C	14	0	0	0	14	57	14	14	0	77	71	19	7
	THOMAS COOK AIRLINES LTD	C	46	0	6	35	11	7	35	13	0	78	60	29	15
<b>TOTAL ZAKINTHOS</b>			<b>132</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>15</b>	<b>15</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>55</b>	<b>43</b>	<b>111</b>
<b>TOTAL GREECE</b>			<b>889</b>	<b>5</b>	<b>67</b>	<b>37</b>	<b>16</b>	<b>19</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>54</b>	<b>774</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	60	0	2	70	15	12	3	0	0	9	76	8	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>8</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>8</b>	<b>62</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	46	0	0	85	2	2	11	0	0	10	67	33	46
<b>TOTAL CONNAUGHT</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>33</b>	<b>46</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	132	0	2	77	11	8	4	0	0	8	79	16	140
<b>TOTAL CORK</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>16</b>	<b>141</b>
DUBLIN	AER LINGUS	S	348	0	0	90	5	3	2	0	0	2	92	0	279
	LUXAIR	S	41	0	1	83	7	5	5	0	0	7	0	0	0
	RYANAIR	S	155	2	1	86	8	5	0	0	0	3	87	4	311
<b>TOTAL DUBLIN</b>			<b>544</b>	<b>2</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>2</b>	<b>594</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	102	0	2	85	6	3	6	0	0	8	83	20	102
<b>TOTAL SHANNON</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>20</b>	<b>102</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	6	0	0	33	33	17	17	0	0	43	90	-3	10
<b>TOTAL WATERFORD</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>90</b>	<b>-3</b>	<b>10</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>830</b>	<b>2</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>951</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	15	1	2	60	33	7	0	0	0	10	88	-1	16
<b>TOTAL TEL AVIV</b>			<b>15</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>-1</b>	<b>16</b>
<b>TOTAL ISRAEL</b>			<b>15</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>-1</b>	<b>24</b>
<b>ITALY</b>															
BRESCIA/MONTICHIARI	BMI BRITISH MIDLAND	C	2	0	0	0	0	0	100	0	0	93	0	0	0
	BRITISH AIRWAYS PLC	C	12	0	0	8	0	58	33	0	0	58	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	25	25	13	38	0	0	47	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	MONARCH AIRLINES	C	7	0	1	29	0	14	57	0	0	69	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>7</b>	<b>31</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
CATANIA (FONTANAROSSA)	CALEDONIAN AIRWAYS	C	4	0	0	50	50	0	0	0	0	10	0	214	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>214</b>	<b>4</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	145	0	3	43	16	27	12	2	0	35	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	25	50	25	0	0	0	27	50	108	8
	EUROPEAN AIR CHARTER	C	4	0	0	0	0	25	75	0	0	80	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>157</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>17</b>	<b>27</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>80</b>	<b>12</b>
NAPLES	AIR 2000	C	7	0	1	29	0	43	29	0	0	68	0	119	9
	BRITANNIA AIRWAYS	C	17	0	0	24	0	53	24	0	0	44	72	38	18
	EXCEL AIRWAYS LTD	C	6	0	0	33	0	33	33	0	0	35	33	31	6
	MY TRAVEL AIRWAYS UK	C	15	0	1	7	13	27	40	0	13	109	40	34	10
<b>TOTAL NAPLES</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>4</b>	<b>40</b>	<b>31</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>44</b>	<b>53</b>	<b>43</b>
PISA	EUROPEAN AIR CHARTER	C	25	0	1	4	8	44	40	0	4	106	20	53	25
	MONARCH AIRLINES	C	7	0	1	29	29	43	0	0	0	28	25	89	8
<b>TOTAL PISA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>13</b>	<b>44</b>	<b>31</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>24</b>	<b>54</b>	<b>41</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	7	0	0	29	14	29	29	0	0	38	57	19	7
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>57</b>	<b>19</b>	<b>7</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	52	0	0	42	23	21	13	0	0	27	28	43	32
<b>TOTAL ROME (FIUMICINO)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>28</b>	<b>43</b>	<b>32</b>
VENICE	BRITANNIA AIRWAYS	C	7	0	0	14	14	29	43	0	0	57	44	42	9
	MONARCH AIRLINES	C	10	0	0	30	20	10	10	30	0	82	11	79	9
	THOMAS COOK AIRLINES LTD	C	18	0	0	6	11	11	50	22	0	107	0	0	0
<b>TOTAL VENICE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>37</b>	<b>20</b>	<b>0</b>	<b>90</b>	<b>33</b>	<b>65</b>	<b>36</b>
<b>TOTAL ITALY</b>			<b>362</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>15</b>	<b>28</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>50</b>	<b>48</b>	<b>42</b>	<b>339</b>
JAMAICA															
MONTEGO BAY	MONARCH AIRLINES	C	9	0	0	11	44	22	22	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	30	30	40	0	0	55	11	64	9
<b>TOTAL MONTEGO BAY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>37</b>	<b>26</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>64</b>	<b>9</b>
<b>TOTAL JAMAICA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>37</b>	<b>26</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>64</b>	<b>9</b>
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	10	0	0	20	10	20	50	0	0	56	0	0	0
	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	-5	25	47	8
<b>TOTAL MOMBASA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>11</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>47</b>	<b>8</b>
<b>TOTAL KENYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>11</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>47</b>	<b>8</b>
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	41	0	1	80	15	0	5	0	0	8	88	3	40
<b>TOTAL LUXEMBOURG</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>3</b>	<b>40</b>
<b>TOTAL LUXEMBOURG</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>3</b>	<b>40</b>

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	18	0	0	56	11	22	11	0	0	22	0	0	0
TOTAL KUALA LUMPUR (SEPANG)			18	0	0	56	11	22	11	0	0	22	0	0	0
TOTAL MALAYSIA			18	0	0	56	11	22	11	0	0	22	0	0	0
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	50	38	0	13	0	0	20	33	29	18
	AIR MALTA	S	22	0	0	59	14	9	18	0	0	26	60	7	20
	AIR MALTA	C	18	0	0	44	11	11	22	11	0	53	83	3	23
	BMI BRITISH MIDLAND	C	2	0	0	0	0	100	0	0	0	52	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	63	6	19	13	0	0	24	44	30	18
	EXCEL AIRWAYS LTD	C	4	0	0	0	0	50	50	0	0	63	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	10	30	0	0	0	12	60	71	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	38	13	0	0	36	50	15	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	33	6	33	28	0	0	47	59	27	17
TOTAL MALTA			106	0	0	46	12	22	18	2	0	35	57	22	114
TOTAL MALTA			106	0	0	46	12	22	18	2	0	35	57	22	114
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	80	10	10	0	0	0	8	75	3	8
TOTAL MAURITIUS			10	0	0	80	10	10	0	0	0	8	75	3	8
TOTAL MAURITIUS			10	0	0	80	10	10	0	0	0	8	75	3	8
<b>MEXICO</b>															
CANCUN	AIR 2000	C	12	0	0	50	25	17	8	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	20	10	10	60	0	0	81	60	3	5
	MY TRAVEL AIRWAYS UK	C	12	0	0	25	33	0	42	0	0	51	13	39	8
TOTAL CANCUN			34	0	0	32	24	9	35	0	0	48	48	17	21
PUERTO VALLARTA	AIR 2000	C	8	0	0	25	38	25	13	0	0	27	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	0	0	22	67	0	11	122	33	22	3
TOTAL PUERTO VALLARTA			17	0	0	12	18	24	41	0	6	77	20	63	5
TOTAL MEXICO			51	0	0	25	22	14	37	0	2	57	42	26	26
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	198	0	0	81	9	7	3	0	0	8	69	13	204
	KLM UK LTD	S	403	0	1	80	8	10	2	0	0	6	68	17	399
TOTAL AMSTERDAM			601	0	1	81	8	9	2	0	0	7	68	16	603
EINDHOVEN	B A S E BUSINESS AIRLINES	S	67	0	13	85	10	4	0	0	0	1	81	7	62
TOTAL EINDHOVEN			67	0	13	85	10	4	0	0	0	1	81	7	62
ROTTERDAM	VLM (BELGIUM)	S	130	0	6	83	8	5	4	0	0	4	0	0	0
TOTAL ROTTERDAM			130	0	6	83	8	5	4	0	0	4	0	0	0
TOTAL NETHERLANDS			798	0	20	81	9	8	2	0	0	6	70	15	665
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	S	52	0	0	79	15	4	2	0	0	8	0	0	0

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				Actual (7)	Plan (8)										
TOTAL OSLO (GARDERMOEN)			52	0	0	79	15	4	2	0	0	8	0	0	0
TOTAL NORWAY			52	0	0	79	15	4	2	0	0	8	90	2	52
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	56	26	7	4	0	7	114	58	13	26
	PAKISTAN INTL AIRLINES	S	9	3	0	22	33	22	0	22	0	82	33	55	18
TOTAL ISLAMABAD			36	3	0	47	28	11	3	6	6	106	48	30	44
KARACHI	PAKISTAN INTL AIRLINES	S	12	1	5	17	17	8	25	25	8	133	0	0	0
TOTAL KARACHI			12	1	5	17	17	8	25	25	8	133	0	0	0
LAHORE	PAKISTAN INTL AIRLINES	S	17	0	1	24	12	53	6	6	0	45	0	147	10
TOTAL LAHORE			17	0	1	24	12	53	6	6	0	45	0	147	10
TOTAL PAKISTAN			65	4	6	35	22	22	8	9	5	95	39	52	54
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	52	0	0	50	29	13	8	0	0	23	63	32	27
TOTAL WARSAW			52	0	0	50	29	13	8	0	0	23	66	24	53
TOTAL POLAND			52	0	0	50	29	13	8	0	0	23	66	24	53
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	54	0	0	43	11	20	22	4	0	41	35	62	46
	BRITANNIA AIRWAYS	C	18	0	0	61	22	11	6	0	0	16	65	57	26
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	100	0	0	0	56	0	0	0
	CALEDONIAN AIRWAYS	C	28	0	0	43	18	21	18	0	0	40	50	58	28
	EUROPEAN AIR CHARTER	C	4	0	0	25	0	75	0	0	0	27	0	0	0
	MONARCH AIRLINES	C	46	0	0	37	17	33	13	0	0	34	37	50	52
	MY TRAVEL AIRWAYS UK	C	20	0	0	50	25	0	20	5	0	35	67	17	18
	PORTUGALIA	S	10	0	0	30	20	30	20	0	0	36	0	0	0
	SATA	C	2	0	0	0	0	0	100	0	0	71	0	0	0
	THOMAS COOK AIRLINES LTD	C	52	0	0	40	2	8	33	13	4	87	68	10	22
	TITAN AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	33	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	86	0	14	0	0	0	10	0	0	0
TOTAL FARO			247	0	1	43	13	19	20	4	1	46	49	45	209
LISBON	PORTUGALIA	S	52	0	0	88	4	2	6	0	0	9	79	11	52
TOTAL LISBON			52	0	0	88	4	2	6	0	0	9	70	20	60
TOTAL PORTUGAL(EXCLUDING MADEIRA)			299	0	1	51	11	16	18	3	1	40	54	40	269
PORTUGAL(MADEIRA)															
FUNCHAL	CALEDONIAN AIRWAYS	C	10	0	0	70	0	20	10	0	0	13	38	56	8
	MONARCH AIRLINES	C	18	0	0	78	6	17	0	0	0	6	100	-3	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	10	10	0	0	3	0	0	0
TOTAL FUNCHAL			38	0	0	76	3	16	5	0	0	7	69	25	32
TOTAL PORTUGAL(MADEIRA)			38	0	0	76	3	16	5	0	0	7	69	25	32
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	54	0	0	26	30	31	11	2	0	37	57	25	42



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
<b>TOTAL SINGAPORE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>30</b>	<b>31</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>25</b>	<b>42</b>
<b>TOTAL SINGAPORE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>30</b>	<b>31</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>25</b>	<b>42</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	4	0	0	25	25	50	0	0	0	24	75	10	4
<b>TOTAL LJUBLJANA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>10</b>	<b>4</b>
<b>TOTAL SLOVENIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>10</b>	<b>4</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	49	0	1	41	20	14	24	0	0	35	61	20	36
	AIR FOYLE PASSENGER AIRLINES	C	20	0	0	10	10	20	50	10	0	79	0	56	8
	BRITANNIA AIRWAYS	C	34	0	0	38	3	32	21	6	0	49	52	81	60
	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	-1	75	74	12
	MONARCH AIRLINES	C	44	1	2	43	30	11	11	5	0	33	37	49	38
	MY TRAVEL AIRWAYS UK	C	37	0	0	41	14	11	22	5	8	97	68	20	44
	THOMAS COOK AIRLINES LTD	C	46	0	0	26	2	33	35	4	0	61	61	30	28
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	50	20	30	0	0	0	18	0	0	0
<b>TOTAL ALICANTE</b>			<b>248</b>	<b>1</b>	<b>7</b>	<b>38</b>	<b>14</b>	<b>20</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>55</b>	<b>47</b>	<b>262</b>
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	18	0	0	33	22	33	11	0	0	32	50	60	18
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	1	1	27	7	20	33	13	0	67	0	0	0
<b>TOTAL ALMERIA</b>			<b>41</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>15</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>36</b>	<b>79</b>	<b>33</b>
<b>BARCELONA</b>	AIR ATLANTA ICELANDIC	C	4	0	0	0	0	25	25	50	0	179	0	0	0
	BALAIR	C	6	0	0	0	0	0	67	33	0	144	0	0	0
	BRITISH AIRWAYS PLC	C	6	0	0	33	17	17	33	0	0	42	0	0	0
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	25	25	0	0	44	0	0	0
	CORSAIR	C	17	0	0	0	6	41	41	6	6	106	0	0	0
	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	37	0	0	0
	IBERIA	S	62	0	0	34	19	24	18	5	0	42	77	15	60
	MONARCH AIRLINES	C	6	0	0	33	17	17	33	0	0	55	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	50	50	0	165	0	0	0
	SPANAIR	C	2	0	0	0	100	0	0	0	0	28	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	48	0	0	0
	TRANSAER	C	13	1	0	23	8	23	38	8	0	58	0	0	0
<b>TOTAL BARCELONA</b>			<b>127</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>17</b>	<b>24</b>	<b>28</b>	<b>8</b>	<b>1</b>	<b>64</b>	<b>77</b>	<b>15</b>	<b>60</b>
<b>GERONA</b>	AERIS	C	2	0	0	50	0	0	50	0	0	76	0	0	0
	AIR 2000	C	15	0	1	47	27	7	13	7	0	32	29	70	17
	AIR FOYLE PASSENGER AIRLINES	C	6	0	3	0	17	50	33	0	0	71	0	0	0
	AIR LIB	C	2	0	0	50	0	0	0	50	0	146	0	0	0
	BMI BRITISH MIDLAND	C	2	1	0	50	50	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	6	33	11	6	0	42	57	57	23
	CALEDONIAN AIRWAYS	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	50	0	20	0	30	0	93	0	0	0
	FUTURA AIRLINES	C	2	0	0	0	0	50	50	0	0	81	0	0	0
	IBERWORLD	C	2	0	0	0	50	0	0	50	0	169	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	0	50	0	116	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	25	25	0	13	80	30	69	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GERONA	STAR EUROPE	C	4	0	0	0	0	25	50	25	0	152	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	0	0	25	6	9	34	25	0	98	39	24	18
	TITAN AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	90	0	0	0
	TRANSAER	C	10	0	0	10	10	0	70	10	0	128	0	0	0
	VIRGIN EXPRESS	C	2	0	0	0	0	50	0	50	0	141	0	0	0
<b>TOTAL GERONA</b>			<b>122</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>11</b>	<b>17</b>	<b>26</b>	<b>16</b>	<b>1</b>	<b>82</b>	<b>41</b>	<b>53</b>	<b>68</b>
IBIZA	AIR 2000	C	43	0	1	67	21	2	9	0	0	14	36	43	11
	BRITANNIA AIRWAYS	C	47	0	1	49	19	11	21	0	0	35	52	97	81
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	3	33	38	9
	CALEDONIAN AIRWAYS	C	9	0	0	56	22	11	11	0	0	16	94	-4	16
	MONARCH AIRLINES	C	25	0	3	40	16	20	24	0	0	36	55	52	31
	MY TRAVEL AIRWAYS UK	C	42	1	1	36	7	19	21	7	10	99	51	67	43
	SPANAIR	C	2	0	0	0	0	0	100	0	0	78	0	0	0
	THOMAS COOK AIRLINES LTD	C	59	0	2	27	8	24	31	10	0	76	53	34	15
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	86	0	0	14	0	0	15	0	0	0
<b>TOTAL IBIZA</b>			<b>237</b>	<b>1</b>	<b>9</b>	<b>45</b>	<b>14</b>	<b>15</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>52</b>	<b>52</b>	<b>65</b>	<b>240</b>
MADRID	BRITISH AIRWAYS PLC	S	99	1	1	70	18	6	6	0	0	12	59	22	100
<b>TOTAL MADRID</b>			<b>100</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>159</b>	
MAHON	AIR 2000	C	45	0	1	36	27	20	16	2	0	33	53	37	17
	BRITANNIA AIRWAYS	C	32	0	0	22	31	6	41	0	0	49	38	117	48
	CALEDONIAN AIRWAYS	C	10	0	0	60	10	20	10	0	0	18	72	32	18
	MONARCH AIRLINES	C	23	0	1	39	39	22	0	0	0	19	58	40	19
	MY TRAVEL AIRWAYS UK	C	25	0	1	16	16	8	40	0	20	144	44	100	36
	SPANAIR	C	7	0	0	14	29	14	43	0	0	52	0	0	0
	THOMAS COOK AIRLINES LTD	C	39	0	2	46	8	15	18	13	0	53	60	12	15
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	2	44	6	31	13	6	0	38	0	0	0
<b>TOTAL MAHON</b>			<b>197</b>	<b>0</b>	<b>7</b>	<b>35</b>	<b>21</b>	<b>16</b>	<b>22</b>	<b>4</b>	<b>3</b>	<b>52</b>	<b>46</b>	<b>71</b>	<b>206</b>
MALAGA	AIR 2000	C	42	0	0	57	17	10	17	0	0	22	33	69	39
	BMI BRITISH MIDLAND	C	4	0	0	50	0	50	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	0	30	10	20	0	73	63	59	32
	BRITISH AIRWAYS PLC	C	20	0	0	35	25	30	10	0	0	33	0	0	0
	CALEDONIAN AIRWAYS	C	44	1	0	59	9	18	9	0	5	42	46	73	35
	EXCEL AIRWAYS LTD	C	6	0	0	50	17	17	17	0	0	22	50	51	2
	MONARCH AIRLINES	C	48	0	0	52	19	21	8	0	0	21	24	54	46
	MY TRAVEL AIRWAYS UK	C	26	0	0	31	0	27	38	4	0	71	18	45	17
	THOMAS COOK AIRLINES LTD	C	38	0	0	26	18	21	18	16	0	73	45	49	22
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	13	25	63	0	0	0	36	0	0	0
<b>TOTAL MALAGA</b>			<b>246</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>14</b>	<b>22</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>36</b>	<b>75</b>	<b>283</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	10	0	0	20	30	30	20	0	0	42	90	-5	10
<b>TOTAL MURCIA SAN JAVIER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>90</b>	<b>-5</b>	<b>10</b>
PALMA DE MALLORCA	AIR 2000	C	50	0	2	26	24	22	22	6	0	49	49	49	41
	AIR EUROPA	C	15	0	1	47	7	0	40	0	7	132	17	112	30
	BRITANNIA AIRWAYS	C	109	0	0	57	16	13	15	0	0	23	40	68	131
	BRITISH AIRWAYS PLC	C	14	0	2	7	7	14	64	7	0	86	33	88	3
	CALEDONIAN AIRWAYS	C	20	0	2	50	15	0	25	10	0	53	30	89	10
	IBERWORLD	C	10	0	0	0	30	50	20	0	0	47	0	0	0

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MONARCH AIRLINES	C	55	1	1	51	13	16	11	9	0	36	52	52	44
	MY TRAVEL AIRWAYS UK	C	101	1	0	22	8	17	39	12	3	91	37	77	119
	SPANAIR	C	33	0	1	6	9	24	61	0	0	75	33	80	40
	THOMAS COOK AIRLINES LTD	C	125	0	2	30	11	18	30	11	0	68	33	60	33
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	1	1	13	38	19	31	0	0	52	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>549</b>	<b>3</b>	<b>12</b>	<b>34</b>	<b>14</b>	<b>17</b>	<b>28</b>	<b>7</b>	<b>1</b>	<b>59</b>	<b>37</b>	<b>75</b>	543
REUS	AIR 2000	C	15	0	3	73	13	7	0	7	0	20	73	8	15
	BRITANNIA AIRWAYS	C	16	0	1	38	6	31	13	13	0	67	58	49	31
	CALEDONIAN AIRWAYS	C	3	0	1	33	0	0	67	0	0	71	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	24	0	1	67	8	13	4	8	0	31	81	6	16
THOMAS COOK AIRLINES LTD	C	20	0	0	45	0	5	40	10	0	64	75	6	8	
<b>TOTAL REUS</b>			<b>82</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>6</b>	<b>15</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>64</b>	<b>27</b>	102
<b>TOTAL SPAIN</b>			<b>1959</b>	<b>14</b>	<b>48</b>	<b>39</b>	<b>15</b>	<b>18</b>	<b>22</b>	<b>6</b>	<b>1</b>	<b>53</b>	<b>47</b>	<b>60</b>	1967
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	26	0	0	54	19	19	8	0	0	24	38	36	24
	BRITANNIA AIRWAYS	C	18	0	0	44	28	6	17	6	0	43	25	35	16
	CALEDONIAN AIRWAYS	C	8	0	0	13	13	38	13	0	25	155	50	21	10
	MONARCH AIRLINES	C	17	0	0	41	29	24	6	0	0	20	38	23	24
	MY TRAVEL AIRWAYS UK	C	9	0	1	11	44	33	11	0	0	35	60	95	10
	THOMAS COOK AIRLINES LTD	C	20	0	2	60	0	5	25	0	10	95	76	7	17
<b>TOTAL ARRECIFE</b>			<b>98</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>20</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>46</b>	<b>32</b>	109
FUERTEVENTURA	AIR 2000	C	8	0	0	75	25	0	0	0	0	-8	63	15	8
	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	0	0	13	158	50	13	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	12	38	73	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	6	6	33	0	0	57	15	118	26
	THOMAS COOK AIRLINES LTD	C	16	0	0	25	19	6	50	0	0	57	100	-3	8
<b>TOTAL FUERTEVENTURA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>41</b>	<b>67</b>	66
LAS PALMAS	AIR 2000	C	10	0	0	60	0	0	40	0	0	29	77	13	26
	BRITANNIA AIRWAYS	C	34	0	0	44	12	29	15	0	0	31	41	58	29
	CALEDONIAN AIRWAYS	C	9	0	0	67	22	0	11	0	0	16	75	36	8
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	35	2	0	26	11	20	34	6	3	79	32	70	25
	THOMAS COOK AIRLINES LTD	C	76	1	0	28	11	24	24	14	0	71	64	28	36
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	50	10	40	0	0	0	17	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>185</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>54</b>	<b>56</b>	<b>40</b>	165
TENERIFE (SURREINA SOFIA)	AIR 2000	C	42	0	0	60	12	14	14	0	0	17	63	38	38
	AIR FOYLE PASSENGER AIRLINES	C	2	0	1	0	100	0	0	0	0	22	0	83	4
	BRITANNIA AIRWAYS	C	18	2	0	22	22	11	28	17	0	76	40	58	45
	CALEDONIAN AIRWAYS	C	25	0	0	20	28	32	20	0	0	47	0	73	28
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
	IBERWORLD	C	2	0	0	100	0	0	0	0	0	-26	0	0	0
	MONARCH AIRLINES	C	58	0	1	79	3	10	3	0	3	21	38	42	56
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	0	18	24	0	0	36	38	17	16
	SPANAIR	C	16	2	0	50	25	13	13	0	0	16	20	80	10
	THOMAS COOK AIRLINES LTD	C	47	0	0	28	23	21	28	0	0	46	57	34	30

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	TRANSAER	C	2	1	0	100	0	0	0	0	0	-2	30	39	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	0	6	31	25	38	0	0	59	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>249</b>	<b>5</b>	<b>2</b>	<b>48</b>	<b>16</b>	<b>16</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>38</b>	<b>47</b>	<b>245</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>590</b>	<b>8</b>	<b>6</b>	<b>44</b>	<b>15</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>45</b>	<b>45</b>	<b>44</b>	<b>585</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	0	0	25	249	20	48	5
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>249</b>	<b>20</b>	<b>48</b>	<b>5</b>
<b>TOTAL ST LUCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>249</b>	<b>20</b>	<b>48</b>	<b>5</b>
<b>SWEDEN</b>															
GOTEBORG	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	16	0	0	0
<b>TOTAL GOTEBORG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	52	0	0	94	6	0	0	0	0	-1	79	7	52
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>79</b>	<b>7</b>	<b>52</b>
<b>TOTAL SWEDEN</b>			<b>55</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>52</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	99	0	2	28	29	32	10	0	0	31	41	23	51
<b>TOTAL BASLE MULHOUSE</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>29</b>	<b>32</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>23</b>	<b>51</b>
GENEVA	BRITISH AIRWAYS PLC	S	102	0	2	62	19	13	7	0	0	15	79	6	105
<b>TOTAL GENEVA</b>			<b>102</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>7</b>	<b>187</b>
ZURICH	SWISS AIRLINES	S	51	0	0	45	25	27	2	0	0	21	59	13	51
	SWISSAIR	S	184	0	2	72	12	14	2	0	0	11	75	8	124
<b>TOTAL ZURICH</b>			<b>235</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>9</b>	<b>175</b>
<b>TOTAL SWITZERLAND</b>			<b>436</b>	<b>1</b>	<b>6</b>	<b>57</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>10</b>	<b>413</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	41	75	-1	4
<b>TOTAL PHUKET</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>75</b>	<b>-1</b>	<b>4</b>
<b>TOTAL THAILAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>75</b>	<b>-1</b>	<b>4</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	38	0	13	50	0	0	71	75	52	8
	MONARCH AIRLINES	C	10	0	0	30	20	10	40	0	0	58	0	118	10
	MY TRAVEL AIRWAYS UK	C	28	0	0	21	11	14	25	14	14	138	56	18	27
<b>TOTAL MONASTIR</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>11</b>	<b>13</b>	<b>33</b>	<b>9</b>	<b>9</b>	<b>109</b>	<b>47</b>	<b>46</b>	<b>45</b>
<b>TOTAL TUNISIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>11</b>	<b>13</b>	<b>33</b>	<b>9</b>	<b>9</b>	<b>109</b>	<b>47</b>	<b>46</b>	<b>45</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	7	0	0	57	14	29	0	0	0	15	71	7	7
	MONARCH AIRLINES	C	8	1	1	100	0	0	0	0	0	-7	13	42	8
	THOMAS COOK AIRLINES LTD	C	24	0	0	38	25	17	21	0	0	38	0	0	0
<b>TOTAL ANTALYA</b>			<b>39</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>32</b>	<b>52</b>	<b>37</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
BODRUM (MILAS)	AIR 2000	C	17	0	2	65	24	12	0	0	0	12	38	70	16
	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	12	14	43	7
	CALEDONIAN AIRWAYS	C	3	0	1	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	15	0	2	20	20	7	47	7	0	70	62	16	21
	ONUR AIR	C	7	0	0	29	29	14	29	0	0	44	43	28	7
	PEGASUS AIRLINES	C	4	0	0	75	25	0	0	0	0	-6	63	35	24
	THOMAS COOK AIRLINES LTD	C	19	0	1	63	5	21	11	0	0	21	33	84	9
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	0	0	30	70	0	0	91	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>84</b>	<b>0</b>	<b>6</b>	<b>48</b>	<b>15</b>	<b>14</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>45</b>	<b>42</b>	106
DALAMAN	AIR 2000	C	40	1	3	53	8	18	23	0	0	24	81	-2	37
	AIR FOYLE PASSENGER AIRLINES	C	3	0	1	100	0	0	0	0	0	-11	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	38	38	13	13	0	0	25	31	36	32
	ISTANBUL HAVA YOLLARI	C	3	0	0	67	33	0	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	14	0	1	64	21	14	0	0	0	9	35	45	17
	MY TRAVEL AIRWAYS UK	C	25	0	0	20	4	8	44	24	0	112	29	45	31
	ONUR AIR	C	7	0	0	14	29	57	0	0	0	34	46	25	13
	THOMAS COOK AIRLINES LTD	C	37	1	1	51	8	27	11	3	0	33	83	13	18
VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	1	22	22	22	33	0	0	54	0	0	0	
<b>TOTAL DALAMAN</b>			<b>154</b>	<b>2</b>	<b>7</b>	<b>44</b>	<b>14</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>32</b>	210
ISTANBUL	ISTANBUL HAVA YOLLARI	S	18	0	0	17	28	39	17	0	0	36	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	62	35	3	0	0	0	10	81	8	26
<b>TOTAL ISTANBUL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>13</b>	42
IZMIR (ADNAM MENDERES)	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	8	50	68	8
	ONUR AIR	C	7	0	0	43	14	43	0	0	0	23	60	17	5
	THOMAS COOK AIRLINES LTD	C	14	0	2	50	7	14	29	0	0	29	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>31</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>10</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>57</b>	37
<b>TOTAL TURKEY</b>			<b>360</b>	<b>3</b>	<b>16</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>45</b>	<b>36</b>	432
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	63	11	10	16	0	0	24	82	9	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>9</b>	62
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>9</b>	62
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	135	0	1	63	18	16	4	0	0	14	72	13	182
	BRITISH AIRWAYS CITIEXPRESS L	S	297	1	0	87	7	3	2	0	0	4	84	8	275
<b>TOTAL ABERDEEN</b>			<b>432</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>10</b>	469
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	224	0	0	83	6	8	3	0	0	7	85	5	236
<b>TOTAL BELFAST CITY</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	236
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	208	0	0	80	9	4	6	1	0	10	87	6	205
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	205
BIRMINGHAM	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	10	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>270</b>	1
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	38	4	0	92	3	5	0	0	0	1	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL BRISTOL</b>			<b>39</b>	<b>4</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EDINBURGH</b>	BMI REGIONAL	S	120	0	4	53	25	18	4	1	0	18	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	142	0	0	93	4	1	1	0	0	2	0	0	0
	BRITISH AIRWAYS PLC	S	100	0	0	70	15	8	7	0	0	15	83	5	222
<b>TOTAL EDINBURGH</b>			<b>362</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>5</b>	<b>222</b>
<b>GATWICK</b>	BRITISH AIRWAYS (EURO OPS) LG	S	393	1	0	85	6	6	3	0	0	6	90	2	330
	THOMAS COOK AIRLINES LTD	C	7	0	3	29	29	14	29	0	0	45	0	0	0
<b>TOTAL GATWICK</b>			<b>400</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>360</b>
<b>GLASGOW</b>	BMI BRITISH MIDLAND	C	2	1	0	50	50	0	0	0	0	11	0	0	0
	BMI REGIONAL	S	168	1	10	83	8	5	3	0	0	8	74	10	126
	BRITANNIA AIRWAYS	C	5	0	0	60	20	20	0	0	0	16	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	178	0	7	89	6	4	1	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	81	1	0	60	19	14	7	0	0	17	77	11	240
<b>TOTAL GLASGOW</b>			<b>436</b>	<b>4</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>366</b>
<b>GUERNSEY</b>	BRITISH REGIONAL AIRLINES LTD	S	64	3	2	63	13	13	13	0	0	19	86	6	73
	CITY FLYER EXPRESS	C	5	0	5	20	0	0	40	40	0	132	100	-6	12
<b>TOTAL GUERNSEY</b>			<b>69</b>	<b>3</b>	<b>7</b>	<b>59</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>88</b>	<b>5</b>	<b>85</b>
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	461	1	13	77	15	6	3	0	0	9	89	4	466
	BRITISH AIRWAYS PLC	S	598	3	5	87	6	4	2	0	0	8	84	6	578
<b>TOTAL HEATHROW</b>			<b>1061</b>	<b>4</b>	<b>22</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	<b>1045</b>
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	176	0	0	91	2	5	2	0	0	2	80	8	176
<b>TOTAL ISLE OF MAN</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>176</b>
<b>JERSEY</b>	AIR JET	C	8	0	0	63	0	25	13	0	0	21	0	0	0
	BRITISH REGIONAL AIRLINES LTD	C	22	1	14	32	18	18	9	23	0	91	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	138	1	0	57	17	11	14	1	0	24	73	16	143
	CITY FLYER EXPRESS	C	20	0	0	55	15	20	10	0	0	22	0	0	0
<b>TOTAL JERSEY</b>			<b>188</b>	<b>9</b>	<b>14</b>	<b>54</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>66</b>	<b>17</b>	<b>187</b>
<b>LONDON CITY</b>	KLM UK LTD	S	126	0	2	96	1	3	0	0	0	-3	96	-4	178
<b>TOTAL LONDON CITY</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>96</b>	<b>-4</b>	<b>178</b>
<b>LONDONDERRY</b>	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	79	3	6	10	2	0	15	86	5	65
<b>TOTAL LONDONDERRY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>5</b>	<b>65</b>
<b>NEWCASTLE</b>	BRITANNIA AIRWAYS	C	12	0	1	83	17	0	0	0	0	-1	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>12</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>60</b>	<b>15</b>	<b>5</b>
<b>NORWICH</b>	SCOT AIRWAYS	S	75	0	9	88	0	7	5	0	0	8	95	-2	76
<b>TOTAL NORWICH</b>			<b>75</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>-2</b>	<b>76</b>
<b>SOUTHAMPTON</b>	BRITISH REGIONAL AIRLINES LTD	S	115	0	3	78	10	6	4	1	0	10	88	4	118
<b>TOTAL SOUTHAMPTON</b>			<b>115</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>118</b>
<b>STANSTED</b>	BRITISH REGIONAL AIRLINES LTD	S	127	0	1	87	6	4	2	0	0	2	85	8	120
<b>TOTAL STANSTED</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>120</b>
<b>TEESSIDE</b>	EASTERN AIRWAYS	S	32	0	0	50	31	13	6	0	0	18	82	7	74

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 TEESSIDE			32	0	0	50	31	13	6	0	0	18	82	7	74
TOTAL UNITED KINGDOM			4151	29	84	80	9	6	4	0	0	9	83	7	4029
USA															
ATLANTA	DELTA AIRLINES	S	62	0	0	66	15	8	8	3	0	21	63	19	62
TOTAL ATLANTA			62	0	0	66	15	8	8	3	0	21	63	19	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	56	15	18	11	0	0	20	79	9	62
TOTAL CHICAGO (O'HARE)			62	0	0	56	15	18	11	0	0	20	79	9	62
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	30	0	0	40	13	30	17	0	0	30	0	0	0
TOTAL DALLAS/FORT WORTH			30	0	0	40	13	30	17	0	0	30	0	0	0
LAS VEGAS	MONARCH AIRLINES	C	8	0	0	13	13	50	25	0	0	60	29	194	7
TOTAL LAS VEGAS			8	0	0	13	13	50	25	0	0	60	29	194	7
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	63	13	11	10	3	0	24	37	43	62
	DELTA AIRLINES	S	44	0	0	77	11	2	9	0	0	10	71	14	62
TOTAL NEW YORK (JF KENNEDY)			106	0	0	69	12	8	9	2	0	18	54	29	124
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	71	18	6	3	2	0	12	55	31	62
TOTAL NEW YORK (NEWARK)			62	0	0	71	18	6	3	2	0	12	55	31	62
ORLANDO	BRITANNIA AIRWAYS	C	17	0	0	59	18	12	12	0	0	22	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	65	25	8	2	0	0	7	65	21	52
TOTAL ORLANDO			69	0	0	64	23	9	4	0	0	10	65	21	52
SANFORD	AIR 2000	C	32	0	0	44	16	22	13	6	0	34	0	0	0
	MONARCH AIRLINES	C	40	0	0	45	23	18	10	3	3	35	24	86	50
	MY TRAVEL AIRWAYS UK	C	37	1	4	49	14	16	19	3	0	29	21	72	39
TOTAL SANFORD			109	1	4	46	17	18	14	4	1	33	25	69	154
TOTAL USA			508	1	4	59	16	13	10	2	0	21	50	39	523
VENEZUELA															
PORLAMAR	AIR 2000	C	4	0	0	0	0	0	75	25	0	126	0	0	0
TOTAL PORLAMAR			4	0	0	0	0	0	75	25	0	126	20	26	5
TOTAL VENEZUELA			4	0	0	0	0	0	75	25	0	126	20	26	5
TOTAL MANCHESTER			15165	74	330	62	13	12	10	2	0	24	67	24	14647

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: NEWCASTLE (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)											
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-13	100	0	4
TOTAL SALZBURG			4	0	0	100	0	0	0	0	0	-13	100	0	4
TOTAL AUSTRIA			4	0	0	100	0	0	0	0	0	-13	100	0	4
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	214	0	4	71	14	13	1	0	0	11	87	5	218
TOTAL BRUSSELS			214	0	4	71	14	13	1	0	0	11	87	5	220
TOTAL BELGIUM			214	0	4	71	14	13	1	0	0	11	87	5	220
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	7	1	1	86	14	0	0	0	0	4	100	-3	5
TOTAL BURGAS			7	1	1	86	14	0	0	0	0	4	100	-3	5
TOTAL BULGARIA			8	2	2	88	13	0	0	0	0	1	100	-5	9
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	63	0	13	25	0	0	18	43	31	7
TOTAL TORONTO			8	0	0	63	0	13	25	0	0	18	43	31	7
TOTAL CANADA			8	0	0	63	0	13	25	0	0	18	43	31	7
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	10	0	0	70	0	10	20	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	9	1	0	56	33	11	0	0	0	14	38	21	8
	EUROCYPRIA AIRLINES LTD	C	11	0	1	9	45	36	9	0	0	34	0	41	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	38	13	0	0	32	38	15	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	14	86	11	7
TOTAL LARNACA			46	1	1	43	24	24	9	0	0	24	44	19	27
PAPHOS	AIR 2000	C	7	0	1	14	29	29	29	0	0	38	63	34	8
	BRITANNIA AIRWAYS	C	7	1	0	29	0	14	57	0	0	53	43	41	7
TOTAL PAPHOS			14	1	1	21	14	21	43	0	0	46	53	37	15
TOTAL CYPRUS			60	2	2	38	22	23	17	0	0	29	48	26	42
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS CITIEXPRESS L	S	52	0	0	65	17	8	10	0	0	14	0	0	0
TOTAL COPENHAGEN			52	0	0	65	17	8	10	0	0	14	88	1	66
TOTAL DENMARK			52	0	9	65	17	8	10	0	0	14	88	1	67
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	GILL AIRWAYS	S	151	1	9	57	20	23	1	0	0	18	78	6	102
TOTAL PARIS (CHARLES DE GAULLE)			151	1	9	57	20	23	1	0	0	18	57	18	228
TOTAL FRANCE			151	1	9	57	20	23	1	0	0	18	57	18	228
<b>GERMANY</b>															
DUSSELDORF	CITY FLYER EXPRESS	S	57	0	0	89	9	2	0	0	0	3	0	0	0
	GILL AIRWAYS	S	48	0	4	75	10	8	6	0	0	15	85	11	52



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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 DUSSELDORF			105	0	4	83	10	5	3	0	0	9	85	11	52
TOTAL GERMANY			105	0	4	83	10	5	3	0	0	9	85	11	52
GREECE															
ATHENS	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	48	0	0	0
TOTAL ATHENS			2	0	0	50	0	0	50	0	0	48	0	0	0
CORFU	AIR 2000	C	7	0	1	43	14	14	29	0	0	60	90	-9	10
	BRITANNIA AIRWAYS	C	7	0	0	57	0	0	43	0	0	35	67	36	9
	MY TRAVEL AIRWAYS UK	C	8	1	2	38	0	13	38	13	0	85	88	-8	8
	THOMAS COOK AIRLINES LTD	C	8	0	1	63	25	0	13	0	0	31	57	25	7
TOTAL CORFU			30	1	4	50	10	7	30	3	0	53	76	10	34
HERAKLION	AIR 2000	C	7	0	1	29	29	43	0	0	0	26	57	18	7
	BRITANNIA AIRWAYS	C	7	0	0	0	14	86	0	0	0	37	29	21	7
	THOMAS COOK AIRLINES LTD	C	6	1	2	83	0	17	0	0	0	7	100	-9	2
	TRANSAER	C	14	0	1	36	0	21	36	0	7	105	44	142	9
TOTAL HERAKLION			34	3	4	35	9	38	15	0	3	57	48	61	25
KOS	AEGEAN AIRLINES	C	9	0	0	11	0	67	22	0	0	43	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	14	14	14	29	0	87	100	-9	7
TOTAL KOS			16	0	0	19	6	44	19	13	0	62	100	-9	7
RHODES															
	AEGEAN AIRLINES	C	9	0	0	44	44	11	0	0	0	16	0	0	0
	AIR 2000	C	7	0	1	57	14	29	0	0	0	15	57	51	7
	BRITANNIA AIRWAYS	C	9	0	0	44	33	22	0	0	0	10	43	28	7
	TRANSAER	C	7	0	0	43	14	14	29	0	0	32	0	0	0
TOTAL RHODES			32	0	1	47	28	19	6	0	0	18	65	24	23
SALONIKA	BRITANNIA AIRWAYS	C	7	0	0	43	29	29	0	0	0	19	40	67	5
TOTAL SALONIKA			7	0	0	43	29	29	0	0	0	19	40	67	5
ZAKINTHOS															
	BRITANNIA AIRWAYS	C	9	0	0	33	0	33	22	11	0	60	33	24	6
	CALEDONIAN AIRWAYS	C	9	0	1	56	33	11	0	0	0	17	33	24	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	30	0	0	0	13	0	0	0
TOTAL ZAKINTHOS			28	0	1	46	18	25	7	4	0	29	33	24	15
TOTAL GREECE			149	4	10	42	15	25	15	3	1	41	60	32	111
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	126	0	0	93	4	1	2	1	0	4	97	-1	144
TOTAL DUBLIN			126	0	0	93	4	1	2	1	0	4	97	-1	144
TOTAL IRISH REPUBLIC			126	0	0	93	4	1	2	1	0	4	97	-1	144
ITALY															
VERONA	AIR 2000	C	6	0	0	17	67	17	0	0	0	21	0	0	0
TOTAL VERONA			6	0	0	17	67	17	0	0	0	21	57	12	7
TOTAL ITALY			6	0	0	17	67	17	0	0	0	21	63	10	8
MALTA															
MALTA	AIR MALTA	C	10	2	2	80	10	10	0	0	0	9	57	13	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
MALTA	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	6	100	-6	9
<b>TOTAL MALTA</b>			<b>18</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>3</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>3</b>	<b>24</b>
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	297	0	3	84	6	6	3	0	0	7	55	25	229
<b>TOTAL AMSTERDAM</b>			<b>297</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>25</b>	<b>229</b>
<b>TOTAL NETHERLANDS</b>			<b>297</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>25</b>	<b>229</b>
NORWAY															
OSLO (GARDERMOEN)	BRAATHENS ASA	S	52	0	0	94	2	4	0	0	0	3	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	BRAATHENS ASA	S	50	2	2	88	8	0	4	0	0	4	0	0	0
	EUROPEAN AIR CHARTER	C	3	2	2	33	0	67	0	0	0	23	0	0	0
<b>TOTAL STAVANGER</b>			<b>55</b>	<b>4</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>107</b>	<b>4</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>11</b>	<b>105</b>
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	17	0	1	53	18	18	12	0	0	27	53	26	17
	MY TRAVEL AIRWAYS UK	C	9	1	1	0	0	11	44	44	0	178	60	84	10
	SATA	C	10	0	0	0	0	50	30	0	20	119	60	22	5
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	30	10	20	0	0	31	70	6	10
<b>TOTAL FARO</b>			<b>46</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>13</b>	<b>22</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>77</b>	<b>59</b>	<b>32</b>	<b>51</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>46</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>13</b>	<b>22</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>77</b>	<b>59</b>	<b>32</b>	<b>51</b>
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	10	0	0	90	10	0	0	0	0	-2	100	-2	7
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-2</b>	<b>7</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-2</b>	<b>7</b>
SPAIN															
ALICANTE	AIR 2000	C	10	0	0	0	0	50	30	20	0	90	80	5	10
	BRITANNIA AIRWAYS	C	18	0	0	50	22	6	22	0	0	40	83	16	18
	MONARCH AIRLINES	C	8	1	1	75	13	13	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	1	1	19	0	13	56	13	0	88	76	60	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	0	6	82	5	17
<b>TOTAL ALICANTE</b>			<b>70</b>	<b>2</b>	<b>2</b>	<b>47</b>	<b>7</b>	<b>14</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>81</b>	<b>23</b>	<b>62</b>
GERONA	BRITANNIA AIRWAYS	C	9	0	0	0	0	22	67	11	0	101	67	26	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	38	25	0	25	0	92	71	5	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	0	20	20	40	0	131	60	14	10
<b>TOTAL GERONA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>30</b>	<b>26</b>	<b>0</b>	<b>109</b>	<b>65</b>	<b>16</b>	<b>26</b>
IBIZA	AIR 2000	C	9	0	1	0	11	33	33	22	0	97	89	-3	9
	AIR EUROPA	C	9	0	0	0	0	0	78	22	0	136	0	0	0
	BRITANNIA AIRWAYS	C	23	0	0	70	0	9	22	0	0	25	43	58	23
	MY TRAVEL AIRWAYS UK	C	7	0	1	14	43	29	14	0	0	45	67	27	15

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				Actual (7)	Plan (8)										
IBIZA	THOMAS COOK AIRLINES LTD	C	7	0	1	57	0	43	0	0	0	20	100	-10	9
<b>TOTAL IBIZA</b>			<b>55</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>7</b>	<b>18</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>57</b>	<b>66</b>	<b>29</b>	<b>56</b>
MAHON	AIR 2000	C	7	0	1	71	14	0	14	0	0	15	22	25	9
	BRITANNIA AIRWAYS	C	16	0	0	69	19	6	6	0	0	19	94	5	16
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	29	29	0	0	0	22	67	25	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	14	0	0	0	0	2	43	17	7
<b>TOTAL MAHON</b>			<b>37</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>17</b>	<b>50</b>
MALAGA	AIR 2000	C	8	0	0	25	63	0	13	0	0	37	10	62	10
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	6	6	0	28	67	34	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	10	50	10	0	107	80	33	10
	THOMAS COOK AIRLINES LTD	C	9	1	1	33	11	56	0	0	0	26	75	9	4
<b>TOTAL MALAGA</b>			<b>45</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>22</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>57</b>	<b>38</b>	<b>42</b>
PALMA DE MALLORCA	AIR 2000	C	17	0	1	29	18	29	18	6	0	51	56	10	16
	BRITANNIA AIRWAYS	C	49	0	0	51	20	6	20	2	0	37	62	24	47
	IBERWORLD	C	18	0	1	56	6	17	22	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	24	2	2	33	4	29	17	8	8	96	59	77	27
	SPANAIR	C	20	0	0	45	20	20	15	0	0	28	42	52	26
	THOMAS COOK AIRLINES LTD	C	17	0	1	94	0	0	6	0	0	-5	89	-1	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>145</b>	<b>2</b>	<b>5</b>	<b>50</b>	<b>13</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>42</b>	<b>60</b>	<b>35</b>	<b>134</b>
REUS	BRITANNIA AIRWAYS	C	7	0	0	43	57	0	0	0	0	10	57	12	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	-3	88	-2	8
<b>TOTAL REUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>22</b>
<b>TOTAL SPAIN</b>			<b>396</b>	<b>5</b>	<b>14</b>	<b>47</b>	<b>13</b>	<b>15</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>46</b>	<b>66</b>	<b>28</b>	<b>392</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	75	0	25	0	0	0	6	43	35	7
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	36	60	19	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-5	88	0	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>15</b>	<b>32</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-5	86	-7	7
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>86</b>	<b>-7</b>	<b>7</b>
LAS PALMAS	AIR 2000	C	10	0	0	100	0	0	0	0	0	-12	78	7	9
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-3	13	128	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	20	40	20	20	262	60	50	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	30	10	0	0	18	78	4	9
<b>TOTAL LAS PALMAS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>68</b>	<b>56</b>	<b>47</b>	<b>45</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	75	25	0	0	0	0	3	90	11	10
	BRITANNIA AIRWAYS	C	11	0	0	55	0	36	9	0	0	25	67	107	9
	FUTURA AIRLINES	C	16	0	0	50	25	13	13	0	0	20	40	67	20
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	22	22	22	11	0	66	40	140	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	-11	90	2	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>84</b>	<b>69</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>62</b>	<b>55</b>	<b>153</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL STOCKHOLM (ARLANDA)			2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL SWEDEN			2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	10	0	0	80	10	10	0	0	0	9	86	7	7
	MY TRAVEL AIRWAYS UK	C	8	0	1	13	25	25	25	13	0	87	0	0	0
TOTAL BODRUM (MILAS)			18	0	1	50	17	17	11	6	0	44	68	17	28
<b>DALAMAN</b>															
	AIR 2000	C	8	0	1	88	13	0	0	0	0	-3	86	-4	7
	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	9	67	54	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	43	0	0	0	0	13	93	0	14
	ONUR AIR	C	9	0	0	78	22	0	0	0	0	-4	21	37	14
	THOMAS COOK AIRLINES LTD	C	8	1	2	75	13	0	13	0	0	26	0	0	0
TOTAL DALAMAN			41	1	3	73	22	2	2	0	0	8	65	21	51
IZMIR (ADNAM MENDERES)	ISTANBUL HAVA YOLLARI	C	9	0	1	44	22	22	11	0	0	27	57	8	7
	ONUR AIR	C	7	0	0	71	29	0	0	0	0	5	71	4	7
TOTAL IZMIR (ADNAM MENDERES)			16	0	1	56	25	13	6	0	0	17	64	6	14
TOTAL TURKEY			75	1	5	64	21	8	5	1	0	18	66	17	93
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	209	0	9	81	11	7	1	0	0	9	67	15	180
TOTAL ABERDEEN			209	1	9	81	11	7	1	0	0	9	74	11	243
BELFAST CITY	GILL AIRWAYS	S	171	2	6	76	10	8	6	0	0	12	84	7	280
TOTAL BELFAST CITY			171	2	6	76	10	8	6	0	0	12	84	7	280
BELFAST INTERNATIONAL	BRITISH AIRWAYS CITIEXPRESS L	S	144	0	10	74	19	3	3	1	0	12	0	0	0
	GILL AIRWAYS	S	134	5	28	78	8	5	8	1	0	14	0	0	0
TOTAL BELFAST INTERNATIONAL			278	5	38	76	14	4	5	1	0	13	0	0	0
BIRMINGHAM	DUO AIRWAYS LTD	S	147	0	3	87	2	5	6	0	0	9	93	3	152
TOTAL BIRMINGHAM			147	0	3	87	2	5	6	0	0	9	93	3	152
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	152	0	4	78	13	7	3	0	0	11	83	9	145
TOTAL BRISTOL			152	0	4	78	13	7	3	0	0	11	83	9	145
GATWICK	CITY FLYER EXPRESS	S	287	0	7	92	5	2	1	0	0	-2	89	2	259
TOTAL GATWICK			288	0	7	92	5	2	1	0	0	-2	89	2	259
HEATHROW	BRITISH AIRWAYS PLC	S	322	0	3	95	1	2	1	1	0	5	93	3	331
TOTAL HEATHROW			322	0	3	95	1	2	1	1	0	5	93	3	331
<b>JERSEY</b>															
	BRITISH REGIONAL AIRLINES LTD	C	6	0	0	17	33	17	33	0	0	57	0	0	0
	CITY FLYER EXPRESS	S	31	0	0	77	6	13	3	0	0	9	83	6	53
	KLM UK LTD	C	10	0	0	40	10	10	30	10	0	70	50	17	10
TOTAL JERSEY			47	0	0	62	11	13	13	2	0	28	75	8	76
LEEDS BRADFORD	BRITISH AIRWAYS PLC	C	2	0	0	0	0	50	50	0	0	63	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MANCHESTER</b>	AIR 2000	C	7	0	0	86	0	0	14	0	0	26	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	15	0	0	0
<b>TOTAL MANCHESTER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>25</b>	<b>46</b>	<b>8</b>
<b>SOUTHAMPTON</b>	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	2	88	8	3	0	0	0	5	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>75</b>
<b>STANSTED</b>	GO FLY LTD	C	2	0	0	50	0	0	50	0	0	30	0	0	0
	KLM UK LTD	S	128	0	0	96	3	1	0	0	0	-2	79	11	128
<b>TOTAL STANSTED</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>79</b>	<b>11</b>	<b>128</b>
<b>WICK</b>	GILL AIRWAYS	S	41	0	1	80	7	7	5	0	0	7	90	9	21
<b>TOTAL WICK</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>9</b>	<b>21</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1857</b>	<b>10</b>	<b>73</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>1725</b>
<b>USA</b>															
<b>ORLANDO</b>	BRITANNIA AIRWAYS	C	10	0	0	20	0	20	20	40	0	120	0	0	0
<b>TOTAL ORLANDO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SANFORD</b>	AIR 2000	C	16	0	0	31	13	19	19	19	0	65	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	1	0	0	25	75	0	0	68	20	35	10
<b>TOTAL SANFORD</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>8</b>	<b>21</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>66</b>	<b>33</b>	<b>35</b>	<b>30</b>
<b>TOTAL USA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>6</b>	<b>21</b>	<b>32</b>	<b>21</b>	<b>0</b>	<b>82</b>	<b>33</b>	<b>35</b>	<b>30</b>
<b>TOTAL NEWCASTLE</b>			<b>3857</b>	<b>32</b>	<b>145</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>14</b>	<b>3723</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
<b>AUSTRIA</b>															
SALZBURG	AIR 2000	C	2	0	0	0	50	50	0	0	0	42	0	0	0
	GO FLY LTD	C	5	0	5	80	0	0	20	0	0	13	0	0	0
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>38</b>	<b>2</b>
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>35</b>	<b>34</b>
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	176	7	18	68	15	11	6	0	0	13	71	14	184
	SABENA	S	147	0	0	67	20	10	3	0	0	14	74	11	72
<b>TOTAL BRUSSELS</b>			<b>323</b>	<b>7</b>	<b>18</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>256</b>
<b>TOTAL BELGIUM</b>			<b>323</b>	<b>7</b>	<b>18</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>256</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	63	13	25	0	0	0	17	57	29	14
	ROYAL AIRLINES	C	2	0	0	0	0	50	50	0	0	70	7	73	28
<b>TOTAL TORONTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>24</b>	<b>59</b>	<b>42</b>
<b>TOTAL CANADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>24</b>	<b>59</b>	<b>42</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	26	0	0	15	15	35	35	0	0	55	72	7	18
<b>TOTAL LARNACA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>72</b>	<b>7</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>72</b>	<b>7</b>	<b>18</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	50	0	2	38	30	28	4	0	0	23	63	14	52
<b>TOTAL PRAGUE</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>30</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>52</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>30</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>52</b>
<b>DENMARK</b>															
COPENHAGEN	GO FLY LTD	S	162	0	0	88	8	2	2	0	0	2	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	78	17	6	0	0	0	10	36	23	14
	SAS	S	173	0	3	81	11	3	4	1	0	8	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>353</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>36</b>	<b>23</b>	<b>14</b>
<b>TOTAL DENMARK</b>			<b>353</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>24</b>	<b>31</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	12	0	0	58	33	8	0	0	0	14	40	29	20
<b>TOTAL HELSINKI</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>20</b>
<b>TOTAL FINLAND</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>20</b>
<b>FRANCE</b>															
BASTIA	EUROPEAN AIR CHARTER	C	2	0	0	0	0	100	0	0	0	45	0	0	0
<b>TOTAL BASTIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIARRITZ	RYANAIR	S	61	0	1	92	2	5	2	0	0	3	0	0	0

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				Actual (7)	Plan (8)										
TOTAL BIARRITZ			61	0	1	92	2	5	2	0	0	3	0	0	0
CALVI	KLM UK LTD	C	10	0	0	40	0	30	30	0	0	39	70	12	10
TOTAL CALVI			10	0	0	40	0	30	30	0	0	39	70	12	10
CANNES	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL CANNES			2	0	0	50	0	50	0	0	0	21	0	0	0
CARCASSONNE	RYANAIR	S	62	0	0	50	34	15	2	0	0	14	0	0	0
TOTAL CARCASSONNE			62	0	0	50	34	15	2	0	0	14	0	0	0
DINARD	RYANAIR	S	60	0	2	70	17	13	0	0	0	7	0	0	0
TOTAL DINARD			60	0	2	70	17	13	0	0	0	7	0	0	0
FIGARI	EUROPEAN AIR CHARTER	C	6	0	0	17	0	50	33	0	0	51	70	14	10
TOTAL FIGARI			6	0	0	17	0	50	33	0	0	51	70	14	10
METZ	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	84	0	0	0
TOTAL METZ			2	0	0	0	50	0	50	0	0	84	0	0	0
NICE	BRITISH WORLD AIRLINES LTD	C	6	0	0	17	17	0	50	17	0	90	38	55	8
	CORSAIR	C	2	0	0	0	0	50	50	0	0	58	0	0	0
	EUROPEAN AIR CHARTER	C	4	0	0	0	50	0	50	0	0	56	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	2	33	67	0	0	0	0	17	0	0	0
	TITAN AIRWAYS LTD	C	2	0	1	0	0	50	50	0	0	53	0	0	0
	TRANSAER	C	3	0	0	0	0	33	0	33	33	252	0	0	0
TOTAL NICE			20	0	3	10	25	15	35	10	5	90	38	55	8
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	241	0	7	51	22	22	5	0	0	19	64	13	236
TOTAL PARIS (CHARLES DE GAULLE)			241	0	7	51	22	22	5	0	0	19	64	13	236
ST ETIENNE	RYANAIR	S	62	0	0	52	13	19	16	0	0	22	76	14	46
TOTAL ST ETIENNE			62	0	0	52	13	19	16	0	0	22	76	14	46
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	8	0	1	63	25	13	0	0	0	17	11	60	18
TOTAL TARBES-LOURDES INTERNATIONAL			8	0	1	63	25	13	0	0	0	17	11	60	18
TOTAL FRANCE			537	0	14	55	19	18	7	0	0	19	62	17	328
GERMANY															
BRAUNSCHWEIG	GILL AIRWAYS	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL BRAUNSCHWEIG			2	0	0	50	50	0	0	0	0	16	0	0	0
DORTMUND	EUROWINGS LUFTVERKEHRS	S	96	0	0	93	6	1	0	0	0	3	0	0	0
TOTAL DORTMUND			96	0	0	93	6	1	0	0	0	3	0	0	0
DUSSELDORF	KLM UK LTD	S	164	0	2	87	5	5	2	0	0	2	79	9	151
TOTAL DUSSELDORF			164	0	2	87	5	5	2	0	0	2	79	9	151
FRANKFURT MAIN	KLM UK LTD	S	166	0	0	87	8	4	0	0	0	0	77	9	199
	LUFTHANSA	S	184	1	2	77	11	11	1	0	0	9	0	0	0
TOTAL FRANKFURT MAIN			352	1	2	82	10	8	1	0	0	5	77	10	203
HAHN	RYANAIR	S	104	2	0	83	6	7	4	1	0	5	0	0	0
TOTAL HAHN			104	2	0	83	6	7	4	1	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
MUNICH	EUROPEAN AIR CHARTER	C	2	0	4	0	50	0	50	0	0	49	0	0	0
	GO FLY LTD	S	162	0	0	78	12	5	4	1	0	9	0	0	0
	LUFTHANSA	S	198	0	0	63	19	16	3	0	0	14	0	0	0
<b>TOTAL MUNICH</b>			<b>362</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
NUREMBERG	EUROWINGS LUFTVERKEHRS	C	2	0	2	0	50	50	0	0	0	24	0	0	0
	EUROWINGS LUFTVERKEHRS	S	94	0	0	55	28	12	3	2	0	21	70	11	100
<b>TOTAL NUREMBERG</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>28</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>11</b>	<b>100</b>
<b>TOTAL GERMANY</b>			<b>1177</b>	<b>4</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>13</b>	<b>576</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	4	0	1	75	0	0	25	0	0	13	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	43	14	14	29	0	0	27	57	31	7
	EXCEL AIRWAYS LTD	C	5	0	1	40	20	20	20	0	0	23	0	0	0
<b>TOTAL CORFU</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>89</b>	<b>10</b>
HERAKLION	BRITANNIA AIRWAYS	C	7	1	0	29	14	0	43	14	0	97	57	19	7
	EXCEL AIRWAYS LTD	C	3	0	1	33	33	0	33	0	0	56	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	2	100	0	0	0	0	0	-4	67	12	6
<b>TOTAL HERAKLION</b>			<b>16</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>62</b>	<b>16</b>	<b>13</b>
RHODES	BRITANNIA AIRWAYS	C	9	0	0	56	11	33	0	0	0	16	56	20	9
	EXCEL AIRWAYS LTD	C	3	0	1	67	33	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	14	0	0	0	10	57	71	7
<b>TOTAL RHODES</b>			<b>19</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>42</b>	<b>16</b>
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	7	0	0	43	29	0	29	0	0	49	43	27	7
<b>TOTAL ZAKINTHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>43</b>	<b>27</b>	<b>7</b>
<b>TOTAL GREECE</b>			<b>58</b>	<b>1</b>	<b>7</b>	<b>55</b>	<b>16</b>	<b>10</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>42</b>	<b>46</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	127	0	0	53	24	17	7	0	0	18	49	21	113
<b>TOTAL CONNAUGHT</b>			<b>128</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>23</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>21</b>	<b>132</b>
CORK	RYANAIR	S	228	4	0	78	14	6	3	0	0	9	57	19	230
<b>TOTAL CORK</b>			<b>229</b>	<b>4</b>	<b>8</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>19</b>	<b>247</b>
DUBLIN	AER LINGUS	S	359	0	0	79	10	6	6	0	0	11	89	6	299
	RYANAIR	S	675	0	0	81	10	7	2	0	0	8	70	12	728
<b>TOTAL DUBLIN</b>			<b>1035</b>	<b>1</b>	<b>30</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>10</b>	<b>1057</b>
KERRY COUNTY	RYANAIR	S	62	0	0	74	10	10	6	0	0	14	47	34	62
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>31</b>	<b>82</b>
SHANNON	VIRGIN EXPRESS	S	124	0	0	87	6	2	1	3	0	11	0	0	0
<b>TOTAL SHANNON</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>51</b>	<b>21</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	58	0	4	78	16	2	3	2	0	9	77	9	62
<b>TOTAL WATERFORD</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1636</b>	<b>5</b>	<b>47</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>14</b>	<b>1601</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)
<b>ISRAEL</b>															
TEL AVIV	ARKIA	C	2	0	0	50	50	0	0	0	0	-17	0	0	0
	EL AL	S	29	0	8	72	7	14	7	0	0	14	82	8	22
	ISRAIR LTD	C	8	0	0	50	25	25	0	0	0	16	0	0	0
<b>TOTAL TEL AVIV</b>			<b>39</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>22</b>
<b>TOTAL ISRAEL</b>			<b>39</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>22</b>
<b>ITALY</b>															
ALGHERO/SASSARI	EUROPEAN AIR CHARTER	C	6	0	0	50	0	33	17	0	0	29	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>164</b>	<b>4</b>
BOLOGNA	GO FLY LTD	S	107	0	3	61	18	15	6	1	0	16	0	0	0
<b>TOTAL BOLOGNA</b>			<b>107</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRESCIA/MONTICHIARI	EUROPEAN AIR CHARTER	C	3	4	0	0	0	33	67	0	0	75	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENOA	RYANAIR	S	26	0	3	23	12	27	38	0	0	50	0	0	0
	RYANAIR	C	2	0	5	0	0	0	100	0	0	68	0	0	0
<b>TOTAL GENOA</b>			<b>28</b>	<b>0</b>	<b>8</b>	<b>21</b>	<b>11</b>	<b>25</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	KLM UK LTD	S	155	0	1	25	30	35	10	1	0	35	31	38	173
<b>TOTAL MILAN (LINATE)</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>30</b>	<b>35</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>43</b>	<b>30</b>	<b>370</b>
MILAN (MALPENSA)	EUROFLY SPA	C	3	0	1	0	33	0	67	0	0	73	0	30	3
	GO FLY LTD	S	159	0	3	75	11	8	5	0	0	11	71	14	31
	KLM UK LTD	S	20	0	0	75	25	0	0	0	0	4	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>182</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>16</b>	<b>34</b>
<b>TOTAL NAPLES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>
OLBIA	EUROPEAN AIR CHARTER	C	2	0	0	0	0	0	100	0	0	89	0	0	0
<b>TOTAL OLBIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	RYANAIR	S	122	0	2	37	18	28	16	2	0	35	0	0	0
<b>TOTAL PISA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>18</b>	<b>28</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIMINI	RYANAIR	S	64	0	0	25	30	36	9	0	0	29	0	0	0
<b>TOTAL RIMINI</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	GO FLY LTD	S	184	2	2	76	14	9	2	0	0	7	67	9	36
<b>TOTAL ROME (CIAMPINO)</b>			<b>185</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>9</b>	<b>36</b>
ROME (FIUMICINO)	ALITALIA	C	2	0	0	50	0	0	50	0	0	49	0	0	0
	KLM UK LTD	S	122	1	2	28	28	30	14	1	0	35	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>124</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>27</b>	<b>29</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	124	0	0	35	23	32	9	1	0	29	67	13	92
<b>TOTAL TREVISO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>23</b>	<b>32</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>13</b>	<b>92</b>
TURIN	ALITALIA	S	104	0	10	22	17	35	23	3	0	49	0	0	0
<b>TOTAL TURIN</b>			<b>104</b>	<b>0</b>	<b>10</b>	<b>22</b>	<b>17</b>	<b>35</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	BRITISH WORLD AIRLINES LTD	C	10	0	0	30	20	50	0	0	0	30	71	8	7

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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)										
VENICE	GO FLY LTD	S	169	3	3	62	9	16	13	0	0	17	0	0	0
TOTAL VENICE			180	3	4	59	10	18	12	0	0	18	67	9	9
TOTAL ITALY			1389	10	36	47	19	23	11	1	0	25	50	25	545
KAZAKHSTAN															
URALSK	EUROFLY SPA	C	4	0	0	0	25	0	75	0	0	63	33	32	3
TOTAL URALSK			4	0	0	0	25	0	75	0	0	63	33	32	3
TOTAL KAZAKHSTAN			4	0	0	0	25	0	75	0	0	63	33	32	3
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	93	0	0	61	17	19	2	0	0	15	77	15	94
	LUXAIR	C	4	0	1	100	0	0	0	0	0	-8	0	0	0
TOTAL LUXEMBOURG			97	0	1	63	16	19	2	0	0	14	77	15	94
TOTAL LUXEMBOURG			97	0	1	63	16	19	2	0	0	14	77	15	94
MALTA															
MALTA	AIR MALTA	C	8	0	0	0	25	38	38	0	0	75	38	20	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	0	25	0	0	45	75	18	8
TOTAL MALTA			16	0	0	13	38	19	31	0	0	60	56	19	16
TOTAL MALTA			16	0	0	13	38	19	31	0	0	60	56	19	16
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	444	0	3	78	12	7	3	0	0	7	58	22	440
TOTAL AMSTERDAM			445	0	3	78	12	7	3	0	0	7	58	22	440
EINDHOVEN	KLM EXEL	S	120	0	0	82	10	7	2	0	0	6	58	19	105
TOTAL EINDHOVEN			120	0	0	82	10	7	2	0	0	6	67	13	159
MAASTRICHT	KLM EXEL	S	140	0	0	74	21	4	1	1	0	10	54	19	134
TOTAL MAASTRICHT			140	0	0	74	21	4	1	1	0	10	54	19	134
ROTTERDAM	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	11	100	-3	1
TOTAL ROTTERDAM			2	0	0	50	50	0	0	0	0	11	100	-3	1
TOTAL NETHERLANDS			707	0	3	78	14	6	2	0	0	8	59	20	734
NORWAY															
BERGEN	BRAATHENS ASA	S	62	0	0	61	21	15	3	0	0	15	58	17	62
TOTAL BERGEN			62	0	0	61	21	15	3	0	0	15	58	17	62
OSLO (GARDERMOEN)	AIR FOYLE PASSENGER AIRLINES	S	52	0	0	79	12	4	6	0	0	10	0	0	0
	BRAATHENS ASA	S	122	0	0	52	21	19	7	1	0	20	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	9	0	0	78	11	11	0	0	0	8	22	37	9
TOTAL OSLO (GARDERMOEN)			183	0	0	61	18	14	7	1	0	17	22	37	9
SANDEFJORD(TORP)	RYANAIR	S	104	0	0	80	12	7	2	0	0	4	54	14	107
TOTAL SANDEFJORD(TORP)			104	0	0	80	12	7	2	0	0	4	54	14	107
TOTAL NORWAY			349	0	0	66	17	12	5	0	0	13	58	14	254

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)										
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	36	0	0	33	33	14	19	0	0	37	29	85	7
	BRITANNIA AIRWAYS	C	9	0	0	44	33	22	0	0	0	17	33	36	9
	DUO AIRWAYS LTD	C	9	0	1	11	22	22	44	0	0	55	0	0	0
	EXCEL AIRWAYS LTD	C	21	0	1	24	10	33	10	24	0	82	0	0	0
	GO FLY LTD	S	34	0	2	71	9	15	6	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	10	30	0	0	29	40	73	10
<b>TOTAL FARO</b>			<b>119</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>18</b>	<b>18</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>37</b>	<b>53</b>	<b>49</b>
LISBON	GO FLY LTD	S	123	1	1	81	13	5	1	0	0	0	0	0	0
<b>TOTAL LISBON</b>			<b>123</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>242</b>	<b>1</b>	<b>5</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>37</b>	<b>53</b>	<b>49</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	25	25	25	25	0	0	43	0	0	0
	KLM UK LTD	C	18	0	2	0	6	17	72	6	0	100	15	31	20
	VIRGIN EXPRESS	C	2	0	0	0	0	50	50	0	0	61	0	0	0
<b>TOTAL ALICANTE</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>11</b>	<b>21</b>	<b>57</b>	<b>4</b>	<b>0</b>	<b>81</b>	<b>30</b>	<b>58</b>	<b>37</b>
BARCELONA	AIR HOLLAND	C	4	0	0	25	0	75	0	0	0	35	0	0	0
	BEL AIR - ILE DE FRANCE	C	2	0	0	0	0	50	0	50	0	189	0	0	0
	BRITISH WORLD AIRLINES LTD	C	5	0	0	60	0	0	40	0	0	46	67	15	3
<b>TOTAL BARCELONA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>87</b>	<b>57</b>	<b>21</b>	<b>7</b>
BILBAO	GO FLY LTD	S	61	1	1	77	16	3	2	2	0	8	0	0	0
<b>TOTAL BILBAO</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
GERONA	BEL AIR - ILE DE FRANCE	C	2	0	0	0	50	50	0	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	67	11	11	11	0	0	9	22	192	9
	BRITISH WORLD AIRLINES LTD	C	7	0	0	29	0	29	14	14	14	177	0	0	0
	EURALAIR	C	2	0	0	0	0	0	50	50	0	235	0	0	0
	EUROPEAN AIR CHARTER	C	5	0	2	0	0	20	40	40	0	164	0	0	0
	IBERWORLD	C	2	0	0	0	0	100	0	0	0	47	0	0	0
	PEGASUS AIRLINES	C	2	0	0	0	50	0	0	50	0	177	0	0	0
	SOBELAIR	C	2	0	0	50	0	0	0	50	0	155	0	0	0
	SWISS AIRLINES	C	2	0	0	0	0	50	0	50	0	172	0	0	0
<b>TOTAL GERONA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>11</b>	<b>25</b>	<b>14</b>	<b>19</b>	<b>3</b>	<b>106</b>	<b>22</b>	<b>192</b>	<b>9</b>
IBIZA	BRITANNIA AIRWAYS	C	33	1	0	55	12	15	18	0	0	25	61	102	33
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	3	78	18	9
<b>TOTAL IBIZA</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>84</b>	<b>42</b>
JEREZ	EUROPEAN AIR CHARTER	C	3	1	0	100	0	0	0	0	0	-4	0	27	1
<b>TOTAL JEREZ</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>27</b>	<b>1</b>
MAHON	AIR 2000	C	18	0	0	11	33	33	22	0	0	43	100	3	7
	BRITANNIA AIRWAYS	C	16	1	0	50	25	25	0	0	0	20	31	45	16
	MY TRAVEL AIRWAYS UK	C	17	0	0	0	12	59	18	12	0	68	35	94	20
<b>TOTAL MAHON</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>24</b>	<b>39</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>66</b>	<b>50</b>
MALAGA	AIR 2000	C	18	0	0	56	6	28	11	0	0	27	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	50	20	30	0	0	0	19	60	104	10

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				Actual (7)	Plan (8)										
MALAGA	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	96	100	5	2
	EXCEL AIRWAYS LTD	C	10	0	0	10	0	40	30	20	0	83	0	0	0
	GO FLY LTD	S	46	0	0	54	17	7	17	4	0	33	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	40	10	30	0	0	31	33	54	9
	VIRGIN EXPRESS	C	2	0	0	0	0	50	50	0	0	57	0	0	0
<b>TOTAL MALAGA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>79</b>	<b>40</b>
PALMA DE MALLORCA	AIR 2000	C	32	0	2	19	22	31	25	3	0	47	38	17	8
	BRITANNIA AIRWAYS	C	34	1	0	47	26	12	12	0	3	52	51	77	41
	BRITISH WORLD AIRLINES LTD	C	7	0	1	29	0	29	29	14	0	67	11	49	9
	FUTURA AIRLINES	C	10	0	0	60	20	0	20	0	0	37	56	131	9
	MY TRAVEL AIRWAYS UK	C	30	0	0	53	17	13	10	7	0	30	44	91	25
<b>TOTAL PALMA DE MALLORCA</b>			<b>114</b>	<b>2</b>	<b>4</b>	<b>41</b>	<b>20</b>	<b>18</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>44</b>	<b>42</b>	<b>80</b>	<b>107</b>
REUS	BRITANNIA AIRWAYS	C	7	0	0	71	0	29	0	0	0	19	71	21	7
	MY TRAVEL AIRWAYS UK	C	9	0	1	89	0	11	0	0	0	-3	75	32	8
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>27</b>	<b>15</b>
<b>TOTAL SPAIN</b>			<b>463</b>	<b>6</b>	<b>10</b>	<b>44</b>	<b>16</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>44</b>	<b>74</b>	<b>309</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	0	38	13	25	25	0	104	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	38	13	13	0	0	26	78	25	9
	EXCEL AIRWAYS LTD	C	8	0	1	63	25	13	0	0	0	13	0	0	0
	FUTURA AIRLINES	C	8	0	0	63	25	13	0	0	0	8	75	13	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	13	38	0	0	54	38	39	8
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>28</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>57</b>	<b>27</b>	<b>30</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	50	0	0	0	0	9	100	-1	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-1</b>	<b>8</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	8	14	42	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	20	40	0	0	53	60	99	10
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>37</b>	<b>83</b>	<b>19</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	9	0	0	0	22	44	33	0	0	52	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	50	17	17	17	0	0	27	63	12	8
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	0	25	13	0	61	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	2	47	6	47	0	0	0	19	10	190	10
	SPANAIR	C	8	0	0	50	25	25	0	0	0	17	20	102	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>15</b>	<b>28</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>21</b>	<b>127</b>	<b>39</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>127</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>20</b>	<b>19</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>42</b>	<b>76</b>	<b>96</b>
<b>SWEDEN</b>															
KRISTIANSTAD	RYANAIR	S	61	0	1	57	25	8	7	3	0	20	63	16	46
<b>TOTAL KRISTIANSTAD</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>25</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>16</b>	<b>46</b>
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	18	2	0	28	22	39	11	0	0	30	39	57	18
	SAS	S	122	0	2	84	12	2	2	0	0	7	72	10	113
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>140</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>46</b>	<b>156</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	144	0	0	71	20	9	0	0	0	11	53	21	167

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				Actual (7)	Plan (8)										
TOTAL STOCKHOLM (SKAVSTA)			144	0	0	71	20	9	0	0	0	11	49	22	184
TOTAL SWEDEN			345	4	3	71	18	8	2	1	0	12	56	29	406
SWITZERLAND															
ZURICH	SWISSAIR	S	124	0	0	35	31	27	6	0	0	25	0	0	0
TOTAL ZURICH			124	0	0	35	31	27	6	0	0	25	43	19	68
TOTAL SWITZERLAND			124	0	0	35	31	27	6	0	0	25	49	17	99
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	2	0	0	0	0	0	100	0	0	72	0	0	0
TOTAL MONASTIR			2	0	0	0	0	0	100	0	0	72	0	0	0
TOTAL TUNISIA			2	0	0	0	0	0	100	0	0	72	0	0	0
TURKEY															
ANTALYA	AIR 2000	C	9	0	1	33	22	33	11	0	0	36	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	17	22	17	44	0	0	76	0	0	0
TOTAL ANTALYA			27	0	1	22	22	22	33	0	0	62	61	25	28
DALAMAN	AIR 2000	C	9	0	1	22	44	22	11	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	9	1	0	22	11	22	22	22	0	74	29	34	7
	KIBRIS TURKISH AIRLINES - KTHY	C	2	0	0	50	0	50	0	0	0	17	0	0	0
TOTAL DALAMAN			20	1	1	25	25	25	15	10	0	49	36	80	22
ISTANBUL	ISTANBUL HAVA YOLLARI	S	18	0	0	6	33	44	17	0	0	40	0	0	0
	ISTANBUL HAVA YOLLARI	C	2	0	0	0	50	50	0	0	0	31	27	31	15
	KIBRIS TURKISH AIRLINES - KTHY	C	8	0	0	63	25	13	0	0	0	10	0	0	0
TOTAL ISTANBUL			28	0	0	21	32	36	11	0	0	31	27	31	15
TOTAL TURKEY			75	1	2	23	27	28	20	3	0	47	47	40	75
UNITED KINGDOM															
ABERDEEN	KLM UK LTD	S	188	0	4	90	6	3	0	0	0	-1	60	14	161
TOTAL ABERDEEN			188	0	4	90	6	3	0	0	0	-1	60	14	161
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	218	0	2	86	8	4	2	0	0	5	0	0	0
TOTAL BELFAST CITY			218	0	2	86	8	4	2	0	0	5	0	0	0
EDINBURGH	GO FLY LTD	S	276	0	0	85	8	5	3	0	0	3	0	0	0
	KLM UK LTD	S	341	0	10	89	4	4	3	0	0	5	68	17	328
TOTAL EDINBURGH			617	0	10	87	6	4	3	0	0	4	68	17	328
GLASGOW	BRITANNIA AIRWAYS	C	9	0	0	22	11	33	22	11	0	70	0	0	0
	KLM UK LTD	S	208	0	7	73	13	8	6	0	0	10	59	20	257
TOTAL GLASGOW			217	0	7	71	12	9	7	0	0	13	59	20	257
JERSEY	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	KLM UK LTD	S	205	2	3	66	17	11	5	1	0	17	52	28	204
	VIRGIN EXPRESS	C	2	0	0	0	0	0	100	0	0	77	0	0	0
TOTAL JERSEY			209	2	3	65	17	11	6	1	0	18	52	28	204
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	127	0	5	88	9	2	1	0	0	3	85	12	120

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				Actual (7)	Plan (8)										
MANCHESTER	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL MANCHESTER</b>			<b>129</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>12</b>	<b>120</b>
NEWCASTLE	GO FLY LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
	KLM UK LTD	S	128	0	4	95	4	1	0	0	0	-2	77	11	127
<b>TOTAL NEWCASTLE</b>			<b>130</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>77</b>	<b>11</b>	<b>127</b>
PRESTWICK	RYANAIR	S	259	0	6	89	8	2	0	0	0	3	73	10	248
<b>TOTAL PRESTWICK</b>			<b>259</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>10</b>	<b>248</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1967</b>	<b>3</b>	<b>41</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>1850</b>
<b>TOTAL STANSTED</b>			<b>10136</b>	<b>44</b>	<b>220</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>21</b>	<b>7595</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1998				
						ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
AARHUS (TIRSTRUP)		HEATHROW	SAS	S	A	30	0	0	90	10	0	0	0	0	4	82	13	22
		HEATHROW	SAS	S	D	30	0	0	77	13	7	0	3	0	13	91	7	22
<b>TOTAL AARHUS (TIRSTRUP)</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>10</b>	<b>10</b>
ABERDEEN		EDINBURGH	BMI REGIONAL	S	A	10	0	42	60	30	0	10	0	0	16	78	10	50
		EDINBURGH	BMI REGIONAL	S	D	9	1	1	33	33	22	11	0	0	28	65	18	48
		MANCHESTER	BMI REGIONAL	S	A	68	0	0	65	18	15	3	0	0	13	62	20	90
		MANCHESTER	BMI REGIONAL	S	D	67	0	1	61	18	16	4	0	0	15	82	7	92
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	114	0	0	88	8	3	2	0	0	6	86	4	114
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	114	0	0	89	6	3	2	0	0	6	84	6	114
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	75	0	3	91	5	3	1	0	0	3	0	0	0
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	75	0	3	88	8	3	1	0	0	7	0	0	0
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	148	1	0	84	11	3	2	0	0	6	83	8	138
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	149	0	0	91	3	4	1	1	0	1	84	7	137
		NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	0	6	83	10	5	2	0	0	10	67	14	89
		NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	106	0	3	79	11	8	1	0	0	8	67	15	91
		HEATHROW	BRITISH AIRWAYS PLC	S	A	185	0	0	81	11	7	1	1	0	8	72	11	186
		HEATHROW	BRITISH AIRWAYS PLC	S	D	185	0	0	89	6	2	2	1	0	4	88	4	187
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	92	2	3	0	2	2	3	67	10	30
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	73	21	6	0	0	0	10	59	16	29
		STANSTED	KLM UK LTD	S	A	94	0	2	96	3	1	0	0	0	-8	63	10	80
		STANSTED	KLM UK LTD	S	D	94	0	2	85	10	5	0	0	0	5	58	18	81
<b>TOTAL ABERDEEN</b>						<b>1726</b>	<b>4</b>	<b>63</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>10</b>
ABIDJAN																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

		Origin / Destinations: A																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
ABIDJAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	20	40	0	0	0	25	80	8	5	
<b>TOTAL ABIDJAN</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>8</b>	<b>8</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	GULF AIR	S	A	23	0	1	65	9	9	17	0	0	22	69	14	29	
	HEATHROW	GULF AIR	S	D	33	0	0	67	12	15	3	3	0	23	75	11	16	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>13</b>	<b>13</b>	
ACCRA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	73	9	14	5	0	0	10	94	-7	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	65	24	6	6	0	0	13	69	11	13	
	HEATHROW	GHANA AIRWAYS	S	A	16	1	0	44	19	6	13	6	13	109	50	47	18	
	HEATHROW	GHANA AIRWAYS	S	D	18	0	0	28	0	33	28	6	6	100	33	35	18	
<b>TOTAL ACCRA</b>					<b>73</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>55</b>	<b>61</b>	<b>23</b>	<b>23</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	13	0	0	23	8	23	46	0	0	55	43	24	23	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	13	0	0	54	15	23	8	0	0	20	65	22	23	
<b>TOTAL ADDIS ABABA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>54</b>	<b>23</b>	<b>23</b>	
AGADIR																		
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	29	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	78	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	40	40	20	0	0	55	0	0	0	
<b>TOTAL AGADIR</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>14</b>	<b>29</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>50</b>	<b>65</b>	<b>65</b>	
AJACCIO																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	3	0	1	0	0	33	33	33	0	130	25	23	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	0	50	25	25	0	0	50	50	18	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	64	0	25	2	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	30	0	39	2	
<b>TOTAL AJACCIO</b>					<b>12</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>50</b>	<b>17</b>	<b>17</b>	
ALESUND																		



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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: A					PERCENTAGE OF FLIGHTS LATE						MAY 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)													
ALEXANDRIA ( NOUZHA )		HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	78	11	11	0	0	0	5	89	-8	9
		HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	67	11	0	22	0	0	38	63	17	8
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>4</b>	<b>4</b>
ALGHERO/SASSARI		STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	0	33	0	33	33	0	0	37	0	0	0
		STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	67	0	33	0	0	0	22	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>						<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>164</b>	<b>164</b>
ALGIERS		HEATHROW	AIR ALGERIE	S	A	13	0	0	23	54	8	8	8	0	41	29	33	14
		HEATHROW	AIR ALGERIE	S	D	12	1	0	8	0	33	50	8	0	84	7	58	14
<b>TOTAL ALGIERS</b>						<b>25</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>28</b>	<b>20</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>46</b>	<b>46</b>
ALICANTE		BIRMINGHAM	AIR 2000	C	A	5	0	0	40	20	20	20	0	0	43	40	30	5
		BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	28	20	45	5
		GATWICK	AIR 2000	C	A	32	0	1	47	16	19	19	0	0	26	82	8	17
		GATWICK	AIR 2000	C	D	33	0	0	61	12	15	12	0	0	21	94	1	17
		GLASGOW	AIR 2000	C	A	5	0	0	0	20	20	60	0	0	51	20	52	5
		GLASGOW	AIR 2000	C	D	5	0	0	0	60	20	20	0	0	35	20	60	5
		MANCHESTER	AIR 2000	C	A	24	0	1	33	25	8	33	0	0	41	56	16	18
		MANCHESTER	AIR 2000	C	D	25	0	0	48	16	20	16	0	0	29	67	24	18
		NEWCASTLE	AIR 2000	C	A	5	0	0	0	0	40	40	20	0	97	80	3	5
		NEWCASTLE	AIR 2000	C	D	5	0	0	0	0	60	20	20	0	83	80	8	5
		STANSTED	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	51	0	0	0
		STANSTED	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	36	0	0	0
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	10	0	0	0	10	10	60	20	0	99	0	49	4
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	10	0	0	20	10	30	40	0	0	58	0	63	4
		GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	20	80	0	0	111	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
ALICANTE	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	20	0	20	60	0	0	80	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	11	22	0	0	26	60	127	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	11	22	0	0	31	40	131	5
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	29	25	38	4
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	27	75	23	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	22	0	0	0	16	56	51	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	7	44	45	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	25	0	0	0	18	50	40	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	38	0	0	0	16	63	39	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	23	25	52	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	0	61	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	41	0	35	18	6	0	47	53	79	30
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	35	6	29	24	6	0	51	50	84	30
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	22	0	0	35	78	15	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	11	22	0	0	46	89	16	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	0	100	0	0	119	100	12	2
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	0	50	0	0	39	100	4	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	19	1	4	32	11	21	37	0	0	36	63	42	24
	GATWICK	CALEDONIAN AIRWAYS	C	D	20	0	0	70	5	15	10	0	0	23	47	38	19
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	3	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	83	68	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	67	79	6
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	62	5	10	24	0	0	26	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	81	0	14	5	0	0	11	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	65	10	16	10	0	0	21	63	23	30
	HEATHROW	IBERIA	S	D	31	0	0	81	13	6	0	0	0	7	80	18	30
	STANSTED	KLM UK LTD	C	A	8	0	2	0	0	0	88	13	0	126	0	39	10
	STANSTED	KLM UK LTD	C	D	10	0	0	0	10	30	60	0	0	79	30	23	10

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	43	21	7	29	0	0	32	57	28	14
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	29	50	7	14	0	0	27	43	39	14
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-5	100	-10	3
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	17	100	7	4
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	33	20	33	13	0	0	33	39	48	23
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	27	33	13	27	0	0	38	54	45	24
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	28	60	15	5
	LUTON	MONARCH AIRLINES	S	A	22	0	0	73	5	9	9	5	0	24	43	22	21
	LUTON	MONARCH AIRLINES	S	D	22	0	0	77	5	9	5	5	0	20	68	13	22
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	100	9	5
	MANCHESTER	MONARCH AIRLINES	C	A	22	0	2	32	41	5	18	5	0	39	37	45	19
	MANCHESTER	MONARCH AIRLINES	C	D	22	1	0	55	18	18	5	5	0	27	37	53	19
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	4	1	1	50	25	25	0	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	21	25	45	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	23	50	47	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-22	100	-17	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	4	100	-2	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	0	33	11	0	65	80	53	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	1	0	38	25	13	25	0	0	43	40	77	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	28	17	11	28	6	11	122	68	19	22
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	53	11	11	16	5	5	72	68	21	22
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	0	13	50	25	0	103	78	106	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	1	1	25	0	13	63	0	0	73	75	9	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	40	0	20	0	57	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	40	0	0	49	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	60	0	0	0	33	40	24	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	40	0	20	0	76	100	0	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	60	0	0	78	60	36	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	20	20	60	0	0	71	80	30	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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	THOMAS COOK AIRLINES LTD	C	A	23	0	0	26	4	26	39	4	0	65	57	40	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	26	0	39	30	4	0	57	64	20	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	22	0	0	9	88	1	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	4	78	8	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	40	0	60	0	0	0	27	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	29	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	22	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0
<b>TOTAL ALICANTE</b>					<b>862</b>	<b>5</b>	<b>17</b>	<b>47</b>	<b>13</b>	<b>17</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>59</b>	<b>37</b>	<b>37</b>
ALMA ATA	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	86	0	14	0	0	0	4	89	4	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	71	14	0	14	0	0	15	89	4	9
<b>TOTAL ALMA ATA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>4</b>
ALMERIA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	22	0	0	0	14	67	76	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	10	78	74	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	33	0	0	0	0	11	33	90	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	9	44	91	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	14	25	18	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	75	9	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	33	11	0	0	33	44	62	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	33	11	0	0	30	56	58	9
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	75	0	0	0	33	75	-7	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	1	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	35	50	27	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	40	75	15	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	33	0	67	0	0	93	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
ALMERIA																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	31	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	0	33	0	0	69	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	38	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	1	1	14	14	14	43	14	0	83	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	25	25	13	0	53	0	0	0	
<b>TOTAL ALMERIA</b>					<b>115</b>	<b>1</b>	<b>2</b>	<b>56</b>	<b>14</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>48</b>	<b>68</b>	<b>68</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	27	0	0	67	22	11	0	0	0	9	85	-6	27	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	27	0	0	78	11	4	7	0	0	12	74	22	27	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	52	19	10	16	0	3	40	68	14	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	26	23	39	13	0	0	35	74	11	31	
<b>TOTAL AMMAN</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>75</b>	<b>10</b>	<b>10</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	237	0	1	67	16	13	3	0	1	18	62	16	237	
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	1	61	22	14	3	0	0	16	64	13	238	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	1	81	11	5	2	0	0	8	55	21	207	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	207	0	0	85	9	4	0	0	1	11	69	12	207	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	99	0	0	84	8	5	3	0	0	8	72	13	102	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	99	0	0	79	10	8	3	0	0	8	67	14	102	
	GATWICK	CITY FLYER EXPRESS	S	A	135	0	0	59	24	13	4	1	0	19	31	25	129	
	GATWICK	CITY FLYER EXPRESS	S	D	135	0	0	74	13	9	4	1	0	16	76	12	129	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	114	0	0	82	11	6	1	0	0	7	69	12	102	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	114	0	0	94	3	2	2	0	0	5	77	11	102	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	71	14	6	7	1	0	13	41	45	83	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	80	6	8	6	0	0	13	33	43	83	
	HEATHROW	KLM	S	A	269	0	0	75	14	8	3	0	0	9	70	12	276	
	HEATHROW	KLM	S	D	269	0	0	75	12	10	2	0	0	11	69	12	278	
	BIRMINGHAM	KLM UK LTD	S	A	166	0	5	77	15	4	3	1	0	8	79	9	169	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 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)											
AMSTERDAM																	
	BIRMINGHAM	KLM UK LTD	S	D	167	0	4	77	13	7	4	0	0	12	69	17	169
	EDINBURGH	KLM UK LTD	S	A	145	0	0	83	12	1	4	0	0	5	61	16	130
	EDINBURGH	KLM UK LTD	S	D	145	0	0	72	17	7	4	0	0	15	52	20	128
	GLASGOW	KLM UK LTD	S	A	92	0	1	84	9	4	3	0	0	4	67	15	92
	GLASGOW	KLM UK LTD	S	D	92	0	1	67	21	9	3	0	0	17	26	32	92
	LONDON CITY	KLM UK LTD	S	A	113	0	0	81	12	4	4	0	0	6	61	16	118
	LONDON CITY	KLM UK LTD	S	D	113	0	0	56	27	11	7	0	0	21	51	20	118
	MANCHESTER	KLM UK LTD	S	A	202	0	0	83	7	9	1	0	0	4	66	18	200
	MANCHESTER	KLM UK LTD	S	D	201	0	1	78	9	10	2	0	0	9	71	16	199
	NEWCASTLE	KLM UK LTD	S	A	149	0	1	85	6	6	3	0	0	6	50	25	114
	NEWCASTLE	KLM UK LTD	S	D	148	0	2	84	7	6	3	0	0	8	60	24	115
	STANSTED	KLM UK LTD	S	A	221	0	2	79	12	8	2	0	0	4	57	23	219
	STANSTED	KLM UK LTD	S	D	223	0	1	78	12	6	4	0	0	10	58	22	221
	GATWICK	TRANSAVIA	S	A	106	0	0	26	30	25	16	2	0	41	31	31	108
	GATWICK	TRANSAVIA	S	D	107	0	0	53	19	11	15	2	0	31	66	20	107
	HEATHROW	UNITED AIRLINES	S	A	29	1	1	66	21	10	3	0	0	18	56	28	9
	HEATHROW	UNITED AIRLINES	S	D	29	1	0	72	21	0	7	0	0	9	78	19	9
<b>TOTAL AMSTERDAM</b>					<b>4740</b>	<b>2</b>	<b>39</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>18</b>	<b>18</b>
ANCONA																	
ANKARA (ESENBOGA)																	
ANTALYA																	
	GATWICK	AIR 2000	C	A	4	0	1	50	25	25	0	0	0	9	0	0	0
	GATWICK	AIR 2000	C	D	5	0	0	60	0	20	0	0	20	182	0	0	0
	STANSTED	AIR 2000	C	A	4	0	1	50	25	25	0	0	0	21	0	0	0
	STANSTED	AIR 2000	C	D	5	0	0	20	20	40	20	0	0	48	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	-3	33	14	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	100	9	4
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	1	33	67	0	0	0	0	19	0	46	3
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	27	4

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
ANTALYA																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	31	100	-6	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	50	17	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	22	22	11	44	0	0	71	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	11	22	22	44	0	0	80	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-9	0	37	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	1	1	100	0	0	0	0	0	-5	25	46	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	1	50	25	25	0	0	14	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	20	0	20	178	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	0	11	33	44	11	0	102	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	0	33	11	0	63	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	25	33	17	25	0	0	47	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	17	17	17	0	0	29	0	0	0	
<b>TOTAL ANTALYA</b>					<b>117</b>	<b>1</b>	<b>5</b>	<b>42</b>	<b>19</b>	<b>16</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>55</b>	<b>49</b>	<b>34</b>	<b>34</b>	
ANTIGUA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	7	69	25	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	8	8	8	0	38	62	34	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	50	38	13	0	0	13	38	23	8		
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	-8	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	13	25	0	0	0	16	0	0	0	
<b>TOTAL ANTIGUA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>28</b>	<b>28</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	116	1	2	84	11	3	1	0	0	5	86	5	117	
	LONDON CITY	VLM (BELGIUM)	S	D	117	0	1	64	21	14	2	0	0	16	71	13	117	
<b>TOTAL ANTWERP</b>					<b>237</b>	<b>1</b>	<b>3</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>9</b>	
ARRECIFE																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	39	38	36	8	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	22	50	42	8	
	GATWICK	AIR 2000	C	A	13	0	0	31	23	23	23	0	0	41	50	22	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAY 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)											
ARRECIFE	GATWICK	AIR 2000	C	D	13	0	0	31	15	23	31	0	0	47	88	6	8
	GLASGOW	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	33	25	45	4
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	50	25	0	0	36	50	29	4
	MANCHESTER	AIR 2000	C	A	13	0	0	46	31	8	15	0	0	27	33	38	12
	MANCHESTER	AIR 2000	C	D	13	0	0	62	8	31	0	0	0	21	42	33	12
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	6	33	44	3
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	7	50	28	4
	STANSTED	AIR 2000	C	A	4	0	0	0	50	0	25	25	0	102	0	0	0
	STANSTED	AIR 2000	C	D	4	0	0	0	25	25	25	25	0	106	0	0	0
	GLASGOW	AIR EUROPA	C	A	4	0	0	75	0	25	0	0	0	7	0	0	0
	GLASGOW	AIR EUROPA	C	D	4	0	0	25	25	50	0	0	0	33	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	21	75	2	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	22	75	10	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	22	11	0	0	20	0	82	4
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	22	0	0	0	19	25	53	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	50	200	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	50	195	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	28	75	19	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	1	0	80	20	0	0	0	0	5	75	18	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	11	11	0	46	25	34	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	0	22	0	0	39	25	37	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	36	60	19	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	36	60	18	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	27	100	2	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	25	60	44	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	2	38	40	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	50	29	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	50	0	0	25	146	60	15	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	25	25	0	25	164	40	27	5
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	1	75	25	0	0	0	0	7	0	0	0



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
ARRECIFE	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-10	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	25	25	25	25	0	0	36	0	0	0
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-3	75	8	4
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	75	19	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	50	13	25	13	0	0	27	75	20	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	50	38	0	13	0	0	24	63	14	8
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	46	50	31	8
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	0	25	129	50	33	8
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-14	75	6	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	0	26	50	21	4
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	11	33	11	0	0	19	42	16	12
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	50	13	0	0	0	21	33	29	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-15	75	-6	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	50	26	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	13	25	13	13	0	42	67	49	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	13	13	13	0	53	78	61	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	37	100	1	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	25	0	0	51	50	14	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	60	100	-19	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	25	0	82	100	-2	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	40	0	0	0	26	80	87	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	1	0	50	25	25	0	0	46	40	103	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	33	0	52	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	75	75	26	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	36	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	44	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	0	13	38	13	0	92	75	18	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	13	38	13	0	91	75	21	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	19	50	22	4

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1998					
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
ARRECIFE																			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	31	100	-1	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	2	44	0	11	33	0	11	118	78	5	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	0	0	18	0	9	76	75	10	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-4	75	4	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-6	100	-4	4		
<b>TOTAL ARRECIFE</b>					<b>378</b>	<b>2</b>	<b>4</b>	<b>48</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>57</b>	<b>30</b>	<b>30</b>		
ASHKHABAD																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	100	0	0	0	0	0	-13	0	0	0		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	67	11	22	0	0	0	16	0	0	0		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	11	2	2	91	0	9	0	0	0	2	80	-7	5		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	11	2	2	64	18	9	9	0	0	14	80	8	5		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	5	4	1	100	0	0	0	0	0	-38	80	2	5		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	1	1	100	0	0	0	0	0	-21	100	-8	5		
<b>TOTAL ASHKHABAD</b>					<b>53</b>	<b>9</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>85</b>	<b>-1</b>	<b>-1</b>		
ASTURIAS																			
	GATWICK	IBERIA	S	A	12	0	1	58	25	17	0	0	0	19	100	-16	12		
	GATWICK	IBERIA	S	D	12	0	1	25	33	42	0	0	0	28	54	19	13		
<b>TOTAL ASTURIAS</b>					<b>25</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>28</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>2</b>	<b>2</b>		
ATHENS																			
	HEATHROW	AEGEAN AIRLINES	S	A	22	0	0	36	23	27	14	0	0	32	95	-5	22		
	HEATHROW	AEGEAN AIRLINES	S	D	22	0	0	82	0	9	9	0	0	11	95	-4	21		
	GATWICK	AIR 2000	C	A	6	0	0	67	0	33	0	0	0	19	77	-1	13		
	GATWICK	AIR 2000	C	D	6	0	0	33	33	17	17	0	0	24	77	11	13		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	29	13	35	19	3	0	43	90	-13	31		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	29	19	42	10	0	0	33	42	22	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	1	0	29	26	32	13	0	0	33	84	3	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	53	15	21	11	0	0	20	69	10	62		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	10	30	40	20	0	0	45	71	22	7
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	80	0	10	10	0	0	6	50	29	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	1	50	50	0	0	0	0	10	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	15	100	8	1
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	61	16	16	6	0	0	12	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	37	21	21	21	0	0	31	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	58	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	22	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	48	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	33	17	17	17	17	0	54	77	34	13
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	0	40	0	0	50	79	23	14
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	60	60	46	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	52	80	44	5
	HEATHROW	OLYMPIC AIRWAYS	S	A	93	0	0	10	24	40	27	0	0	46	55	23	91
	HEATHROW	OLYMPIC AIRWAYS	S	D	92	0	1	16	24	46	14	0	0	38	67	19	90
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	0	13	0	63	25	0	132	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	13	0	50	13	0	91	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	25	50	25	0	121	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	66	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	1	0	85	15	0	0	0	0	-3	100	-19	27
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	44	26	22	7	0	0	23	59	16	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	57	20	20	3	0	0	15	90	-1	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	13	6	3	0	0	10	84	6	31
<b>TOTAL ATHENS</b>					<b>744</b>	<b>2</b>	<b>3</b>	<b>39</b>	<b>19</b>	<b>26</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>14</b>	<b>14</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	10	16	10	3	0	25	55	20	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	39	35	16	6	3	0	31	81	11	31
	GATWICK	DELTA AIRLINES	S	A	62	0	0	24	23	31	21	2	0	46	40	24	62
	GATWICK	DELTA AIRLINES	S	D	62	1	0	53	16	16	13	2	0	32	84	8	62
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	48	26	13	6	6	0	29	48	22	31

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1998				
					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)											
ATLANTA	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	84	3	3	10	0	0	14	77	16	31
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>16</b>	<b>16</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	58	3	13	23	3	0	38	78	16	27
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	84	6	3	3	0	3	42	89	9	27
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>83</b>	<b>12</b>	<b>12</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
BAHRAIN	HEATHROW	GULF AIR	S	A	29	0	0	45	28	14	14	0	0	24	78	7	23	
	HEATHROW	GULF AIR	S	D	13	0	0	77	23	0	0	0	0	1	67	12	39	
<b>TOTAL BAHRAIN</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>10</b>	<b>10</b>	
BAKU	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	8	0	0	0	50	50	0	0	0	30	56	13	9	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	8	0	0	38	38	25	0	0	0	19	67	17	9	
<b>TOTAL BAKU</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>10</b>	<b>10</b>	
BALI INTERNATIONAL	GATWICK	GARUDA INDONESIA	S	A	14	0	0	0	0	36	64	0	0	75	0	0	0	
	GATWICK	GARUDA INDONESIA	S	D	14	0	0	93	0	7	0	0	0	4	0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>21</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BALTIMORE	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	6	13	3	0	0	9	84	6	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	6	3	3	0	15	71	11	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>8</b>	<b>8</b>	
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	42	26	32	0	0	0	18	32	32	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	65	19	16	0	0	0	16	71	8	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>20</b>	<b>20</b>	
BANGKOK	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	44	0	0	61	9	25	5	0	0	14	42	24	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	44	0	0	73	7	18	2	0	0	12	74	14	31	
<b>TOTAL BANGKOK</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>19</b>	<b>19</b>	
BANJUL	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	99	0	101	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	52	0	46	5	
<b>TOTAL BANJUL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>72</b>	<b>72</b>	
BARCELONA																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
BARCELONA																	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	0	0	0	0	0	0	100	0	297	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	0	50	50	0	0	61	0	0	0
	STANSTED	AIR HOLLAND	C	D	3	0	0	0	0	100	0	0	0	42	0	0	0
	MANCHESTER	BALAIR	C	A	3	0	0	0	0	0	100	0	0	129	0	0	0
	MANCHESTER	BALAIR	C	D	3	0	0	0	0	0	33	67	0	158	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	C	A	2	0	0	50	0	0	50	0	0	66	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	77	8	8	6	0	0	11	85	9	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	C	D	2	0	0	0	50	0	50	0	0	77	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	79	6	8	6	0	0	13	71	20	62
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	61	10	16	10	3	0	25	84	9	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	1	67	17	13	0	3	0	18	81	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	103	0	0	70	17	8	6	0	0	11	76	7	105
	HEATHROW	BRITISH AIRWAYS PLC	S	D	104	0	0	71	14	13	1	0	0	12	69	15	105
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	3	0	0	0	33	0	67	0	0	59	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	3	0	0	67	0	33	0	0	0	25	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	66	100	15	1
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	33	50	15	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	57	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	30	0	0	0
	MANCHESTER	CORSAIR	C	A	8	0	0	0	0	25	50	13	13	159	0	0	0
	MANCHESTER	CORSAIR	C	D	9	0	0	0	11	56	33	0	0	59	0	0	0
	GATWICK	DEBONAIR AIRWAYS LTD	S	A	31	0	0	52	6	23	19	0	0	29	0	0	0
	GATWICK	DEBONAIR AIRWAYS LTD	S	D	31	0	0	45	16	16	23	0	0	31	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	7	4	42	6	23	23	6	0	47	39	63	56
	LUTON	DEBONAIR AIRWAYS LTD	S	D	34	5	1	29	26	18	26	0	0	36	47	44	55
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	99	1	1	89	3	8	0	0	0	-5	61	46	69
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	80	11	7	2	0	0	10	24	84	71

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)										
BARCELONA																			
	HEATHROW	IBERIA	S	A	86	0	4	51	15	17	15	1	0	31	89	5	93		
	HEATHROW	IBERIA	S	D	87	1	4	55	14	15	15	1	0	27	88	9	93		
	MANCHESTER	IBERIA	S	A	31	0	0	39	23	23	13	3	0	34	77	12	31		
	MANCHESTER	IBERIA	S	D	31	0	0	29	16	26	23	6	0	51	76	19	29		
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	33	33	33	0	0	0	21	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	33	0	0	67	0	0	88	0	0	0		
	HEATHROW	QANTAS	C	D	2	0	1	0	50	50	0	0	0	31	0	0	0		
	MANCHESTER	TRANSAER	C	A	6	1	0	0	17	33	33	17	0	80	0	0	0		
	MANCHESTER	TRANSAER	C	D	7	0	0	43	0	14	43	0	0	38	0	0	0		
<b>TOTAL BARCELONA</b>					<b>1048</b>	<b>21</b>	<b>22</b>	<b>60</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>25</b>	<b>25</b>		
BARRA																			
	GLASGOW	LOGANAIR	S	A	10	10	16	70	10	20	0	0	0	10	81	-10	27		
	GLASGOW	LOGANAIR	S	D	19	2	7	74	21	5	0	0	0	5	69	21	26		
<b>TOTAL BARRA</b>					<b>29</b>	<b>12</b>	<b>23</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>5</b>	<b>5</b>		
BASLE MULHOUSE																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	48	31	16	5	0	0	21	82	5	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	46	23	25	7	0	0	21	61	11	62		
	BIRMINGHAM	SWISS AIRLINES	S	A	48	0	2	42	29	23	6	0	0	23	85	5	26		
	BIRMINGHAM	SWISS AIRLINES	S	D	48	0	2	13	33	44	10	0	0	34	40	24	25		
	EDINBURGH	SWISS AIRLINES	S	A	5	0	5	40	20	40	0	0	0	28	0	0	0		
	EDINBURGH	SWISS AIRLINES	S	D	4	1	6	50	25	25	0	0	0	25	0	0	0		
	HEATHROW	SWISS AIRLINES	S	A	93	0	0	24	33	39	3	1	0	31	62	16	92		
	HEATHROW	SWISS AIRLINES	S	D	92	0	0	46	28	20	7	0	0	19	55	13	89		
	LONDON CITY	SWISS AIRLINES	S	A	75	1	0	45	33	15	5	1	0	24	0	0	0		
	LONDON CITY	SWISS AIRLINES	S	D	76	0	0	4	21	53	20	3	0	50	0	0	0		
	MANCHESTER	SWISS AIRLINES	S	A	49	0	1	33	29	29	10	0	0	30	31	24	26		
	MANCHESTER	SWISS AIRLINES	S	D	50	0	1	24	30	36	10	0	0	33	52	22	25		
<b>TOTAL BASLE MULHOUSE</b>					<b>662</b>	<b>2</b>	<b>17</b>	<b>33</b>	<b>29</b>	<b>30</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>14</b>	<b>14</b>		
BASTIA																			

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
BASTIA																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	13	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	0	33	0	33	33	0	110	0	70	3
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	1	0	33	0	33	33	0	0	42	0	55	3
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	1	0	0	50	50	0	0	54	33	26	3
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	3	0	0	33	33	0	33	0	0	42	25	21	4
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	33	0	67	0	0	0	31	67	52	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	0	25	0	0	62	0	64	3
<b>TOTAL BASTIA</b>					<b>23</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>22</b>	<b>26</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>45</b>	<b>45</b>
BEAUVAIS																	
BEIJING																	
	HEATHROW	AIR CHINA	S	A	9	4	2	100	0	0	0	0	0	-34	67	2	12
	HEATHROW	AIR CHINA	S	D	13	0	0	100	0	0	0	0	0	-10	92	1	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	1	1	94	0	0	6	0	0	2	85	-5	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	6	0	11	0	6	90	69	11	13
<b>TOTAL BEIJING</b>					<b>57</b>	<b>5</b>	<b>3</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>78</b>	<b>2</b>	<b>2</b>
BEIRUT																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	68	10	19	3	0	0	12	81	8	31
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	52	29	6	13	0	0	26	58	22	31
	HEATHROW	MEA	S	A	28	0	0	57	25	11	7	0	0	16	73	11	22
	HEATHROW	MEA	S	D	27	1	0	44	22	26	7	0	0	22	73	12	22
<b>TOTAL BEIRUT</b>					<b>117</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>14</b>
BELFAST CITY																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	76	0	0	91	5	1	3	0	0	3	73	12	78
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	76	0	0	86	11	3	1	0	0	10	81	14	78
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	86	0	0	79	10	5	6	0	0	9	72	9	85
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	86	0	0	80	12	5	3	0	0	10	77	13	84
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	112	0	0	87	4	7	3	0	0	7	81	6	118
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	112	0	0	79	9	8	4	0	0	8	88	4	118



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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 CITY																	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	128	0	1	85	13	1	2	0	0	2	89	3	125
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	122	0	2	84	10	4	2	0	0	9	73	13	123
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	144	0	1	84	11	3	1	0	0	5	88	4	173
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	145	0	1	88	7	3	2	0	0	6	87	8	173
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	109	0	1	87	7	4	2	0	0	3	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	109	0	1	85	9	4	2	0	0	7	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	93	2	6	73	10	9	9	0	0	13	88	3	140
	NEWCASTLE	GILL AIRWAYS	S	D	78	0	0	79	10	8	3	0	0	10	79	10	140
<b>TOTAL BELFAST CITY</b>					<b>1476</b>	<b>2</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>8</b>
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	240	0	1	80	12	5	3	1	0	10	86	5	253
	HEATHROW	BMI BRITISH MIDLAND	S	D	240	0	1	75	15	6	4	0	0	12	89	5	254
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	72	0	5	61	31	3	3	3	0	18	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	72	0	5	86	8	3	3	0	0	6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	183	0	0	80	15	4	0	2	0	11	90	7	184
	HEATHROW	BRITISH AIRWAYS PLC	S	D	183	0	0	89	5	4	1	1	0	4	91	2	185
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	53	0	1	87	6	6	2	0	0	9	92	3	26
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	52	0	2	75	19	4	2	0	0	11	77	12	26
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	97	0	1	91	6	3	0	0	0	-4	96	2	89
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	97	0	1	92	3	4	1	0	0	4	88	6	93
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	104	0	0	82	11	2	5	1	0	5	86	4	103
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	104	0	0	79	8	6	7	1	0	15	88	7	102
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	142	0	1	94	5	1	0	0	0	-1	93	0	113
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	142	0	1	90	8	2	0	0	0	5	85	7	114
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	91	5	3	1	0	0	-7	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	85	6	5	5	0	0	7	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	55	5	0	85	5	4	5	0	0	7	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	79	0	28	72	10	6	10	1	0	18	0	0	0

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

		Origin / Destinations: B																
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE						MAY 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)												
BELFAST INTERNATIONAL																		
<b>TOTAL BELFAST INTERNATIONAL</b>						<b>2091</b>	<b>7</b>	<b>47</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>5</b>
BELGRADE																		
BENBECULA																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	2	92	0	8	0	0	0	0	73	6	26	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	1	84	4	12	0	0	0	8	69	15	26	
<b>TOTAL BENBECULA</b>						<b>49</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>11</b>	<b>11</b>	
BERGEN																		
	STANSTED	BRAATHENS ASA	S	A	31	0	0	74	13	13	0	0	0	10	94	3	31	
	STANSTED	BRAATHENS ASA	S	D	31	0	0	48	29	16	6	0	0	21	23	31	31	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	25	0	1	76	20	0	0	0	4	22	0	0	0	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	24	0	2	96	0	0	0	0	4	17	0	0	0	
<b>TOTAL BERGEN</b>						<b>111</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>60</b>	<b>15</b>	<b>15</b>
BERGERAC																		
BERLIN (SCHONEFELD)																		
	GATWICK	AB AIRLINES	S	A	30	0	0	50	33	7	0	7	3	41	42	25	26	
	GATWICK	AB AIRLINES	S	D	30	0	0	70	17	7	0	3	3	29	38	47	26	
<b>TOTAL BERLIN (SCHONEFELD)</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>35</b>	<b>40</b>	<b>36</b>	<b>36</b>
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	156	2	1	85	12	2	0	1	0	4	56	14	159	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	159	0	0	83	9	6	1	1	0	6	79	8	159	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	31	35	31	4	0	0	26	49	24	47	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	92	4	0	4	0	0	4	83	9	47	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	85	12	0	4	0	0	3	96	-1	26	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	92	4	4	0	0	0	5	92	4	25	
<b>TOTAL BERLIN (TEGEL)</b>						<b>419</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>11</b>	<b>11</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	83	6	6	6	0	0	10	100	-4	19	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	76	0	24	0	0	0	13	72	10	18	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 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
BERMUDA																			
<b>TOTAL BERMUDA</b>																			
BERNE																			
	LONDON CITY	AIR ENGIADINA	S	A	67	0	3	37	31	21	9	1	0	29	67	15	52		
	LONDON CITY	AIR ENGIADINA	S	D	67	0	3	10	16	46	27	0	0	47	19	33	52		
<b>TOTAL BERNE</b>																			
BIARRITZ																			
	STANSTED	RYANAIR	S	A	31	0	0	90	0	6	3	0	0	0	0	0	0		
	STANSTED	RYANAIR	S	D	30	0	1	93	3	3	0	0	0	7	0	0	0		
<b>TOTAL BIARRITZ</b>																			
BILBAO																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	84	7	8	0	2	0	7	87	1	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	11	6	2	0	0	7	81	10	62		
	STANSTED	GO FLY LTD	S	A	30	1	1	83	13	0	0	3	0	3	0	0	0		
	STANSTED	GO FLY LTD	S	D	31	0	0	71	19	6	3	0	0	13	0	0	0		
	HEATHROW	IBERIA	S	A	31	0	0	77	10	13	0	0	0	8	97	-4	31		
	HEATHROW	IBERIA	S	D	31	0	0	55	10	16	19	0	0	26	90	3	31		
<b>TOTAL BILBAO</b>																			
BILLUND																			
	GATWICK	MAERSK AIR	S	A	79	0	8	53	35	6	5	0	0	18	58	14	64		
	GATWICK	MAERSK AIR	S	D	79	0	8	73	16	9	1	0	0	12	78	9	64		
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	43	0	0	70	21	9	0	0	0	8	50	19	40		
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	43	0	0	63	23	9	5	0	0	11	55	19	40		
<b>TOTAL BILLUND</b>																			
BIRMINGHAM																			
	GLASGOW	AIR 2000	C	D	3	0	0	0	33	0	67	0	0	98	0	0	0		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0		
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-12	0	0	0		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	17	0	0	0		

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)										
BIRMINGHAM																			
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	192	0	4	80	10	6	4	0	0	8	93	4	81		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	167	1	6	80	11	5	3	0	0	11	86	9	87		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	127	0	0	76	13	6	6	0	0	12	85	8	130		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	101	0	2	85	9	5	1	0	0	7	96	2	152		
	NEWCASTLE	DUO AIRWAYS LTD	S	A	74	0	1	86	1	5	7	0	0	9	91	5	76		
	NEWCASTLE	DUO AIRWAYS LTD	S	D	73	0	2	88	3	4	5	0	0	9	95	2	76		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	80	0	4	49	33	14	5	0	0	21	0	0	0		
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	80	0	4	66	21	9	4	0	0	16	0	0	0		
<b>TOTAL BIRMINGHAM</b>					<b>913</b>	<b>2</b>	<b>23</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>5</b>		
BISHKEK (FRUNZE)																			
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	75	0	0	25	0	0	16	100	-13	3		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	4	0	0	0	25	75	0	0	0	42	67	10	3		
	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	A	5	0	0	20	20	20	40	0	0	65	0	0	0		
	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	D	4	0	0	25	25	25	0	25	0	76	0	0	0		
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>18</b>	<b>29</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>51</b>	<b>83</b>	<b>-1</b>	<b>-1</b>		
BODRUM (IMSIK)																			
BODRUM (MILAS)																			
	BIRMINGHAM	AIR 2000	C	A	6	1	2	67	17	17	0	0	0	11	67	7	3		
	BIRMINGHAM	AIR 2000	C	D	10	0	0	60	10	0	20	10	0	59	75	7	4		
	GATWICK	AIR 2000	C	A	11	0	3	45	27	18	0	9	0	36	89	1	9		
	GATWICK	AIR 2000	C	D	14	0	1	79	14	7	0	0	0	6	92	4	12		
	GLASGOW	AIR 2000	C	A	3	0	1	33	67	0	0	0	0	16	67	2	3		
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	4	67	8	3		
	MANCHESTER	AIR 2000	C	A	7	0	2	57	29	14	0	0	0	14	29	67	7		
	MANCHESTER	AIR 2000	C	D	10	0	0	70	20	10	0	0	0	11	44	72	9		
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	8	100	4	3		
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	11	75	9	4		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	23	0	37	3		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAY 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)											
BODRUM (MILAS)	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	25	22	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	21	0	39	3
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	11	25	20	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	0	53	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	25	35	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-13	60	30	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	67	24	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	3	1	1	67	0	33	0	0	0	-4	0	0	0
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	5	0	0	60	20	20	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	14	75	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	2	17	17	17	50	0	0	66	57	168	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	11	22	33	0	0	46	63	45	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	2	17	17	17	50	0	0	62	44	18	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	22	0	44	11	0	76	75	15	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	33	33	33	0	0	80	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	20	20	0	91	0	0	0
	GLASGOW	ONUR AIR	C	A	3	0	0	33	33	0	33	0	0	26	0	38	3
	GLASGOW	ONUR AIR	C	D	4	0	0	50	0	50	0	0	0	27	0	48	4
	MANCHESTER	ONUR AIR	C	A	3	0	0	33	33	0	33	0	0	45	100	1	3
	MANCHESTER	ONUR AIR	C	D	4	0	0	25	25	25	25	0	0	43	0	48	4
	LUTON	PEGASUS AIRLINES	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0
	LUTON	PEGASUS AIRLINES	C	D	3	0	0	33	0	67	0	0	0	28	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	2	0	0	50	50	0	0	0	0	-11	64	32	11
	MANCHESTER	PEGASUS AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-2	62	37	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	2	100	0	0	0	0	0	5	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	1	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	1	56	11	22	11	0	0	27	25	99	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	20	10	0	0	16	40	71	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	1	0	0	0	50	50	0	160	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
BODRUM (MILAS)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	0	0	0	60	40	0	145	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	0	0	20	80	0	0	90	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	0	0	40	60	0	0	91	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>					<b>233</b>	<b>2</b>	<b>21</b>	<b>54</b>	<b>14</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>51</b>	<b>33</b>	<b>33</b>	
BOGOTA																		
	HEATHROW	AVIANCA COLOMBIA	S	A	9	0	0	44	22	11	11	0	11	69	22	17	9	
	HEATHROW	AVIANCA COLOMBIA	S	D	9	0	0	56	11	11	0	11	11	87	44	21	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	93	7	0	0	0	0	-9	85	-8	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	38	0	8	0	0	20	57	14	14	
<b>TOTAL BOGOTA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>34</b>	<b>56</b>	<b>10</b>	<b>10</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	61	0	1	11	25	25	38	2	0	56	74	10	31	
	GATWICK	ALITALIA	S	D	61	0	1	3	7	49	39	2	0	67	97	2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	2	2	23	69	3	2	94	78	8	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	16	18	41	21	2	2	54	70	14	63	
	STANSTED	GO FLY LTD	S	A	54	0	1	81	9	6	2	2	0	2	0	0	0	
	STANSTED	GO FLY LTD	S	D	53	0	2	40	26	25	9	0	0	30	0	0	0	
<b>TOTAL BOLOGNA</b>					<b>351</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>14</b>	<b>28</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>77</b>	<b>9</b>	<b>9</b>	
BORDEAUX																		
	GATWICK	AIR LIB	S	A	92	0	1	67	21	9	2	1	0	11	80	10	93	
	GATWICK	AIR LIB	S	D	93	0	0	62	25	8	5	0	0	19	71	16	93	
<b>TOTAL BORDEAUX</b>					<b>185</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>13</b>	
BOSTON																		
	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	52	23	13	13	0	0	24	0	0	0	
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	55	29	16	0	0	0	15	0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	56	18	19	6	0	0	15	66	25	62	
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	77	13	6	2	2	0	9	84	13	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	10	10	5	1	0	14	68	13	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	68	19	8	4	1	0	16	80	10	93	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
BOSTON																	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	84	6	6	3	0	0	5	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	84	13	3	0	0	0	6	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	13	10	0	0	0	4	74	35	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	35	32	19	13	0	0	34	87	9	31
<b>TOTAL BOSTON</b>					<b>496</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>16</b>	<b>16</b>
BOURNEMOUTH																	
	EDINBURGH	GILL AIRWAYS	S	A	17	0	0	59	35	6	0	0	0	12	0	0	0
	EDINBURGH	GILL AIRWAYS	S	D	17	0	0	65	18	18	0	0	0	13	0	0	0
	GLASGOW	GILL AIRWAYS	S	A	47	0	0	87	9	4	0	0	0	3	0	0	0
	GLASGOW	GILL AIRWAYS	S	D	47	0	0	77	17	6	0	0	0	7	0	0	0
<b>TOTAL BOURNEMOUTH</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	<b>5</b>
BRAUNSCHWEIG																	
<b>TOTAL BRAUNSCHWEIG</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN																	
	GATWICK	CITY FLYER EXPRESS	S	A	92	0	1	87	9	3	1	0	0	3	74	9	113
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	78	13	6	2	0	0	9	73	12	114
<b>TOTAL BREMEN</b>					<b>185</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>
BRESCIA/MONTICHIARI																	
	GATWICK	AIR 2000	C	A	7	0	1	29	14	43	14	0	0	39	0	0	0
	GATWICK	AIR 2000	C	D	8	0	0	63	25	0	13	0	0	25	0	0	0
	GLASGOW	AIR 2000	C	A	4	0	1	25	25	25	25	0	0	43	0	0	0
	GLASGOW	AIR 2000	C	D	5	0	0	40	0	40	20	0	0	38	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	40	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	1	50	0	50	0	0	0	23	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	83	0	0	25	16	25	33	1	0	48	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	83	0	0	18	14	41	25	1	0	49	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	100	0	0	0	48	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	6	0	0	0	0	67	33	0	0	70	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1998					
			CHARTER/ SCHED	ARR/ DEP	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Matched	Unmatched											
BRESCIA/MONTICHIARI	MANCHESTER	BRITISH AIRWAYS PLC	C	D	6	0	0	17	0	50	33	0	0	46	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	60	20	0	0	56	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	6	0	0	50	0	17	33	0	0	44	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	C	A	3	0	1	0	0	33	67	0	0	88	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	C	D	4	0	0	0	0	50	50	0	0	77	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	0	50	0	50	0	0	54	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	50	0	25	25	0	0	41	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	0	0	0	33	67	0	0	75	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	29	14	0	0	7	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	29	57	0	0	14	0	51	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	1	0	0	33	67	0	0	88	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	55	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	0	60	0	20	180	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	0	60	0	20	184	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>274</b>	<b>4</b>	<b>5</b>	<b>23</b>	<b>15</b>	<b>30</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREST	GATWICK	BRIT AIR	S	A	88	0	0	80	14	6	1	0	0	11	83	8	88
	GATWICK	BRIT AIR	S	D	88	0	0	88	6	7	0	0	0	6	88	6	88
<b>TOTAL BREST</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>7</b>
BRIDGETOWN	GATWICK	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	AIR 2000	C	D	5	0	0	40	60	0	0	0	0	18	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	40	20	0	0	39	75	16	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	28	100	-3	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	100	12	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	56	22	22	0	0	0	18	63	15	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	10	50	8	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	60	40	0	0	70	20	53	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-16	25	21	4



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 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
BRIDGETOWN																					
	MANCHESTER			MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	16	25	32	4			
	GATWICK			VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	54	23	23	0	0	14	0	0	0			
	GATWICK			VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	43	21	7	29	0	42	0	0	0			
<b>TOTAL BRIDGETOWN</b>							<b>77</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>27</b>	<b>27</b>			
BRINDISI																					
	GATWICK			AIR 2000	C	A	2	0	0	50	0	0	50	0	56	0	102	2			
	GATWICK			AIR 2000	C	D	2	0	0	50	0	0	50	0	44	0	72	2			
<b>TOTAL BRINDISI</b>							<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>87</b>	<b>87</b>			
BRISBANE																					
	HEATHROW			BRITISH AIRWAYS PLC	S	A	31	0	0	71	13	13	3	0	11	68	14	31			
	HEATHROW			BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	1	94	-1	31			
<b>TOTAL BRISBANE</b>							<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>6</b>	<b>6</b>			
BRISTOL																					
	EDINBURGH			BRITISH AIRWAYS CITIEXPRESS LTD	S	A	118	3	10	79	8	5	6	1	16	88	3	128			
	EDINBURGH			BRITISH AIRWAYS CITIEXPRESS LTD	S	D	124	3	9	67	23	6	5	0	15	85	10	117			
	GATWICK			BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	0	0	52	33	14	0	0	16	67	18	18			
	GATWICK			BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	1	65	30	5	0	0	11	83	15	18			
	GLASGOW			BRITISH AIRWAYS CITIEXPRESS LTD	S	A	132	4	9	74	16	7	3	0	9	83	8	135			
	GLASGOW			BRITISH AIRWAYS CITIEXPRESS LTD	S	D	133	4	12	80	14	4	2	0	8	81	9	140			
	MANCHESTER			BRITISH AIRWAYS CITIEXPRESS LTD	S	A	19	2	0	89	5	5	0	0	1	0	0	0			
	MANCHESTER			BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	2	0	95	0	5	0	0	1	0	0	0			
	NEWCASTLE			BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	1	82	9	6	3	0	8	81	11	73			
	NEWCASTLE			BRITISH AIRWAYS CITIEXPRESS LTD	S	D	75	0	3	73	17	7	3	0	13	86	7	72			

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

		Origin / Destinations: B																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
BRISTOL																		
<b>TOTAL BRISTOL</b>					<b>739</b>	<b>19</b>	<b>45</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>	
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	65	0	3	80	15	3	2	0	0	5	71	8	63	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	65	0	3	80	11	8	2	0	0	11	75	11	64	
	HEATHROW	BMI BRITISH MIDLAND	S	A	166	0	1	52	21	21	5	0	0	19	68	12	172	
	HEATHROW	BMI BRITISH MIDLAND	S	D	166	0	1	58	22	13	6	0	0	17	82	7	171	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	92	0	0	61	14	18	7	0	0	18	95	-2	96	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	91	1	0	71	10	14	4	0	0	14	90	6	96	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	65	0	0	60	28	9	3	0	0	15	64	14	47	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	65	0	0	69	20	9	2	0	0	12	81	9	47	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	19	0	0	68	16	16	0	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	79	13	5	3	1	0	8	73	7	141	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	0	74	9	13	3	1	0	14	91	2	141	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	93	0	0	56	26	16	2	0	0	15	55	16	93	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	92	0	0	64	16	13	7	0	0	16	65	14	92	
	STANSTED	KLM UK LTD	S	A	90	1	9	77	11	8	4	0	0	6	72	11	92	
	STANSTED	KLM UK LTD	S	D	86	6	9	59	19	15	7	0	0	20	70	17	92	
	BIRMINGHAM	SABENA	S	A	114	0	0	75	13	11	2	0	0	10	78	9	104	
	BIRMINGHAM	SABENA	S	D	114	0	0	68	17	13	2	0	0	12	71	13	104	
	EDINBURGH	SABENA	S	A	87	0	1	82	11	3	3	0	0	8	90	2	88	
	EDINBURGH	SABENA	S	D	87	0	1	38	37	22	3	0	0	23	65	15	88	
	GATWICK	SABENA	S	A	109	0	4	54	23	17	6	0	0	19	73	11	113	
	GATWICK	SABENA	S	D	108	0	4	71	17	6	6	0	0	15	88	8	113	
	GLASGOW	SABENA	S	A	86	0	2	91	7	2	0	0	0	1	92	1	87	
	GLASGOW	SABENA	S	D	86	0	2	72	19	9	0	0	0	12	75	10	87	
	HEATHROW	SABENA	S	A	255	0	2	40	27	20	12	1	0	30	62	16	254	
	HEATHROW	SABENA	S	D	256	0	1	55	18	16	11	0	0	21	74	11	253	
	LONDON CITY	SABENA	S	A	135	0	0	64	23	11	2	0	0	14	76	9	134	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
BRUSSELS																		
	LONDON CITY	SABENA	S	D	135	0	1	52	23	19	6	0	0	20	62	15	133	
	MANCHESTER	SABENA	S	A	148	0	2	68	14	14	5	0	0	12	81	5	114	
	MANCHESTER	SABENA	S	D	149	0	1	52	28	14	6	1	0	19	89	5	114	
	NEWCASTLE	SABENA	S	A	107	0	2	68	17	14	1	0	0	11	87	4	109	
	NEWCASTLE	SABENA	S	D	107	0	2	74	12	12	2	0	0	12	87	5	109	
	STANSTED	SABENA	S	A	74	0	0	64	18	15	4	0	0	15	81	3	37	
	STANSTED	SABENA	S	D	73	0	0	70	22	5	3	0	0	12	66	19	35	
	HEATHROW	UNITED AIRLINES	S	A	28	0	2	79	14	4	4	0	0	4	90	3	30	
	HEATHROW	UNITED AIRLINES	S	D	28	0	2	46	11	39	4	0	0	25	90	1	30	
<b>TOTAL BRUSSELS</b>					<b>3728</b>	<b>8</b>	<b>55</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>9</b>	<b>9</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	39	0	1	49	31	15	5	0	0	22	95	-2	42	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	39	0	1	26	28	38	8	0	0	33	71	14	42	
	HEATHROW	TAROM	S	A	33	0	0	61	21	9	9	0	0	15	35	30	34	
	HEATHROW	TAROM	S	D	33	0	0	27	42	27	3	0	0	25	74	16	34	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>144</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>31</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>13</b>	<b>13</b>	
BUDAPEST																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	4	0	0	50	50	0	0	0	0	18	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	4	0	0	75	25	0	0	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	44	26	21	10	0	0	26	76	20	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	48	27	19	3	2	0	23	63	14	62	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	31	0	0	68	16	13	3	0	0	11	0	0	0	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	31	0	0	55	35	6	3	0	0	14	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	53	21	21	3	2	0	22	60	12	62	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	56	27	15	0	2	0	19	73	11	62	
<b>TOTAL BUDAPEST</b>					<b>320</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>14</b>	<b>14</b>	
BUENOS AIRES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-15	100	-9	5	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1998						
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																				MATCHED
BUENOS AIRES		GATWICK		BRITISH AIRWAYS PLC		S	D	4	0	0	100	0	0	0	0	0	-5	80	20	5
<b>TOTAL BUENOS AIRES</b>								<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>90</b>	<b>6</b>	<b>6</b>
BURGAS		GATWICK		AIR VIA BULGARIAN AIRWAYS		C	A	2	0	1	100	0	0	0	0	-7	100	5	3	
		GATWICK		AIR VIA BULGARIAN AIRWAYS		C	D	3	0	0	33	33	33	0	0	19	100	8	3	
		GLASGOW		AIR VIA BULGARIAN AIRWAYS		C	A	2	0	0	100	0	0	0	0	-11	100	-22	1	
		GLASGOW		AIR VIA BULGARIAN AIRWAYS		C	D	2	0	0	50	50	0	0	0	17	0	38	2	
		MANCHESTER		AIR VIA BULGARIAN AIRWAYS		C	A	3	0	1	67	33	0	0	0	3	100	-11	3	
		MANCHESTER		AIR VIA BULGARIAN AIRWAYS		C	D	4	0	0	50	25	25	0	0	8	67	40	3	
		NEWCASTLE		AIR VIA BULGARIAN AIRWAYS		C	A	3	1	1	67	33	0	0	0	10	100	-8	2	
		NEWCASTLE		AIR VIA BULGARIAN AIRWAYS		C	D	4	0	0	100	0	0	0	0	-1	100	0	3	
<b>TOTAL BURGAS</b>								<b>25</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>8</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	0	100	0	0	116	0	72	3	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	0	50	0	50	0	0	103	0	42	3	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	67	0	158	2	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	0	50	0	0	48	0	151	2	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>96</b>	<b>96</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	23	3	0	0	7	94	-6	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	10	10	3	3	20	84	5	31		
	HEATHROW	EGYPT AIR	S	A	31	0	0	19	32	35	13	0	37	29	28	31		
	HEATHROW	EGYPT AIR	S	D	31	0	0	6	52	19	19	3	42	23	35	31		
<b>TOTAL CAIRO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>27</b>	<b>57</b>	<b>16</b>	<b>16</b>		
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	-4	67	16	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	6	89	6	9		
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>11</b>		
CALGARY																		
	HEATHROW	AIR CANADA	S	A	19	0	0	95	0	0	0	5	3	67	12	18		
	HEATHROW	AIR CANADA	S	D	25	0	0	76	8	4	8	4	26	88	7	17		
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	94	3	0	0	3	-2	50	36	26		
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	71	10	10	6	3	21	81	15	26		
<b>TOTAL CALGARY</b>					<b>106</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>70</b>	<b>19</b>	<b>19</b>		
CALVI																		
	GATWICK	AIR 2000	C	A	3	0	0	67	0	33	0	0	1	33	27	3		
	GATWICK	AIR 2000	C	D	3	0	0	100	0	0	0	0	11	0	46	3		
	STANSTED	KLM UK LTD	C	A	5	0	0	20	0	40	40	0	46	60	17	5		
	STANSTED	KLM UK LTD	C	D	5	0	0	60	0	20	20	0	31	80	8	5		
<b>TOTAL CALVI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>21</b>	<b>21</b>		
CAMP SPRINGS																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)												
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	40	0	3	88	8	5	0	0	0	2	79	3	39	
	GLASGOW	LOGANAIR	S	D	40	1	2	85	8	8	0	0	0	5	78	10	40	
<b>TOTAL CAMPBELTOWN</b>					<b>80</b>	<b>1</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>7</b>	<b>7</b>	
CANCUN																		
	BIRMINGHAM	AIR 2000	C	A	2	1	1	0	0	0	100	0	0	123	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	0	60	0	40	0	0	51	0	0	0	
	GATWICK	AIR 2000	C	A	5	0	0	40	20	0	40	0	0	35	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	33	0	0	0	
	MANCHESTER	AIR 2000	C	A	7	0	0	57	14	29	0	0	0	7	0	0	0	
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	0	20	0	0	29	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	75	0	0	85	20	118	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	60	60	109	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	20	60	0	0	93	100	-28	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	0	60	0	0	68	33	24	3	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	-1	75	10	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	22	0	0	0	15	75	14	4	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-3	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	3	0	0	33	0	67	0	0	0	35	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	1	100	0	0	0	0	0	-41	50	21	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	50	29	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	33	0	50	0	0	63	0	58	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	33	33	0	33	0	0	40	25	19	4	
<b>TOTAL CANCUN</b>					<b>88</b>	<b>2</b>	<b>2</b>	<b>47</b>	<b>17</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>47</b>	<b>40</b>	<b>40</b>	
CANNES																		
<b>TOTAL CANNES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	96	4	0	0	0	0	-6	95	-8	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	77	4	15	4	0	0	11	83	4	23	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	29	0	1	90	10	0	0	0	0	5	86	-1	14	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
CAPE TOWN	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	29	0	1	83	10	3	3	0	0	9	78	7	18
<b>TOTAL CAPE TOWN</b>					<b>111</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>0</b>	<b>0</b>
CARCASSONNE	STANSTED	RYANAIR	S	A	31	0	0	58	23	16	3	0	0	11	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	42	45	13	0	0	0	17	0	0	0
<b>TOTAL CARCASSONNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>34</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	58	0	1	66	26	9	0	0	0	8	88	2	59
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	55	2	4	78	13	9	0	0	0	10	78	11	58
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	0	83	12	3	2	0	0	8	88	4	64
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	1	90	5	3	2	0	0	4	91	4	64
<b>TOTAL CARDIFF WALES</b>					<b>231</b>	<b>2</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	<b>5</b>
CASABLANCA MOHAMED V	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	74	10	3	13	0	0	15	77	15	31
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	65	13	16	6	0	0	16	74	15	31
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	68	19	13	0	0	0	11	52	23	31
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	61	13	10	13	3	0	25	58	35	31
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>22</b>	<b>22</b>
CATANIA (FONTANAROSSA)	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	20	20	40	0	0	54	40	23	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	0	40	60	0	0	0	31	60	12	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	22	0	227	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-2	0	201	2
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	32	80	10	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	20	60	0	0	0	35	20	32	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	0	0	0	100	0	207	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0	0	0	100	0	0	157	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>32</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>62</b>	<b>39</b>	<b>59</b>	<b>59</b>
CHANIA																	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
CHANIA																	
	GATWICK	AIR 2000	C	A	3	0	0	33	0	33	33	0	0	43	67	28	3
	GATWICK	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	18	75	5	4
	MANCHESTER	AIR 2000	C	A	4	0	0	0	0	50	50	0	0	81	75	8	4
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	0	50	0	0	63	50	26	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	1	29	29	29	14	0	0	27	63	1	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	25	0	25	0	0	27	75	15	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	1	33	0	67	0	0	0	21	100	2	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	75	13	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	7	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	38	50	16	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	24	50	9	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	33	0	67	0	0	72	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	44	0	0	0
<b>TOTAL CHANIA</b>					<b>57</b>	<b>1</b>	<b>3</b>	<b>40</b>	<b>18</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>11</b>	<b>11</b>
CHARLOTTE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	13	29	35	23	0	0	44	61	27	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	26	13	6	0	0	22	71	16	31
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>27</b>	<b>24</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>21</b>	<b>21</b>
CHICAGO (O'HARE)																	
	HEATHROW	AIR INDIA	S	A	14	0	0	57	21	14	7	0	0	13	46	23	13
	HEATHROW	AIR INDIA	S	D	13	0	0	15	8	38	38	0	0	58	36	50	14
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	55	16	16	13	0	0	17	55	21	31
	BIRMINGHAM	AMERICAN AIRLINES	S	D	30	0	1	93	0	3	3	0	0	3	90	10	31
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	0	43	23	17	13	3	0	35	60	18	30
	GLASGOW	AMERICAN AIRLINES	S	D	30	0	0	90	7	0	0	3	0	11	93	6	30
	HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	46	21	16	15	2	0	29	68	13	124
	HEATHROW	AMERICAN AIRLINES	S	D	118	1	0	77	14	5	2	3	0	13	78	9	124
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	39	16	29	16	0	0	27	68	10	31



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
CHICAGO (O'HARE)		MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	74	13	6	6	0	0	13	90	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	63	15	15	6	2	0	16	84	1	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	69	16	11	2	2	0	17	69	15	62	
	HEATHROW	UNITED AIRLINES	S	A	84	0	0	27	30	29	12	1	1	45	24	54	62	
	HEATHROW	UNITED AIRLINES	S	D	89	0	0	72	17	6	6	0	0	16	50	26	62	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>749</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>17</b>	<b>17</b>	
CINCINNATI		GATWICK	DELTA AIRLINES	S	A	31	0	0	87	3	3	6	0	0	3	45	20	31
	GATWICK	DELTA AIRLINES	S	D	31	0	0	52	32	13	3	0	0	17	84	9	31	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>14</b>	<b>14</b>	
COLOGNE (BONN)		HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	80	10	10	0	0	8	95	-2	41	
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	85	3	0	13	0	0	11	83	8	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	1	78	15	5	0	2	0	10	66	8	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	80	11	5	2	2	0	8	86	3	59	
	GATWICK	CITY FLYER EXPRESS	S	A	52	0	0	56	19	21	4	0	0	16	85	6	106	
	GATWICK	CITY FLYER EXPRESS	S	D	52	0	0	85	8	6	2	0	0	8	82	7	106	
<b>TOTAL COLOGNE (BONN)</b>					<b>307</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>6</b>	<b>6</b>	
COLOMBO		HEATHROW	SRILANKAN AIRLINES	S	A	30	0	1	13	17	23	33	13	0	78	65	25	20
	HEATHROW	SRILANKAN AIRLINES	S	D	30	0	1	27	10	17	30	17	0	78	50	28	20	
<b>TOTAL COLOMBO</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>13</b>	<b>20</b>	<b>32</b>	<b>15</b>	<b>0</b>	<b>78</b>	<b>58</b>	<b>26</b>	<b>26</b>	
COLORADO SPRINGS																		
CONNAUGHT		BIRMINGHAM	AER LINGUS	S	A	5	0	0	100	0	0	0	0	-6	100	-2	5	
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	50	0	50	0	0	0	19	100	4	5	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	0	87	0	0	13	0	0	5	65	34	23	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	23	0	0	83	4	4	9	0	0	15	70	33	23	
	STANSTED	RYANAIR	S	A	63	0	0	65	17	13	5	0	0	11	64	16	55	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 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	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CONNAUGHT	STANSTED	RYANAIR	S	D	64	0	0	41	30	20	9	0	0	25	34	25	58
<b>TOTAL CONNAUGHT</b>					<b>183</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>23</b>	<b>23</b>
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	52	0	0	92	2	6	0	0	0	4	88	4	24
	EDINBURGH	BMI BRITISH MIDLAND	S	D	31	0	0	74	16	10	0	0	0	13	75	12	24
	GLASGOW	BMI BRITISH MIDLAND	S	A	52	0	0	90	6	4	0	0	0	0	95	-3	40
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	0	0	100	0	0	0	0	0	-1	98	2	40
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	65	15	12	8	0	0	13	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	26	0	0	65	19	4	12	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	87	9	1	1	1	0	4	68	12	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	85	11	3	0	1	0	6	80	16	119
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	87	0	1	84	13	2	1	0	0	6	95	-2	43
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	88	0	0	83	10	6	1	0	0	8	90	3	42
	STANSTED	GO FLY LTD	S	A	81	0	0	94	4	0	2	0	0	-4	0	0	0
	STANSTED	GO FLY LTD	S	D	81	0	0	81	12	5	1	0	0	8	0	0	0
	GATWICK	MAERSK AIR	S	A	29	0	2	69	31	0	0	0	0	11	77	8	30
	GATWICK	MAERSK AIR	S	D	28	0	3	75	21	4	0	0	0	10	73	12	30
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	67	33	0	0	0	0	13	57	14	7
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	89	0	11	0	0	0	7	14	33	7
	HEATHROW	SAS	S	A	155	0	1	61	22	14	2	1	0	16	78	9	107
	HEATHROW	SAS	S	D	156	0	0	78	9	8	4	1	0	13	86	7	111
	MANCHESTER	SAS	S	A	87	0	1	83	9	7	1	0	0	4	97	-1	61
	MANCHESTER	SAS	S	D	87	0	1	86	11	0	1	1	0	7	88	3	60
	STANSTED	SAS	S	A	86	0	2	85	8	2	3	1	0	4	0	0	0
	STANSTED	SAS	S	D	87	0	1	77	14	3	5	1	0	12	0	0	0
	HEATHROW	VARIG	S	A	13	0	0	77	15	0	0	8	0	16	90	5	10
	HEATHROW	VARIG	S	D	13	0	0	31	31	38	0	0	0	24	50	25	10
<b>TOTAL COPENHAGEN</b>					<b>1636</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 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)											
CORFU	BIRMINGHAM	AIR 2000	C	A	3	0	1	67	0	0	33	0	0	43	80	-5	5
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	25	80	39	5
	GATWICK	AIR 2000	C	A	22	0	2	18	27	14	41	0	0	56	44	31	9
	GATWICK	AIR 2000	C	D	29	0	0	59	24	10	7	0	0	18	70	19	10
	GLASGOW	AIR 2000	C	A	4	0	0	25	0	25	25	25	0	83	40	58	5
	GLASGOW	AIR 2000	C	D	4	0	0	0	50	0	50	0	0	72	20	61	5
	MANCHESTER	AIR 2000	C	A	23	0	3	22	26	26	26	0	0	42	50	25	10
	MANCHESTER	AIR 2000	C	D	28	1	0	68	11	7	14	0	0	22	69	22	13
	NEWCASTLE	AIR 2000	C	A	3	0	1	33	33	0	33	0	0	65	100	-22	5
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	57	80	3	5
	STANSTED	AIR 2000	C	D	3	0	0	67	0	0	33	0	0	25	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	0	17	67	17	0	0	45	33	46	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	38	50	13	0	0	0	18	50	35	12
	GATWICK	BRITANNIA AIRWAYS	C	A	17	1	1	24	29	18	29	0	0	45	40	20	10
	GATWICK	BRITANNIA AIRWAYS	C	D	21	0	0	62	14	10	14	0	0	22	54	32	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	25	25	0	91	33	42	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	56	25	52	4
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	0	33	17	50	0	0	52	43	33	7
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	25	50	25	0	0	0	21	56	24	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	11	0	0	9	9	36	45	0	0	54	47	44	17
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	31	38	15	15	0	0	29	38	73	24
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	0	100	0	0	75	75	37	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	60	36	5
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	0	67	0	0	57	67	33	3
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	5	50	30	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	1	8	0	50	42	0	0	62	58	16	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	54	23	23	0	0	0	18	80	52	15
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	2	25	25	38	13	0	0	33	36	108	11
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	90	0	10	0	0	0	6	55	82	11
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	0	0	67	33	0	0	51	0	256	1

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

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			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)											
CORFU	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	17	0	77	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	1	0	25	50	25	0	0	51	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	19	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	1	0	0	50	50	0	0	48	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	6	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	3	0	25	50	25	0	0	42	80	134	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	7	67	6	6
	GATWICK	MONARCH AIRLINES	C	A	8	0	5	38	0	13	50	0	0	56	29	131	7
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	30	10	10	0	0	22	75	19	8
	GLASGOW	MONARCH AIRLINES	C	A	4	0	1	0	25	75	0	0	0	43	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	0	29	0	0	0
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	7	100	-10	2
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	1	0	18	36	36	9	0	86	57	25	7
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	40	7	33	13	7	0	49	50	15	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	67	33	0	147	67	86	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	40	75	7	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	0	13	63	13	13	189	57	28	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	20	30	20	0	0	42	89	16	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	154	57	85	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	0	60	20	0	149	67	72	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	2	0	0	33	33	33	0	132	100	-28	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	56	75	12	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	1	0	0	0	75	25	0	165	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	20	60	0	0	90	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	1	7	7	33	33	20	0	95	100	-4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	47	29	6	0	18	0	48	80	3	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	33	0	67	0	0	110	75	69	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	20	40	0	0	60	100	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	2	8	15	46	23	8	0	73	0	80	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	67	6	6	17	6	0	32	50	44	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
CORFU																		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	67	0	0	0	0	22	67	31	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	36	50	21	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	2	0	67	33	0	0	0	32	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	48	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	33	67	0	0	0	0	10	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0	
<b>TOTAL CORFU</b>					<b>520</b>	<b>3</b>	<b>36</b>	<b>37</b>	<b>18</b>	<b>18</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>57</b>	<b>47</b>	<b>47</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	32	0	0	81	6	6	6	0	0	5	97	-4	31	
	BIRMINGHAM	AER LINGUS	S	D	52	0	0	87	8	2	4	0	0	10	96	6	50	
	HEATHROW	AER LINGUS	S	A	102	0	0	76	19	3	1	1	0	14	73	13	119	
	HEATHROW	AER LINGUS	S	D	121	0	0	61	23	9	4	2	0	23	73	13	119	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	2	82	11	5	3	0	0	4	78	14	69	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	67	0	0	73	12	10	4	0	0	13	79	18	71	
	GATWICK	CITY FLYER EXPRESS	S	A	78	0	0	74	14	6	3	3	0	15	64	10	75	
	GATWICK	CITY FLYER EXPRESS	S	D	78	0	0	67	17	12	4	1	0	16	73	11	75	
	STANSTED	RYANAIR	S	A	114	2	0	83	9	6	2	0	0	5	61	15	114	
	STANSTED	RYANAIR	S	D	114	2	0	72	18	6	4	0	0	13	52	23	116	
<b>TOTAL CORK</b>					<b>826</b>	<b>4</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>14</b>	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
DACCA																			
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	27	1	1	11	19	11	44	15	0	86	30	70	23		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	26	1	2	54	15	12	12	8	0	40	75	14	20		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	0	5	0	0	0	-2	77	27	22		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	91	9	0	0	0	0	2	81	10	21		
<b>TOTAL DACCA</b>					<b>97</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>11</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>31</b>	<b>31</b>		
DALAMAN																			
	BIRMINGHAM	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	2	83	-22	6		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	25	0	50	0	0	40	75	32	8		
	GATWICK	AIR 2000	C	A	9	1	0	22	33	22	11	11	0	59	89	2	9		
	GATWICK	AIR 2000	C	D	9	1	0	11	33	33	11	0	11	138	67	20	12		
	GLASGOW	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	2	67	15	3		
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	6	75	16	4		
	MANCHESTER	AIR 2000	C	A	18	0	2	61	6	11	22	0	0	15	88	-20	17		
	MANCHESTER	AIR 2000	C	D	22	1	1	45	9	23	23	0	0	31	75	13	20		
	NEWCASTLE	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-16	100	-26	3		
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	4	75	12	4		
	STANSTED	AIR 2000	C	A	4	0	1	25	50	0	25	0	0	33	0	0	0		
	STANSTED	AIR 2000	C	D	5	0	0	20	40	40	0	0	0	30	0	0	0		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-2	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	1	1	100	0	0	0	0	0	-10	43	85	7		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	6	33	73	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	1	14	14	29	29	14	0	66	25	52	8		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	44	11	11	0	0	28	56	24	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	0	0	29	14	29	29	0	0	52	67	13	3		
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	22	11	11	0	45	25	16	4		
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	0	43	29	14	14	0	0	25	43	162	7		
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	5	33	178	9		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	14	57	14	14	0	0	27	29	37	14		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	24	33	36	18		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
DALAMAN																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	50	62	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	9	80	48	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	1	0	25	25	25	0	25	0	66	33	35	3	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	20	40	20	0	81	25	34	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	25	13	50	13	0	0	39	38	43	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	44	11	22	11	11	0	56	53	31	15	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	4	20	94	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	11	0	99	5	
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	1	67	0	33	0	0	0	16	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	51	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	0	25	25	50	0	0	55	58	38	12	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	40	40	0	0	48	50	19	14	
	GLASGOW	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-14	80	22	5	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	14	20	52	5	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-2	100	-14	3	
	LUTON	MONARCH AIRLINES	C	D	4	0	1	100	0	0	0	0	0	-5	75	1	4	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	1	67	33	0	0	0	0	3	50	30	8	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	13	25	0	0	0	14	22	58	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	7	50	69	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	50	70	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	67	33	0	0	51	38	198	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	16	33	77	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-14	100	-26	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	75	8	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	1	0	0	0	67	33	0	0	46	100	4	3	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	20	75	19	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	17	8	0	42	33	0	125	14	55	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	23	0	15	46	15	0	99	41	37	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	67	0	0	0	0	17	83	-3	6	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
DALAMAN																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	100	2	8	
	GATWICK	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	-1	100	-13	3	
	GATWICK	ONUR AIR	C	D	4	0	0	75	0	0	25	0	0	13	100	-7	4	
	GLASGOW	ONUR AIR	C	A	3	0	0	67	0	33	0	0	24	0	52	3		
	GLASGOW	ONUR AIR	C	D	4	0	0	25	0	75	0	0	28	0	49	4		
	MANCHESTER	ONUR AIR	C	A	3	0	0	33	33	33	0	0	30	100	-3	5		
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	25	75	0	0	37	13	43	8		
	NEWCASTLE	ONUR AIR	C	A	4	0	0	75	25	0	0	0	-7	50	29	6		
	NEWCASTLE	ONUR AIR	C	D	5	0	0	80	20	0	0	0	-2	0	44	8		
	LUTON	PEGASUS AIRLINES	C	A	5	0	0	100	0	0	0	0	-14	0	0	0		
	LUTON	PEGASUS AIRLINES	C	D	5	0	0	60	0	20	0	0	20	143	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	0	0	33	67	0	189	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	0	0	60	40	0	158	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	18	6	12	41	24	0	96	86	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	18	12	6	59	6	0	92	78	12		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	1	25	0	50	25	0	69	100	-6	3		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	0	20	80	0	83	100	6	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	1	1	47	6	35	6	6	0	42	89	22		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	55	10	20	15	0	25	78	3			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	1	75	0	0	25	0	48	0	0			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	1	1	75	25	0	0	0	3	0	0			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	1	0	0	20	40	20	20	0	102	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	0	60	0	20	20	0	89	0	0		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	1	50	25	0	25	0	22	0	0			
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	0	20	40	40	0	80	0	0			
<b>TOTAL DALAMAN</b>					<b>476</b>	<b>9</b>	<b>23</b>	<b>45</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>51</b>	<b>38</b>	<b>38</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	62	0	0	6	10	42	34	8	0	74	74	13	62	
	GATWICK	AMERICAN AIRLINES	S	D	62	0	0	69	18	5	6	2	0	19	84	10	62	
	MANCHESTER	AMERICAN AIRLINES	S	A	15	0	0	47	27	7	20	0	21	0	0	0		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
DALLAS/FORT WORTH																	
	MANCHESTER	AMERICAN AIRLINES	S	D	15	0	0	33	0	53	13	0	0	39	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	13	3	6	0	24	87	11	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	6	10	6	0	0	15	77	17	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>216</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>80</b>	<b>13</b>	<b>13</b>
DAMASCUS																	
	HEATHROW	SYRIANAIR	S	A	13	0	0	31	15	23	23	8	0	45	62	73	13
	HEATHROW	SYRIANAIR	S	D	13	0	0	31	15	31	23	0	0	47	62	17	13
<b>TOTAL DAMASCUS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>62</b>	<b>45</b>	<b>45</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	8	1	0	88	0	13	0	0	0	-6	30	52	10
	HEATHROW	ALLIANCE	S	D	9	0	0	67	11	11	0	0	11	99	67	17	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	12	92	-8	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	1	85	5	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>35</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>71</b>	<b>14</b>	<b>14</b>
DELHI																	
	HEATHROW	AIR CANADA	S	A	8	1	1	88	0	13	0	0	0	-3	79	-7	14
	HEATHROW	AIR CANADA	S	D	8	1	1	0	0	88	13	0	0	55	42	27	12
<b>TOTAL DELHI</b>					<b>16</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>9</b>	<b>9</b>
DENVER INTERNATIONAL																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	0	6	0	0	-8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	3	6	0	0	17	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
DETROIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	0	3	3	0	3	97	-5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	0	17	94	6	31
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	1	84	6	10	0	0	0	-3	53	32	30
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	1	84	10	3	3	0	0	8	70	19	30
<b>TOTAL DETROIT</b>					<b>124</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>13</b>	<b>13</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
DHAHRAN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	100	0	0	0	0	0	-7	100	-19	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	59	19	15	7	0	0	18	63	15	27
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	7	0	2	86	14	0	0	0	0	5	88	9	8
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	67	22	11	0	0	0	10	63	17	8
<b>TOTAL DHAHRAN</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>1</b>	<b>1</b>
DINARD																	
	STANSTED	RYANAIR	S	A	30	0	1	80	17	3	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	30	0	1	60	17	23	0	0	0	13	0	0	0
<b>TOTAL DINARD</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-5	100	-9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	6	3	0	0	8	74	6	31
	HEATHROW	GULF AIR	S	A	4	0	0	50	0	25	25	0	0	25	20	23	5
	HEATHROW	GULF AIR	S	D	5	0	0	100	0	0	0	0	0	-7	83	8	6
	HEATHROW	QATAR AIRWAYS	S	A	31	0	0	48	19	23	6	3	0	31	58	14	31
	HEATHROW	QATAR AIRWAYS	S	D	31	0	0	74	16	3	6	0	0	13	97	-2	31
<b>TOTAL DOHA</b>					<b>133</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>3</b>	<b>3</b>
DONEGAL																	
DORTMUND																	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	48	0	0	100	0	0	0	0	0	-1	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	48	0	0	85	13	2	0	0	0	6	0	0	0
<b>TOTAL DORTMUND</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOUALA																	
<b>TOTAL DOUALA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>265</b>	<b>63</b>	<b>14</b>	<b>14</b>
DRESDEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	21	0	0	71	29	0	0	0	0	10	57	13	21
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	0	67	29	5	0	0	0	10	76	12	21
<b>TOTAL DRESDEN</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>25</b>	<b>25</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	13	0	0	3	0	10	97	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	32	6	0	0	3	26	74	12	31
	GATWICK	EMIRATES	S	A	31	0	0	55	16	19	10	0	0	26	65	10	31
	GATWICK	EMIRATES	S	D	31	0	0	23	19	55	3	0	0	33	71	13	31
	HEATHROW	EMIRATES	S	A	62	0	0	42	35	16	6	0	0	22	47	22	62
	HEATHROW	EMIRATES	S	D	62	0	0	56	21	15	8	0	0	20	58	24	62
	MANCHESTER	EMIRATES	S	A	31	0	0	71	3	10	16	0	0	20	81	6	31
	MANCHESTER	EMIRATES	S	D	31	0	0	55	19	10	16	0	0	28	84	11	31
<b>TOTAL DUBAI</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>16</b>	<b>16</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	163	0	0	85	8	3	4	0	0	5	91	3	135
	BIRMINGHAM	AER LINGUS	S	D	142	1	0	86	6	4	4	0	0	9	78	12	114
	EDINBURGH	AER LINGUS	S	A	142	0	0	83	8	7	2	0	0	7	87	5	94
	EDINBURGH	AER LINGUS	S	D	141	0	1	78	11	8	4	0	0	12	82	13	94
	GLASGOW	AER LINGUS	S	A	125	0	0	90	4	2	4	0	0	2	97	-3	102
	GLASGOW	AER LINGUS	S	D	125	0	0	85	7	4	3	1	0	7	96	0	102
	HEATHROW	AER LINGUS	S	A	428	0	2	66	20	11	3	0	0	15	78	10	407
	HEATHROW	AER LINGUS	S	D	407	1	5	71	14	10	4	1	0	15	83	8	401
	MANCHESTER	AER LINGUS	S	A	175	0	0	92	4	2	2	0	0	1	94	-1	140
	MANCHESTER	AER LINGUS	S	D	173	0	0	88	7	3	2	0	0	3	90	2	139
	NEWCASTLE	AER LINGUS	S	A	63	0	0	94	3	2	2	0	0	1	96	-3	72
	NEWCASTLE	AER LINGUS	S	D	63	0	0	92	5	0	2	2	0	7	97	1	72
	STANSTED	AER LINGUS	S	A	181	0	0	84	8	3	5	0	0	7	94	2	150
	STANSTED	AER LINGUS	S	D	178	0	0	74	12	8	6	0	0	15	83	10	149
	HEATHROW	BMI BRITISH MIDLAND	S	A	241	0	2	66	22	8	3	1	0	16	54	18	253
	HEATHROW	BMI BRITISH MIDLAND	S	D	241	0	2	59	24	13	4	0	0	19	58	17	253
	GATWICK	CITY FLYER EXPRESS	S	A	160	0	0	66	21	9	3	1	1	15	70	15	124
	GATWICK	CITY FLYER EXPRESS	S	D	160	0	0	78	13	7	3	0	0	11	66	16	124
	LONDON CITY	CITY JET	S	A	166	1	4	74	11	11	4	0	0	9	84	6	180
	LONDON CITY	CITY JET	S	D	167	0	3	51	29	14	5	0	0	18	66	19	181

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
DUBLIN																	
	MANCHESTER	LUXAIR	S	A	21	0	0	86	0	10	5	0	0	5	0	0	0
	MANCHESTER	LUXAIR	S	D	20	0	1	80	15	0	5	0	0	8	0	0	0
	BIRMINGHAM	RYANAIR	S	A	127	0	0	91	2	5	2	0	0	3	71	12	150
	BIRMINGHAM	RYANAIR	S	D	128	0	0	81	12	5	2	0	0	10	53	22	150
	GATWICK	RYANAIR	S	A	123	0	1	83	11	5	2	0	0	7	79	6	125
	GATWICK	RYANAIR	S	D	123	0	1	87	8	3	2	0	0	5	87	7	124
	LUTON	RYANAIR	S	A	144	0	1	92	3	4	1	0	0	1	81	6	144
	LUTON	RYANAIR	S	D	144	0	1	87	8	1	3	0	0	5	80	10	141
	MANCHESTER	RYANAIR	S	A	76	1	1	91	5	4	0	0	0	1	87	4	154
	MANCHESTER	RYANAIR	S	D	79	1	0	82	11	6	0	0	0	5	87	4	157
	STANSTED	RYANAIR	S	A	338	0	0	86	8	6	1	0	0	4	78	8	363
	STANSTED	RYANAIR	S	D	337	0	0	77	12	7	3	0	0	11	62	16	365
<b>TOTAL DUBLIN</b>					<b>5305</b>	<b>6</b>	<b>61</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>9</b>	<b>9</b>
DUBROVNIK																	
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	-3	100	-12	4
	GATWICK	CROATIA AIRLINES	S	D	5	0	0	60	20	20	0	0	0	13	100	1	4
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	-9	100	-24	4
	MANCHESTER	CROATIA AIRLINES	S	D	4	1	0	100	0	0	0	0	0	1	100	-10	4
<b>TOTAL DUBROVNIK</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>-1</b>	<b>-1</b>
DUNDEE																	
	LONDON CITY	SCOT AIRWAYS	S	A	79	0	2	61	29	6	4	0	0	18	0	0	0
	LONDON CITY	SCOT AIRWAYS	S	D	79	0	2	30	41	24	5	0	0	27	0	0	0
<b>TOTAL DUNDEE</b>					<b>158</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>35</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>11</b>	<b>11</b>
DURBAN																	
DUSSELDORF																	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	76	0	0	91	4	5	0	0	0	-1	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	76	0	0	76	14	9	0	0	0	6	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	104	0	0	87	7	6	1	0	0	1	85	3	103
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	103	0	0	83	6	7	4	0	0	10	88	6	103

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1998				
					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)											
DUSSELDORF	EDINBURGH	BRITISH AIRWAYS PLC	S	A	19	0	0	95	5	0	0	0	0	3	98	0	57
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	22	1	0	64	27	9	0	0	0	15	79	9	56
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	0	71	22	4	2	1	0	10	76	10	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	79	12	6	2	2	0	11	83	8	119
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	79	0	0	86	4	6	4	0	0	1	86	4	78
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	79	0	0	73	11	11	4	0	0	11	76	9	79
	GATWICK	CITY FLYER EXPRESS	S	A	118	0	1	77	13	8	3	0	0	8	74	6	102
	GATWICK	CITY FLYER EXPRESS	S	D	119	0	0	73	19	6	2	0	0	11	77	10	102
	NEWCASTLE	CITY FLYER EXPRESS	S	A	26	0	0	81	15	4	0	0	0	4	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	D	31	0	0	97	3	0	0	0	0	3	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	24	0	2	75	8	8	8	0	0	15	81	12	26
	NEWCASTLE	GILL AIRWAYS	S	D	24	0	2	75	13	8	4	0	0	14	88	10	26
	STANSTED	KLM UK LTD	S	A	82	0	1	90	5	5	0	0	0	-4	80	3	75
	STANSTED	KLM UK LTD	S	D	82	0	1	83	6	6	5	0	0	9	78	14	76
	BIRMINGHAM	LUFTHANSA	S	A	24	0	0	83	4	8	4	0	0	0	0	0	0
	BIRMINGHAM	LUFTHANSA	S	D	24	0	0	79	4	8	4	4	0	21	0	0	0
	HEATHROW	LUFTHANSA	S	A	91	0	0	84	9	7	1	0	0	6	74	9	100
	HEATHROW	LUFTHANSA	S	D	91	0	0	90	8	1	1	0	0	3	82	5	95
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	45	0	1	69	11	16	4	0	0	9	82	6	65
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	45	0	1	69	7	13	11	0	0	18	71	11	65
<b>TOTAL DUSSELDORF</b>					<b>1622</b>	<b>1</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	95	0	0	85	8	4	2	0	0	6	88	3	93
	EDINBURGH	BMI BRITISH MIDLAND	S	D	95	0	0	69	19	9	2	0	0	13	85	10	93
	GLASGOW	BMI BRITISH MIDLAND	S	A	92	0	0	73	13	11	2	1	0	12	76	13	92
	GLASGOW	BMI BRITISH MIDLAND	S	D	92	0	0	68	17	11	2	1	0	13	75	11	91
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	24	0	0	0
<b>TOTAL EAST MIDLANDS</b>					<b>378</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>9</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	248	0	2	65	18	13	4	0	0	15	73	11	238
	HEATHROW	BMI BRITISH MIDLAND	S	D	248	0	2	71	14	12	3	0	0	13	84	7	238
	MANCHESTER	BMI REGIONAL	S	A	59	0	3	36	37	20	5	2	0	26	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	61	0	1	69	13	15	3	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	161	0	4	86	10	1	2	1	0	5	78	10	160
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	161	0	4	89	6	4	1	0	0	6	88	7	160
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	71	0	0	90	8	0	1	0	0	3	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	71	0	0	96	0	3	1	0	0	1	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	193	0	3	80	12	5	2	0	1	16	89	4	219
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	211	0	4	82	9	7	3	0	0	9	87	7	215
	HEATHROW	BRITISH AIRWAYS PLC	S	A	317	0	1	83	12	4	0	1	0	9	85	6	316
	HEATHROW	BRITISH AIRWAYS PLC	S	D	317	0	1	90	5	2	1	1	0	5	85	4	317
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	60	0	0	58	25	8	8	0	0	18	80	7	112
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	40	0	0	88	0	8	5	0	0	10	86	3	110
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	83	10	4	2	1	0	7	68	22	126
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	79	8	4	7	1	0	16	44	41	122
	STANSTED	GO FLY LTD	S	A	138	0	0	89	7	3	1	0	0	-1	0	0	0
	STANSTED	GO FLY LTD	S	D	138	0	0	81	8	7	4	0	0	8	0	0	0
	LONDON CITY	KLM UK LTD	S	A	72	0	2	96	1	3	0	0	0	-6	79	7	94
	LONDON CITY	KLM UK LTD	S	D	72	0	2	79	14	7	0	0	0	12	33	24	93

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
EDINBURGH	STANSTED	KLM UK LTD	S	A	170	0	6	91	4	4	2	0	0	2	71	13	164
	STANSTED	KLM UK LTD	S	D	171	0	4	87	4	5	4	0	0	7	65	20	164
<b>TOTAL EDINBURGH</b>					<b>3249</b>	<b>0</b>	<b>39</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>
EDMONTON	HEATHROW	AIR CANADA	S	A	12	0	0	75	8	0	17	0	0	19	54	15	13
	HEATHROW	AIR CANADA	S	D	6	0	0	33	33	33	0	0	0	21	50	15	14
<b>TOTAL EDMONTON</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>15</b>	<b>15</b>
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	33	2	8	39	33	27	0	0	0	19	59	14	32
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	35	2	6	60	23	17	0	0	0	15	66	13	32
	GATWICK	B A S E BUSINESS AIRLINES	S	A	24	0	1	92	8	0	0	0	0	4	59	15	17
	GATWICK	B A S E BUSINESS AIRLINES	S	D	25	0	0	88	12	0	0	0	0	4	82	2	17
	HEATHROW	B A S E BUSINESS AIRLINES	S	A	47	0	1	77	19	4	0	0	0	9	0	0	0
	HEATHROW	B A S E BUSINESS AIRLINES	S	D	44	1	4	86	11	2	0	0	0	3	0	0	0
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	33	0	7	85	12	3	0	0	0	-2	81	8	31
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	34	0	6	85	9	6	0	0	0	4	81	6	31
	HEATHROW	KLM	S	A	39	0	0	90	8	0	3	0	0	7	70	14	40
	HEATHROW	KLM	S	D	39	0	0	82	10	3	5	0	0	12	65	24	40
	STANSTED	KLM EXEL	S	A	60	0	0	77	13	8	2	0	0	7	54	22	54
	STANSTED	KLM EXEL	S	D	60	0	0	87	7	5	2	0	0	4	63	16	51
<b>TOTAL EINDHOVEN</b>					<b>473</b>	<b>5</b>	<b>33</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>13</b>
ENTEBBE	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	0	6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL ENTEBBE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
ESBJERG																	
EXETER	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	91	0	1	85	12	1	2	0	0	6	88	5	64
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	91	0	1	74	19	4	3	0	0	12	66	13	65

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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)											
EXETER																	
<b>TOTAL EXETER</b>					182	0	2	79	15	3	3	0	0	9	77	9	9



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
FARNBOROUGH																		
FARO																		
	BIRMINGHAM	AIR 2000	C	A	13	0	1	46	15	15	23	0	0	33	62	21	13	
	BIRMINGHAM	AIR 2000	C	D	14	0	0	57	0	21	14	7	0	40	57	21	14	
	GATWICK	AIR 2000	C	A	32	0	0	28	16	31	25	0	0	46	33	53	27	
	GATWICK	AIR 2000	C	D	32	0	0	50	6	19	25	0	0	39	50	62	28	
	GLASGOW	AIR 2000	C	A	14	0	0	57	7	21	14	0	0	21	46	39	13	
	GLASGOW	AIR 2000	C	D	14	0	0	43	29	21	7	0	0	21	43	33	14	
	MANCHESTER	AIR 2000	C	A	27	0	0	52	7	22	19	0	0	32	39	52	23	
	MANCHESTER	AIR 2000	C	D	27	0	0	33	15	19	26	7	0	50	30	71	23	
	NEWCASTLE	AIR 2000	C	A	8	0	1	63	13	13	13	0	0	26	38	32	8	
	NEWCASTLE	AIR 2000	C	D	9	0	0	44	22	22	11	0	0	28	67	21	9	
	STANSTED	AIR 2000	C	A	18	0	0	44	33	0	22	0	0	34	67	14	3	
	STANSTED	AIR 2000	C	D	18	0	0	22	33	28	17	0	0	40	0	139	4	
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	71	10	13	6	0	0	12	77	4	31	
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	77	16	6	0	0	0	8	68	15	31	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	1	33	0	67	0	0	0	25	50	20	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	28	100	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	33	11	0	0	29	38	30	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	0	56	11	0	0	34	78	79	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	50	32	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	75	25	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	15	20	48	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	11	40	43	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	14	67	45	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	0	11	0	0	17	64	68	14	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	75	20	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	40	0	0	0	25	0	48	5	
	GLASGOW	BRITISH AIRWAYS PLC	C	A	5	0	0	20	60	0	20	0	0	23	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	C	D	5	0	0	40	0	20	40	0	0	45	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	16	0	3	31	19	38	6	0	6	46	39	18	18	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
FARO	GATWICK	CALEDONIAN AIRWAYS	C	D	18	0	2	33	6	28	22	0	11	82	11	35	19	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-6	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	30	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	0	71	7	0	21	0	0	32	57	43	14	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	0	14	29	43	14	0	0	49	43	74	14	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	5	0	0	0	0	60	40	0	0	76	100	-9	5	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	0	20	0	60	20	0	0	41	100	5	5	
	STANSTED	DUO AIRWAYS LTD	C	A	4	0	1	25	25	25	25	0	0	39	0	0	0	
	STANSTED	DUO AIRWAYS LTD	C	D	5	0	0	0	20	20	60	0	0	68	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	50	0	0	0	8	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	0	0	100	0	0	0	46	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	2	50	13	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	8	50	21	2	
	STANSTED	EXCEL AIRWAYS LTD	C	A	10	0	1	10	20	40	10	20	0	80	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	11	0	0	36	0	27	9	27	0	84	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	45	0	0	69	9	13	9	0	0	16	80	24	40	
	GATWICK	GB AIRWAYS LTD	S	D	45	0	0	60	13	16	11	0	0	22	50	29	40	
	HEATHROW	GB AIRWAYS LTD	S	A	27	0	0	67	11	19	4	0	0	9	65	12	23	
	HEATHROW	GB AIRWAYS LTD	S	D	27	0	0	67	7	15	7	4	0	23	83	8	23	
	STANSTED	GO FLY LTD	S	A	17	0	1	82	6	6	6	0	0	-6	0	0	0	
	STANSTED	GO FLY LTD	S	D	17	0	1	59	12	24	6	0	0	21	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	21	0	2	29	24	24	24	0	0	39	35	41	23	
	BIRMINGHAM	MONARCH AIRLINES	C	D	23	0	0	35	9	30	26	0	0	40	43	40	23	
	EDINBURGH	MONARCH AIRLINES	C	A	9	0	0	11	22	33	22	11	0	63	25	36	4	
	EDINBURGH	MONARCH AIRLINES	C	D	9	0	0	11	22	56	0	11	0	57	50	26	4	
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	26	15	33	22	4	0	53	38	41	32	
	GATWICK	MONARCH AIRLINES	C	D	27	0	0	22	41	19	15	4	0	42	63	29	32	
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	72	40	58	5	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	20	60	0	20	0	0	40	40	69	5	
	LUTON	MONARCH AIRLINES	C	A	9	0	0	44	44	0	11	0	0	20	67	11	9	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
FARO	LUTON	MONARCH AIRLINES	C	D	9	0	0	56	22	11	11	0	0	27	75	12	8
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	26	13	39	22	0	0	43	35	51	26
	MANCHESTER	MONARCH AIRLINES	C	D	23	0	0	48	22	26	4	0	0	25	38	48	26
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	60	0	0	91	100	-8	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	0	80	0	0	94	100	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	60	0	0	20	216	50	28	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	60	0	0	20	213	50	25	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	60	40	0	173	25	14	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	20	40	40	0	168	20	116	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	50	20	0	20	10	0	41	78	14	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	30	0	20	0	0	30	56	20	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	40	40	0	163	40	120	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	1	1	0	0	0	50	50	0	197	80	48	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	33	40	73	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	25	40	72	5
	MANCHESTER	PORTUGALIA	S	A	5	0	0	40	20	20	20	0	0	29	0	0	0
	MANCHESTER	PORTUGALIA	S	D	5	0	0	20	20	40	20	0	0	44	0	0	0
	EDINBURGH	SATA	C	A	3	0	0	33	33	33	0	0	0	21	0	0	0
	EDINBURGH	SATA	C	D	3	1	1	33	33	33	0	0	0	29	0	0	0
	LUTON	SATA	C	A	6	1	2	50	50	0	0	0	0	8	100	1	4
	LUTON	SATA	C	D	7	2	2	14	43	29	14	0	0	37	80	9	5
	NEWCASTLE	SATA	C	A	5	0	0	0	0	60	20	0	20	120	50	29	2
	NEWCASTLE	SATA	C	D	5	0	0	0	0	40	40	0	20	118	67	17	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	1	50	0	25	25	0	0	32	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	22	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	10	0	30	0	0	37	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	20	0	20	10	0	57	0	0	0
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	1	75	0	0	25	0	0	15	0	0	0
	LUTON	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	10	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	35	0	15	31	15	4	92	73	4	11

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
FARO																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	26	0	0	46	4	0	35	12	4	82	64	15	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	20	60	7	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	40	0	0	41	80	5	5	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	42	0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	33	33	0	33	0	0	29	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	50	25	25	0	0	52	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	67	0	33	0	0	0	15	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL FARO</b>					<b>1089</b>	<b>5</b>	<b>24</b>	<b>45</b>	<b>15</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>53</b>	<b>36</b>	<b>36</b>	
FIGARI																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	0	0	0	67	33	0	0	59	80	14	5	
	STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	33	0	33	33	0	0	43	60	14	5	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	0	33	67	0	0	60	0	40	3	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	25	33	20	3	
<b>TOTAL FIGARI</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>50</b>	<b>20</b>	<b>20</b>	
FILTON																		
<b>TOTAL FILTON</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>24</b>	<b>24</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	62	0	0	71	21	5	3	0	0	7	63	26	62	
	GATWICK	MERIDIANA AIR	S	D	65	0	0	48	18	26	6	2	0	27	52	30	62	
<b>TOTAL FLORENCE</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>28</b>	<b>28</b>	
FORT LAUDERDALE																		
FRANKFURT MAIN																		
	GATWICK	AIR ZIMBABWE	S	A	4	0	1	25	50	25	0	0	0	22	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	20	1	0	50	45	0	5	0	0	17	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	21	0	0	52	24	24	0	0	0	23	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	123	0	0	64	18	15	2	1	0	15	78	7	124	
	HEATHROW	BMI BRITISH MIDLAND	S	D	123	0	0	63	17	12	7	0	0	17	81	7	124	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: F								MAY 1998			
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE				Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
										MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours				
										Actual (7)	Plan (8)	Actual (7)	Plan (8)								
FRANKFURT MAIN		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	80	13	6	2	0	0	8	77	8	88			
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	58	22	17	3	0	0	18	72	11	87			
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	86	0	0	87	8	2	2	0	0	3	85	7	73			
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	86	0	0	73	17	6	3	0	0	13	85	6	73			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	64	25	8	1	1	1	16	69	9	144			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	0	65	24	8	2	1	0	15	77	10	145			
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	82	0	0	83	7	7	2	0	0	4	80	4	82			
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	81	0	0	63	28	6	1	0	1	18	76	10	82			
		STANSTED	KLM UK LTD	S	A	83	0	0	98	1	1	0	0	0	-10	84	3	98			
		STANSTED	KLM UK LTD	S	D	83	0	0	77	16	7	0	0	0	9	71	16	101			
		BIRMINGHAM	LUFTHANSA	S	A	61	0	0	79	16	2	3	0	0	9	82	3	57			
		BIRMINGHAM	LUFTHANSA	S	D	61	0	0	74	16	8	2	0	0	11	98	3	56			
		EDINBURGH	LUFTHANSA	S	A	62	0	0	95	5	0	0	0	0	-18	0	0	0			
		EDINBURGH	LUFTHANSA	S	D	62	0	0	53	32	15	0	0	0	16	0	0	0			
		HEATHROW	LUFTHANSA	S	A	246	0	2	50	28	17	4	0	0	19	76	8	246			
		HEATHROW	LUFTHANSA	S	D	246	0	2	72	16	9	3	0	0	10	89	3	246			
		MANCHESTER	LUFTHANSA	S	A	93	0	0	73	12	13	2	0	0	11	92	-1	92			
		MANCHESTER	LUFTHANSA	S	D	93	0	0	72	17	10	1	0	0	9	82	5	92			
		STANSTED	LUFTHANSA	S	A	92	0	1	85	7	8	1	0	0	5	0	0	0			
		STANSTED	LUFTHANSA	S	D	92	1	1	68	16	14	1	0	0	12	0	0	0			
		LONDON CITY	LUFTHANSA CITY LINE	S	A	47	0	0	62	26	4	9	0	0	18	53	16	47			
		LONDON CITY	LUFTHANSA CITY LINE	S	D	47	0	0	13	43	28	17	0	0	38	17	28	47			
<b>TOTAL FRANKFURT MAIN</b>						<b>2465</b>	<b>2</b>	<b>7</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>8</b>	<b>8</b>			
FUERTEVENTURA		MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-31	50	20	4			
		MANCHESTER	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	14	75	11	4			
		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	20	25	56	4			
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	21	25	31	4			

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	18	0	83	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	50	14	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	0	25	0	69	25	38	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	61	25	37	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	0	0	25	299	75	12	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	17	25	14	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-5	67	-11	3	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	100	-4	4	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-20	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	36	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	13	38	13	0	0	30	50	21	6	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	13	25	50	13	0	0	38	67	11	6	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-9	100	-13	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	75	7	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	24	38	65	8	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-1	38	81	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	75	33	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	75	47	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	11	22	0	0	23	67	12	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	22	22	0	0	37	67	18	9	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	236	75	1	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	0	25	265	50	14	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	11	33	0	0	59	15	117	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	0	33	0	0	54	15	118	13	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	2	100	-7	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	16	100	6	4	
	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	100	0	0	0	0	0	-3	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	25	13	50	0	0	58	100	-5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	0	50	0	0	56	100	-2	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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																		
<b>TOTAL FUERTEVENTURA</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>53</b>	<b>41</b>	<b>41</b>	
FUNCHAL																		
	GATWICK	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	8	100	5	4	
	GATWICK	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	21	100	-5	4	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	78	11	11	0	0	0	5	100	-6	9	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	67	22	11	0	0	0	14	100	-1	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	-9	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	27	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	50	21	7	21	0	0	23	78	155	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	43	7	29	21	0	0	39	83	6	12	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	-1	25	56	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	27	50	56	4	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	85	0	15	0	0	0	2	79	10	14	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	9	93	5	14	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	13	75	11	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	10	75	3	4	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	15	50	22	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	10	50	31	4	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	78	0	22	0	0	0	3	100	1	4	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	78	11	11	0	0	0	9	100	-8	4	
	GLASGOW	SATA	C	A	5	0	0	100	0	0	0	0	0	-47	75	3	4	
	GLASGOW	SATA	C	D	5	0	0	0	0	100	0	0	0	36	75	5	4	
	NEWCASTLE	SATA	C	A	5	0	0	100	0	0	0	0	0	-10	100	-8	3	
	NEWCASTLE	SATA	C	D	5	0	0	80	20	0	0	0	0	6	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	49	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	25	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	6	0	0	0	
<b>TOTAL FUNCHAL</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>20</b>	<b>20</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

		Origin / Destinations: G																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
GABORONE																		
GALWAY																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	161	0	0	89	6	4	1	0	0	1	86	5	160	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	161	0	0	83	14	1	2	1	0	11	75	14	160	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	0	2	83	9	4	4	0	0	5	82	8	164	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	0	2	90	4	5	1	0	0	4	90	7	164	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	197	0	0	84	7	6	3	0	0	5	91	-1	165	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	196	1	0	86	5	6	3	0	0	6	89	6	165	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	156	0	4	92	5	3	1	0	0	-4	88	2	122	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	131	0	3	92	5	2	1	0	0	1	91	1	137	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	3	0	1	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	3	33	0	33	33	0	0	41	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	48	0	0	0	
<b>TOTAL GATWICK</b>					<b>1338</b>	<b>3</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>6</b>	
GDANSK																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	15	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	92	8	0	0	0	0	6	0	0	0	
<b>TOTAL GDANSK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>23</b>	<b>23</b>	
GENEVA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	77	15	6	2	0	0	7	89	0	88	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	69	17	9	5	0	0	15	93	5	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	70	15	8	5	1	0	15	77	9	142	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	76	7	10	6	1	0	15	81	10	142	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	A	51	0	1	71	14	10	6	0	0	11	90	-1	52
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	0	1	53	24	16	8	0	0	19	68	12	53
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	46	0	3	43	28	26	2	0	0	20	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	46	0	3	57	15	28	0	0	0	20	0	0	0
	LUTON	EASYJET SWITZERLAND	S	A	62	0	0	81	10	6	3	0	0	1	0	0	0
	LUTON	EASYJET SWITZERLAND	S	D	62	0	0	79	11	8	2	0	0	4	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	74	1	1	74	18	8	0	0	0	8	86	5	78
	LONDON CITY	SWISS AIRLINES	S	D	76	0	0	33	32	30	5	0	0	26	65	15	78
	HEATHROW	SWISSAIR	S	A	122	0	2	80	12	3	4	0	0	5	90	0	124
	HEATHROW	SWISSAIR	S	D	122	0	2	72	16	8	4	0	0	9	89	1	124
<b>TOTAL GENEVA</b>					<b>1190</b>	<b>2</b>	<b>72</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>7</b>	<b>7</b>
GENOA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	55	5	24	16	0	0	26	89	-4	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	31	19	35	15	0	0	36	65	16	62
	STANSTED	RYANAIR	C	A	2	0	5	0	0	0	100	0	0	68	0	0	0
	STANSTED	RYANAIR	S	A	11	0	0	36	0	27	36	0	0	47	0	0	0
	STANSTED	RYANAIR	S	D	15	0	3	13	20	27	40	0	0	53	0	0	0
<b>TOTAL GENOA</b>					<b>156</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>12</b>	<b>28</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>74</b>	<b>7</b>	<b>7</b>
GERONA	GATWICK	AIR 2000	C	A	7	0	1	57	0	0	0	29	14	146	100	-4	8
	GATWICK	AIR 2000	C	D	8	0	0	88	0	0	0	13	0	26	100	-1	9
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	52	67	27	3
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	75	0	0	0	31	50	43	4
	MANCHESTER	AIR 2000	C	A	7	0	1	43	29	0	14	14	0	47	25	67	8
	MANCHESTER	AIR 2000	C	D	8	0	0	50	25	13	13	0	0	20	33	72	9
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	2	0	0	67	33	0	0	95	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	1	0	33	33	33	0	0	48	0	0	0

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					MAY 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)												
GERONA	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	1	50	25	25	0	0	0	19	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	26	25	123	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	28	50	14	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	1	43	14	29	14	0	0	23	29	79	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	22	22	84	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-2	100	3	3	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	50	17	4	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	10	33	35	3	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	25	33	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	0	25	13	13	0	59	70	51	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	40	10	40	10	0	0	29	46	62	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	50	25	0	125	75	45	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	0	0	20	80	0	0	81	60	10	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	7	0	212	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	11	40	176	5	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	33	0	0	0	33	33	344	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	51	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	1	0	0	0	33	67	0	237	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	1	0	0	50	50	0	0	56	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	0	50	0	146	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	20	0	20	0	60	0	172	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	39	75	6	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	1	0	50	25	0	25	0	0	32	75	9	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	25	25	0	111	100	-15	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	36	100	0	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	0	33	0	79	100	-1	3	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	0	33	0	0	30	100	3	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
GERONA																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	0	25	129	50	55	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	32	0	89	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	0	25	0	86	67	1	3	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	50	0	25	0	98	75	8	4	
	MANCHESTER	STAR EUROPE	C	A	2	0	0	0	0	0	50	50	0	207	0	0	0	
	MANCHESTER	STAR EUROPE	C	D	2	0	0	0	0	50	50	0	0	97	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	55	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	59	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	1	0	25	25	25	13	13	129	70	9	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	11	11	33	22	11	11	107	50	19	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	0	40	60	0	0	76	75	13	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	20	0	80	0	0	79	40	49	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	19	6	13	38	25	0	107	44	17	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	31	6	6	31	25	0	89	33	32	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	20	40	0	133	60	16	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	20	20	40	0	128	60	12	5	
	MANCHESTER	TRANSAER	C	A	5	0	0	0	0	0	80	20	0	182	0	0	0	
	MANCHESTER	TRANSAER	C	D	5	0	0	20	20	0	60	0	0	73	0	0	0	
<b>TOTAL GERONA</b>					<b>326</b>	<b>8</b>	<b>11</b>	<b>32</b>	<b>12</b>	<b>19</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>77</b>	<b>56</b>	<b>40</b>	<b>40</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	54	0	0	81	11	7	0	0	0	1	84	8	49	
	GATWICK	GB AIRWAYS LTD	S	D	54	0	4	83	13	2	2	0	0	9	84	11	49	
	MANCHESTER	GB AIRWAYS LTD	S	A	5	0	0	20	60	20	0	0	0	22	80	9	5	
	MANCHESTER	GB AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	8	100	5	5	
	LUTON	MONARCH AIRLINES	S	A	26	0	0	92	8	0	0	0	0	-8	69	17	16	
	LUTON	MONARCH AIRLINES	S	D	26	0	0	88	8	4	0	0	0	5	65	27	17	
<b>TOTAL GIBRALTAR</b>					<b>170</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>13</b>	
GLASGOW																		
	BIRMINGHAM	AIR 2000	C	A	4	0	1	50	25	0	25	0	0	33	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
GLASGOW	EDINBURGH	BMI BRITISH MIDLAND	S	A	31	0	0	94	6	0	0	0	0	4	80	13	5
	EDINBURGH	BMI BRITISH MIDLAND	S	D	52	0	0	88	6	6	0	0	0	0	92	-1	24
	HEATHROW	BMI BRITISH MIDLAND	S	A	239	0	2	53	31	14	3	0	0	17	66	14	241
	HEATHROW	BMI BRITISH MIDLAND	S	D	235	0	1	56	29	14	1	0	0	16	73	11	241
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	86	0	3	79	15	1	5	0	0	10	69	13	65
	MANCHESTER	BMI REGIONAL	S	D	82	1	7	88	1	10	1	0	0	5	79	6	61
	LUTON	BRITANNIA AIRWAYS	C	A	5	1	0	100	0	0	0	0	0	-6	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	22	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	40	20	20	0	79	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	60	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	0	6	86	7	4	2	0	0	6	90	4	164
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	0	6	82	7	7	3	0	0	9	89	7	164
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	89	0	6	90	8	2	0	0	0	4	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	89	0	1	89	3	7	1	0	0	5	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	164	0	1	86	10	2	1	0	0	5	91	4	180
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	164	0	0	75	16	6	3	0	0	13	84	8	185
	HEATHROW	BRITISH AIRWAYS PLC	S	A	315	1	0	86	9	3	1	1	0	7	88	6	317
	HEATHROW	BRITISH AIRWAYS PLC	S	D	317	1	0	88	5	5	1	1	0	5	89	3	317
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	40	0	0	68	18	10	5	0	0	14	73	14	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	41	1	0	54	20	17	10	0	0	20	81	9	116
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	90	2	5	3	0	0	0	67	20	106
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	78	5	10	7	0	0	13	46	39	108
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	80	0	1	55	30	11	4	0	0	17	81	8	95
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	81	0	1	62	21	14	4	0	0	18	62	16	95
	STANSTED	KLM UK LTD	S	A	104	0	4	84	6	6	5	0	0	5	74	12	129

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

		Origin / Destinations: G																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
GLASGOW		STANSTED	KLM UK LTD	S	D	104	0	3	63	19	11	8	0	0	16	44	28	128
	LONDON CITY	SCOT AIRWAYS	S	A	84	0	0	79	19	1	1	0	0	8	0	0	0	
	LONDON CITY	SCOT AIRWAYS	S	D	84	0	0	48	31	19	2	0	0	20	0	0	0	
<b>TOTAL GLASGOW</b>					<b>3055</b>	<b>7</b>	<b>43</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>11</b>	
GOA																		
<b>TOTAL GOA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>122</b>	<b>122</b>	
GOTEBORG		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	69	20	10	1	0	10	68	8	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	74	13	9	4	0	0	12	81	9	31	
	HEATHROW	SAS	S	A	62	0	0	61	29	10	0	0	0	11	85	4	67	
	HEATHROW	SAS	S	D	62	0	0	82	11	2	2	2	2	16	81	7	67	
<b>TOTAL GOTEBORG</b>					<b>312</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>6</b>	<b>6</b>	
GRAND CAYMAN		GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	63	0	25	13	0	16	75	6	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	16	0	0	0	
<b>TOTAL GRAND CAYMAN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>6</b>	<b>6</b>	
GRAZ																		
GRENADA		GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	22	0	0	5	78	5	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	38	38	25	0	0	0	21	75	7	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	26	25	24	4	
<b>TOTAL GRENADA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>10</b>	<b>10</b>	
GUERNSEY		EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	5	0	0	80	20	0	0	0	9	70	13	10	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	5	0	0	60	40	0	0	0	0	9	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	75	0	0	25	0	0	23	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	11	1	1	73	9	9	9	0	0	5	91	-1	34	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
GUERNSEY	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	53	2	1	60	13	13	13	0	0	21	82	13	39
	GATWICK	CITY FLYER EXPRESS	S	A	118	2	0	91	3	3	2	1	0	0	87	2	114
	GATWICK	CITY FLYER EXPRESS	S	D	120	0	0	85	9	3	3	0	0	8	85	7	114
	MANCHESTER	CITY FLYER EXPRESS	C	A	2	0	3	0	0	0	50	50	0	171	100	-10	5
	MANCHESTER	CITY FLYER EXPRESS	C	D	3	0	2	33	0	0	33	33	0	107	100	-3	7
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	32	0	0	56	13	22	9	0	0	24	71	12	34
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	46	31	15	8	0	0	24	47	24	32
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	140	0	0	83	6	10	1	0	0	6	95	0	118
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	140	0	0	75	12	9	4	0	0	11	94	3	118
<b>TOTAL GUERNSEY</b>					<b>659</b>	<b>5</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>6</b>	<b>6</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
HAHN																	
	STANSTED	RYANAIR	S	A	52	1	0	85	4	6	6	0	0	-3	0	0	0
	STANSTED	RYANAIR	S	D	52	1	0	81	8	8	2	2	0	12	0	0	0
<b>TOTAL HAHN</b>					<b>104</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
HALIFAX INT																	
	HEATHROW	AIR CANADA	S	A	31	0	0	32	29	35	3	0	0	30	16	39	31
	HEATHROW	AIR CANADA	S	D	31	0	0	71	23	3	3	0	0	13	68	9	31
<b>TOTAL HALIFAX INT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>24</b>	<b>24</b>
HAMBURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	78	13	7	1	1	0	10	68	14	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	82	13	2	2	1	0	9	86	4	93
	GATWICK	DEUTSCHE BA	S	A	67	0	0	88	9	3	0	0	0	2	79	4	57
	GATWICK	DEUTSCHE BA	S	D	62	5	5	74	15	10	2	0	0	11	77	11	57
	HEATHROW	LUFTHANSA	S	A	92	0	0	72	21	5	2	0	0	9	74	13	91
	HEATHROW	LUFTHANSA	S	D	92	0	0	89	8	1	2	0	0	2	86	4	91
	MANCHESTER	LUFTHANSA CITY LINE	S	A	49	0	2	96	0	2	2	0	0	-3	92	0	49
	MANCHESTER	LUFTHANSA CITY LINE	S	D	49	0	2	76	16	6	2	0	0	9	79	10	52
<b>TOTAL HAMBURG</b>					<b>595</b>	<b>5</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>8</b>
HANOVER																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	88	0	3	89	9	2	0	0	0	-2	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	88	0	0	80	14	3	3	0	0	9	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	19	0	0	100	0	0	0	0	0	-5	89	-1	19
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	19	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	D	18	0	0	94	6	0	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	92	8	0	0	0	0	1	76	19	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	71	6	19	2	2	0	17	86	7	51
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	77	6	10	6	0	0	7	90	-8	31
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	1	1	73	10	7	10	0	0	15	74	7	31
<b>TOTAL HANOVER</b>					<b>396</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>6</b>	<b>6</b>
HARARE																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)											
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	15	0	1	33	0	27	33	7	0	57	67	6	18	
	GATWICK	AIR ZIMBABWE	S	D	18	1	0	39	0	33	22	6	0	47	61	12	18	
<b>TOTAL HARARE</b>					<b>33</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>30</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>70</b>	<b>6</b>	<b>6</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	8	0	0	75	0	0	25	0	0	11	78	6	9	
	GATWICK	AIR ALGERIE	C	D	8	0	0	38	25	38	0	0	0	23	44	37	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	74	50	80	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	51	75	72	4	
<b>TOTAL HASSI MESSAOUD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>30</b>	<b>30</b>	
HAVANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	20	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	20	20	20	0	0	42	0	0	0	
	GATWICK	CUBANA	S	A	10	3	3	80	0	20	0	0	0	3	38	119	13	
	GATWICK	CUBANA	S	D	10	3	3	60	10	30	0	0	0	18	62	117	13	
<b>TOTAL HAVANA</b>					<b>30</b>	<b>6</b>	<b>6</b>	<b>67</b>	<b>7</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>101</b>	<b>101</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	248	0	2	67	17	12	4	0	0	15	76	10	238	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	248	1	2	64	18	14	4	0	0	17	74	12	238	
	GLASGOW	BMI BRITISH MIDLAND	S	A	237	0	3	39	37	22	2	0	0	21	58	16	236	
	GLASGOW	BMI BRITISH MIDLAND	S	D	239	0	4	57	30	10	2	0	0	16	73	17	241	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	230	1	7	69	18	10	3	0	0	12	85	7	233	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	231	0	6	84	11	3	3	0	0	5	92	1	233	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	317	0	1	88	7	2	1	2	0	7	82	6	317	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	317	0	1	84	10	4	1	1	0	12	79	17	317	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	318	0	7	86	6	6	1	1	0	9	86	8	317	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	315	1	5	91	5	2	0	1	0	4	92	5	317	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	299	1	0	88	6	4	2	0	0	5	85	6	289	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	299	2	5	87	6	4	2	0	0	10	84	6	289	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	162	0	1	94	2	1	2	1	0	6	89	4	165	



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1998			
					160	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
HEATHROW	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	160	0	2	96	1	2	1	1	0	3	97	1	166
<b>TOTAL HEATHROW</b>					<b>3622</b>	<b>6</b>	<b>50</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>9</b>
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	56	31	13	0	0	0	11	52	15	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	84	10	3	2	2	0	8	77	7	62
	GATWICK	FINNAIR	S	A	62	0	0	89	8	3	0	0	0	2	0	0	0
	GATWICK	FINNAIR	S	D	62	0	0	81	11	2	6	0	0	11	0	0	0
	HEATHROW	FINNAIR	S	A	93	0	0	69	11	17	3	0	0	12	65	13	93
	HEATHROW	FINNAIR	S	D	93	0	0	82	9	6	3	0	0	9	74	11	93
	MANCHESTER	FINNAIR	S	A	52	0	0	87	10	4	0	0	0	3	84	4	31
	MANCHESTER	FINNAIR	S	D	52	0	0	71	8	21	0	0	0	13	61	15	31
	STANSTED	FINNAIR	C	A	6	0	0	83	17	0	0	0	0	6	70	9	10
	STANSTED	FINNAIR	C	D	6	0	0	33	50	17	0	0	0	22	10	49	10
<b>TOTAL HELSINKI</b>					<b>548</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>13</b>	<b>13</b>
HERAKLION	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	50	0	0	0	15	100	-20	3
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	18	100	-3	4
	GATWICK	AIR 2000	C	A	20	0	0	20	20	35	25	0	0	47	33	44	12
	GATWICK	AIR 2000	C	D	20	0	0	40	30	10	20	0	0	32	38	48	13
	GLASGOW	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	26	100	2	3
	GLASGOW	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	14	100	5	4
	MANCHESTER	AIR 2000	C	A	13	0	0	31	8	31	31	0	0	47	40	48	10
	MANCHESTER	AIR 2000	C	D	13	0	0	46	15	15	23	0	0	35	25	86	12
	NEWCASTLE	AIR 2000	C	A	3	0	1	0	33	67	0	0	0	40	100	-7	3
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	15	25	37	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	49	0	32	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	30	25	35	4
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	1	17	17	17	50	0	0	48	50	24	6
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	22	22	0	0	27	38	112	8

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
HERAKLION	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	0	67	0	0	56	67	79	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	25	25	27	4
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	100	0	0	0	50	50	11	2
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	20	25	48	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	0	33	33	17	0	17	0	56	40	47	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	11	44	33	0	11	0	49	50	29	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	100	0	0	0	46	0	34	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	75	0	0	0	30	50	11	4
	STANSTED	BRITANNIA AIRWAYS	C	A	3	1	0	0	33	0	33	33	0	124	33	30	3
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	77	75	10	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	38	0	38	13	13	0	58	33	65	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	13	13	13	13	0	53	38	59	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	17	17	17	50	0	0	71	73	23	15
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	33	17	33	17	0	0	38	60	38	15
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	72	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	2	100	0	0	0	0	0	5	67	50	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	37	50	61	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	55	75	104	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	46	75	51	4
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	21	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	31	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	3	1	1	0	33	33	0	33	0	97	100	3	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	34	50	18	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	5	40	168	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	49	60	160	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	2	0	17	33	17	17	17	128	33	61	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	13	25	13	0	13	78	75	20	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	2	100	0	0	0	0	0	-14	50	4	2
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	75	16	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	1	43	14	14	29	0	0	52	100	-11	3

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
HERAKLION																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	13	25	0	0	32	100	-4	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	0	0	33	33	0	113	75	64	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	77	75	65	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	2	22	22	22	33	0	0	45	75	19	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	45	9	27	18	0	0	35	50	17	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	67	0	33	0	0	0	21	100	-18	1	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	1	1	100	0	0	0	0	0	-8	100	0	1	
	GLASGOW	TRANSAER	C	A	3	0	1	33	0	33	33	0	0	46	25	43	4	
	GLASGOW	TRANSAER	C	D	3	1	1	0	0	33	67	0	0	95	20	50	5	
	NEWCASTLE	TRANSAER	C	A	6	0	1	33	0	17	50	0	0	64	50	149	4	
	NEWCASTLE	TRANSAER	C	D	8	0	0	38	0	25	25	0	13	136	40	137	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	6	0	0	33	17	50	0	0	0	29	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	1	40	20	20	20	0	0	34	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	33	67	0	0	0	0	15	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL HERAKLION</b>					<b>331</b>	<b>6</b>	<b>22</b>	<b>35</b>	<b>17</b>	<b>25</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>46</b>	<b>50</b>	<b>53</b>	<b>53</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	75	25	0	0	69	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>64</b>	<b>64</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	1	83	14	3	0	0	0	94	-5	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	1	94	1	31	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	43	0	1	84	5	9	2	0	0	4	54	28	54	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	43	0	1	84	9	2	2	2	0	13	93	1	54	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	30	0	1	77	10	10	3	0	0	5	87	0	31	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	0	1	63	20	13	3	0	0	13	65	15	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	4	2	81	7	7	0	0	4	33	93	-10	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	0	0	6	0	0	6	87	8	30	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>264</b>	<b>5</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
HOUSTON																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	42	26	19	10	3	0	31	35	37	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	48	29	16	6	0	0	22	71	14	31
	GATWICK	CONTINENTAL AIRLINES	S	A	61	0	1	43	30	26	2	0	0	21	66	11	62
	GATWICK	CONTINENTAL AIRLINES	S	D	61	0	1	72	15	10	3	0	0	13	84	10	62
<b>TOTAL HOUSTON</b>					<b>184</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>24</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>16</b>	<b>16</b>
HURGHADA																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	75	40	23	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	75	25	0	0	54	40	24	5
<b>TOTAL HURGHADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>40</b>	<b>23</b>	<b>23</b>

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
IBIZA																			
	BIRMINGHAM	AIR 2000	C	A	4	0	1	50	0	25	25	0	0	46	50	26	4		
	BIRMINGHAM	AIR 2000	C	D	5	0	0	20	0	60	20	0	0	62	60	21	5		
	GATWICK	AIR 2000	C	A	25	0	2	48	12	24	8	8	0	37	55	66	11		
	GATWICK	AIR 2000	C	D	29	0	0	52	14	10	14	10	0	36	54	55	13		
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	20	20	0	0	32	75	20	4		
	GLASGOW	AIR 2000	C	D	5	0	0	0	40	20	40	0	0	56	40	43	5		
	MANCHESTER	AIR 2000	C	A	21	0	1	62	19	5	14	0	0	18	40	31	5		
	MANCHESTER	AIR 2000	C	D	22	0	0	73	23	0	5	0	0	10	33	53	6		
	NEWCASTLE	AIR 2000	C	A	4	0	1	0	25	50	0	25	0	83	100	-14	4		
	NEWCASTLE	AIR 2000	C	D	5	0	0	0	0	20	60	20	0	108	80	5	5		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	25	25	25	25	0	0	40	0	53	3		
	EDINBURGH	AIR EUROPA	C	D	5	0	0	40	0	60	0	0	0	31	0	53	4		
	NEWCASTLE	AIR EUROPA	C	A	4	0	0	0	0	0	100	0	0	118	0	0	0		
	NEWCASTLE	AIR EUROPA	C	D	5	0	0	0	0	0	60	40	0	150	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	50	14	14	21	0	0	29	35	81	17		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	18	0	0	56	22	11	11	0	0	24	70	49	23		
	GATWICK	BRITANNIA AIRWAYS	C	A	24	2	3	50	17	13	21	0	0	30	23	104	31		
	GATWICK	BRITANNIA AIRWAYS	C	D	32	0	0	50	19	22	9	0	0	24	65	44	37		
	GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	20	20	40	20	0	0	46	17	137	6		
	GLASGOW	BRITANNIA AIRWAYS	C	D	13	0	0	31	31	15	23	0	0	42	56	81	9		
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	46	8	31	15	0	0	37	38	131	13		
	LUTON	BRITANNIA AIRWAYS	C	D	18	1	0	56	17	22	6	0	0	20	33	127	18		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	20	0	1	40	20	15	25	0	0	38	44	113	36		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	27	0	0	56	19	7	19	0	0	32	58	84	45		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	10	0	0	60	0	10	30	0	0	31	30	80	10		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	77	0	8	15	0	0	21	54	41	13		
	STANSTED	BRITANNIA AIRWAYS	C	A	15	1	0	53	13	20	13	0	0	24	53	117	15		
	STANSTED	BRITANNIA AIRWAYS	C	D	18	0	0	56	11	11	22	0	0	25	67	90	18		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	50	50	0	0	0	0	7	33	9	3		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	7	50	4	4		

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1998					
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
IBIZA																			
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	1	50	0	0	25	25	0	78	0	0	0		
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	0	0	20	60	20	0	133	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	7	100	-15	7		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	24	89	5	9		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	1	100	0	0	0	0	0	-8	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	2	100	0	0	0	0	0	-1	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	5	50	10	30	10	0	0	23	60	48	10		
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	1	43	14	43	0	0	0	26	50	52	10		
	GATWICK	MONARCH AIRLINES	C	A	13	0	1	85	8	8	0	0	0	6	76	23	17		
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	50	21	7	14	7	0	38	53	44	17		
	LUTON	MONARCH AIRLINES	C	A	4	0	1	75	25	0	0	0	0	6	75	7	4		
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	3	80	15	5		
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	3	55	27	9	9	0	0	18	64	21	14		
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	29	7	29	36	0	0	51	47	77	17		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	16	88	-5	8		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	23	67	27	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	11	0	0	64	18	9	9	0	0	17	67	45	12		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	36	21	36	7	0	0	34	62	31	13		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	33	33	0	33	234	0	40	3		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	105	25	37	4		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	15	67	104	3		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	12	75	87	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	1	37	5	26	16	5	11	94	50	67	20		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	1	0	35	9	13	26	9	9	102	52	68	23		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	0	33	0	0	57	67	12	6		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	36	67	36	9		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	6	75	17	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	80	20	5		
	BIRMINGHAM	SPANAIR	C	A	3	0	0	0	33	33	33	0	0	53	0	0	0		
	BIRMINGHAM	SPANAIR	C	D	4	0	0	25	50	0	25	0	0	32	0	0	0		

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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	Plan (8)
																		(7)	(8)
IBIZA		GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	1	17	33	8	33	0	8	91	0	0	0	
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	50	0	7	36	0	7	70	0	0	0	
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	28	0	2	25	14	21	29	11	0	74	43	35	7	
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	31	0	0	29	3	26	32	10	0	79	63	33	8	
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	0	67	0	0	0	28	100	-17	4	
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	-4	5	
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	67	0	0	33	0	0	16	0	0	0	
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0	
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	67	0	0	33	0	0	39	0	0	0	
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
<b>TOTAL IBIZA</b>						<b>729</b>	<b>7</b>	<b>35</b>	<b>47</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>42</b>	<b>55</b>	<b>58</b>	<b>58</b>	
INNSBRUCK		GATWICK	AIR 2000	C	D	2	0	0	0	100	0	0	0	0	20	0	0	0	
		MANCHESTER	AIR 2000	C	D	2	0	1	50	0	0	50	0	0	34	0	0	0	
<b>TOTAL INNSBRUCK</b>						<b>8</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>106</b>	<b>27</b>	<b>64</b>	<b>64</b>	
INVERNESS		GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	93	0	0	67	16	11	3	3	0	18	71	16	91	
		GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	93	0	0	80	10	6	2	2	0	12	73	15	92	
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	100	0	0	0	0	0	-7	53	40	30	
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	23	3	0	0	0	9	50	33	30	
		GLASGOW	LOGANAIR	S	A	39	0	7	90	0	5	5	0	0	5	0	0	0	
		GLASGOW	LOGANAIR	S	D	42	0	5	76	19	5	0	0	0	9	0	0	0	
<b>TOTAL INVERNESS</b>						<b>326</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>20</b>	<b>20</b>	
ISLAMABAD		HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	0	7	0	7	100	0	0	0	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	0	8	0	0	17	0	0	0	
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	14	0	0	71	7	14	0	0	7	101	77	-1	13	
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	38	46	0	8	0	8	127	38	27	13	
		HEATHROW	PAKISTAN INTL AIRLINES	S	A	2	0	0	0	0	0	0	50	50	280	33	54	9	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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		MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	33	22	0	22	0	82	44	35	9	
<b>TOTAL ISLAMABAD</b>						<b>65</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>92</b>	<b>55</b>	<b>26</b>	<b>26</b>	
ISLAY		GLASGOW	LOGANAIR	S	A	46	2	1	76	15	0	9	0	12	73	10	48		
		GLASGOW	LOGANAIR	S	D	46	2	1	78	4	9	9	0	16	73	15	49		
<b>TOTAL ISLAY</b>						<b>92</b>	<b>4</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>12</b>		
ISLE OF MAN		BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	94	0	4	0	2	0	4	96	3	52	
		BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	90	2	4	2	2	0	11	88	7	52	
		GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	39	0	1	97	3	0	0	0	-3	97	5	31		
		GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	39	0	1	95	0	5	0	0	4	94	5	31		
		HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	82	0	1	82	15	2	0	1	0	11	75	14	83	
		HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	82	1	1	80	13	5	0	1	0	10	87	12	83	
		LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	94	0	3	0	0	3	48	88	1	24	
		LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	84	10	3	0	0	3	58	96	3	23	
		MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	88	0	0	94	2	2	1	0	1	80	11	88		
		MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	88	0	0	89	2	7	2	0	3	81	6	88		
<b>TOTAL ISLE OF MAN</b>						<b>584</b>	<b>1</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>8</b>	
ISTANBUL		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	58	31	8	3	0	12	60	19	62		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	13	11	6	2	19	68	17	62		
		HEATHROW	ISTANBUL HAVA YOLLARI	S	A	11	0	0	0	27	73	0	0	41	0	0	0		
		HEATHROW	ISTANBUL HAVA YOLLARI	S	D	11	0	0	9	18	73	0	0	40	0	0	0		
		MANCHESTER	ISTANBUL HAVA YOLLARI	S	A	9	0	0	11	33	33	22	0	36	0	0	0		
		MANCHESTER	ISTANBUL HAVA YOLLARI	S	D	9	0	0	22	22	44	11	0	35	0	0	0		
		STANSTED	ISTANBUL HAVA YOLLARI	S	A	9	0	0	11	33	44	11	0	36	0	0	0		
		STANSTED	ISTANBUL HAVA YOLLARI	S	D	9	0	0	0	33	44	22	0	44	0	0	0		
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	4	0	0	75	25	0	0	0	0	0	0	0		
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	4	0	0	50	25	25	0	0	21	0	0	0		



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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: I								MAY 1998			
										NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
										MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours				
											Actual (7)	Plan (8)									
ISTANBUL		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	60	23	16	1	0	0	11	66	15	77			
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	71	19	9	1	0	0	10	83	11	75			
		MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	65	29	6	0	0	0	8	85	2	13			
		MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	0	59	41	0	0	0	0	12	77	13	13			
<b>TOTAL ISTANBUL</b>						<b>414</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>23</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>17</b>	<b>17</b>			
IZMIR (ADNAM MENDERES)		BIRMINGHAM	AIR 2000	C	A	4	0	1	50	25	0	0	25	0	76	100	-9	3			
		BIRMINGHAM	AIR 2000	C	D	5	0	0	20	20	20	0	20	20	149	50	61	4			
		NEWCASTLE	ISTANBUL HAVA YOLLARI	C	A	4	0	1	75	0	25	0	0	0	20	100	-20	3			
		NEWCASTLE	ISTANBUL HAVA YOLLARI	C	D	5	0	0	20	40	20	20	0	0	32	25	28	4			
		GATWICK	MONARCH AIRLINES	C	A	4	0	1	25	25	50	0	0	0	30	50	13	4			
		GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	20	0	20	0	78	75	7	4			
		MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	2	75	61	4			
		MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	13	25	75	4			
		GLASGOW	ONUR AIR	C	A	3	0	0	67	33	0	0	0	0	3	67	7	3			
		GLASGOW	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	2	50	50	4			
		MANCHESTER	ONUR AIR	C	A	3	0	0	0	33	67	0	0	0	36	100	4	2			
		MANCHESTER	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	13	33	27	3			
		NEWCASTLE	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	0	100	-10	3			
		NEWCASTLE	ONUR AIR	C	D	4	0	0	50	50	0	0	0	0	9	50	14	4			
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	1	17	17	50	17	0	0	55	0	0	0			
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	15	0	0	0			
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	2	20	20	20	40	0	0	55	0	0	0			
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	11	22	0	0	14	0	0	0			
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	10	0	0	10	40	40	10	0	0	29	78	3	9			
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	10	0	0	10	30	40	20	0	0	44	56	18	9			

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
IZMIR (ADNAM MENDERES)																	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>106</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>20</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>52</b>	<b>31</b>	<b>31</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
JAKARTA (SOEKARNO-HATT)		HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	11	0	0	14	81	13	27	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	10	77	11	26	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>24</b>	<b>24</b>	
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	100	0	0	0	0	0	-8	88	4	16	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	12	6	6	0	0	12	67	11	18	
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	26	2	1	54	31	15	0	0	19	89	8	18		
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	26	0	1	81	8	8	4	0	9	78	9	18		
<b>TOTAL JEDDAH</b>						<b>87</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>8</b>		
JERBA		HEATHROW	TUNISAIR	S	A	4	0	0	25	25	50	0	0	24	100	6	4		
		HEATHROW	TUNISAIR	S	D	4	0	0	100	0	0	0	0	-11	75	13	4		
<b>TOTAL JERBA</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>9</b>	<b>9</b>		
JEREZ		STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	6	0	0	0		
		BIRMINGHAM	STERLING EUROPEAN AIRLINES	C	A	3	0	0	67	33	0	0	0	4	0	0	0		
<b>TOTAL JEREZ</b>						<b>9</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>27</b>	<b>27</b>		
JERSEY		MANCHESTER	AIR JET	C	A	4	0	0	75	0	0	25	0	17	0	0	0		
		MANCHESTER	AIR JET	C	D	4	0	0	50	0	50	0	0	26	0	0	0		
		BIRMINGHAM	BMI BRITISH MIDLAND	S	A	9	0	1	78	11	0	11	0	10	81	9	42		
		BIRMINGHAM	BMI BRITISH MIDLAND	S	D	10	0	0	70	0	10	0	10	76	83	9	41		
		EDINBURGH	BMI BRITISH MIDLAND	S	A	5	0	0	40	40	0	20	0	27	40	28	5		
		EDINBURGH	BMI BRITISH MIDLAND	S	D	5	0	0	40	0	40	20	0	32	20	37	5		
		GLASGOW	BMI BRITISH MIDLAND	S	A	13	0	0	38	23	23	8	8	39	62	22	13		
		GLASGOW	BMI BRITISH MIDLAND	S	D	13	0	0	46	23	15	8	8	38	71	14	14		
		EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	5	0	0	60	20	20	0	0	9	75	15	4		
		GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	2	0	2	100	0	0	0	0	-3	0	0	0		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	82	10	4	2	2	0	14	85	9	117
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	93	4	0	2	1	0	5	85	7	117
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	10	0	0	0
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	16	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	7	67	17	3
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	90	0	0	52	18	11	18	1	0	28	68	22	74
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	A	10	0	8	10	10	10	20	50	0	179	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	48	1	0	65	17	10	6	2	0	18	78	10	69
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	12	1	6	50	25	25	0	0	0	17	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	C	A	3	0	0	33	33	0	33	0	0	43	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	C	D	3	0	0	0	33	33	33	0	0	71	0	0	0
	BIRMINGHAM	CITY FLYER EXPRESS	C	A	5	0	0	100	0	0	0	0	0	-7	0	0	0
	BIRMINGHAM	CITY FLYER EXPRESS	C	D	5	0	0	0	40	60	0	0	0	36	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	134	0	1	79	10	5	6	0	0	11	80	6	147
	GATWICK	CITY FLYER EXPRESS	S	D	133	0	1	80	10	7	3	0	0	12	83	7	147
	MANCHESTER	CITY FLYER EXPRESS	C	A	10	0	0	50	20	20	10	0	0	22	0	0	0
	MANCHESTER	CITY FLYER EXPRESS	C	D	10	0	0	60	10	20	10	0	0	21	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	A	5	0	0	60	20	0	20	0	0	16	81	5	31
	NEWCASTLE	CITY FLYER EXPRESS	S	D	26	0	0	81	4	15	0	0	0	8	86	7	22
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	45	0	1	40	20	22	16	2	0	33	66	15	56
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	53	0	0	42	42	4	13	0	0	28	74	13	58
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	140	1	2	78	9	5	6	2	0	12	76	9	136
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	141	1	1	82	5	7	4	2	0	15	86	13	136
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	35	1	2	54	26	3	17	0	0	24	75	10	8
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	35	1	2	57	11	9	23	0	0	27	75	16	8
	NEWCASTLE	KLM UK LTD	C	A	5	0	0	60	0	0	40	0	0	62	40	17	5
	NEWCASTLE	KLM UK LTD	C	D	5	0	0	20	20	20	20	20	0	78	60	17	5
	STANSTED	KLM UK LTD	S	A	103	0	1	70	12	10	7	2	0	17	63	30	102

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
JERSEY																		
	STANSTED	KLM UK LTD	S	D	102	2	2	62	22	13	4	0	0	17	41	25	102	
	LONDON CITY	VLM (BELGIUM)	S	A	20	0	1	80	5	15	0	0	0	11	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	20	0	1	65	20	15	0	0	0	15	0	0	0	
<b>TOTAL JERSEY</b>					<b>1529</b>	<b>18</b>	<b>32</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	<b>13</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	1	1	84	14	2	0	0	0	5	87	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	82	12	4	2	0	0	6	87	9	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	52	0	0	63	27	6	4	0	0	14	41	25	34	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	52	0	0	79	4	13	2	2	0	13	96	5	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	16	0	0	0	0	68	26	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	0	6	3	0	0	7	90	1	30	
<b>TOTAL JOHANNESBURG</b>					<b>279</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)											
KALAMATA																		
	GATWICK	AIR 2000	C	A	4	0	1	25	0	50	25	0	0	40	25	88	4	
	GATWICK	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	29	40	59	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	8	50	14	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	80	11	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	46	100	-7	3	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	0	40	0	0	42	60	57	5	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	40	100	-3	2	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	17	100	12	2	
<b>TOTAL KALAMATA</b>					<b>30</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>17</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>35</b>	<b>35</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	18	12	29	29	12	0	73	33	55	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	23	0	0	43	17	17	17	4	0	39	78	17	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	1	4	22	22	0	22	22	11	132	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	3	0	1	0	0	33	33	33	0	138	0	0	0	
<b>TOTAL KARACHI</b>					<b>52</b>	<b>1</b>	<b>5</b>	<b>29</b>	<b>15</b>	<b>19</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>72</b>	<b>56</b>	<b>36</b>	<b>36</b>	
KATHMANDU																		
KAVALLA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	75	17	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	60	17	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	26	25	55	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	60	33	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	49	67	7	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	1	25	25	25	25	0	0	41	50	13	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	1	0	0	0	100	0	0	142	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	0	33	0	33	33	0	0	47	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	67	33	0	0	0	28	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	0	100	0	0	0	38	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
KAVALLA																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	1	0	50	50	0	0	0	29	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	18	0	0	0	
<b>TOTAL KAVALLA</b>					<b>50</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>26</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>45</b>	<b>32</b>	<b>32</b>	
KEFALLINIA																		
	BIRMINGHAM	AIR 2000	C	A	3	0	1	33	33	0	33	0	0	35	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	25	0	0	0	
	GATWICK	AIR 2000	C	A	9	0	1	44	22	33	0	0	0	18	25	22	4	
	GATWICK	AIR 2000	C	D	10	0	0	70	20	10	0	0	0	13	80	7	5	
	MANCHESTER	AIR 2000	C	A	4	0	1	0	50	50	0	0	0	39	50	19	4	
	MANCHESTER	AIR 2000	C	D	5	0	0	20	40	20	20	0	0	31	20	20	5	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	1	0	0	25	75	0	0	92	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	20	40	40	0	0	0	29	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	0	67	0	0	80	50	38	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	44	75	34	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	0	100	0	0	68	50	39	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	75	0	0	0	36	75	33	4	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	0	67	0	0	57	33	81	3	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	32	75	5	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	33	75	-3	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	40	100	4	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	0	25	25	50	0	0	66	0	119	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	60	20	20	0	0	0	18	0	90	5	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	1	50	0	25	25	0	0	51	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	5	0	0	40	0	40	20	0	0	50	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	12	25	59	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	1	0	17	33	33	0	17	251	0	76	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	25	100	5	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	0	100	0	0	124	33	20	3	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
KEFALLINIA																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	75	0	0	114	100	5	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	33	0	0	0	22	100	-18	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	50	25	0	0	50	100	10	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	2	0	0	40	40	20	0	102	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	14	29	0	43	14	0	78	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	20	0	40	40	0	142	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	20	40	20	0	101	0	0	0
<b>TOTAL KEFALLINIA</b>					<b>150</b>	<b>0</b>	<b>11</b>	<b>27</b>	<b>19</b>	<b>23</b>	<b>27</b>	<b>3</b>	<b>1</b>	<b>59</b>	<b>56</b>	<b>36</b>	<b>36</b>
KEFLAVIK																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	1	0	100	0	0	0	0	25	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	1	100	0	0	0	0	0	3	0	0	0
	GLASGOW	ICELANDAIR	S	A	31	0	0	84	10	0	6	0	0	12	58	19	31
	GLASGOW	ICELANDAIR	S	D	31	0	0	97	3	0	0	0	0	-2	94	-1	31
	HEATHROW	ICELANDAIR	S	A	44	0	0	52	30	18	0	0	0	16	63	9	40
	HEATHROW	ICELANDAIR	S	D	44	0	0	41	41	16	2	0	0	20	39	22	41
<b>TOTAL KEFLAVIK</b>					<b>155</b>	<b>2</b>	<b>4</b>	<b>65</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>13</b>	<b>13</b>
KENT INTERNATIONAL																	
<b>TOTAL KENT INTERNATIONAL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>7</b>	<b>7</b>
KERRY COUNTY																	
	STANSTED	RYANAIR	S	A	31	0	0	65	10	13	13	0	0	18	48	34	31
	STANSTED	RYANAIR	S	D	31	0	0	84	10	6	0	0	0	10	45	33	31
<b>TOTAL KERRY COUNTY</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>31</b>	<b>31</b>
KHARTOUM																	
	HEATHROW	SUDAN AIRWAYS	S	A	5	0	0	40	0	0	40	20	0	80	0	44	5
	HEATHROW	SUDAN AIRWAYS	S	D	5	0	0	0	0	0	100	0	0	100	20	40	5
<b>TOTAL KHARTOUM</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>42</b>	<b>42</b>
KIEV (BORISPOL)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	68	18	9	5	0	0	11	82	-2	22



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
KIEV (BORISPOL)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	32	27	36	5	0	0	34	73	16	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	22	0	0	86	14	0	0	0	4	82	8	22		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	23	0	0	39	39	22	0	0	19	68	10	22		
<b>TOTAL KIEV (BORISPOL)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>8</b>	<b>8</b>		
KILIMANJARO																		
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	19	0	1	42	16	21	16	5	0	43	59	29	17	
	HEATHROW	AIR JAMAICA	S	D	5	0	0	20	40	0	40	0	0	43	27	37	15	
<b>TOTAL KINGSTON</b>					<b>24</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>21</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>44</b>	<b>33</b>	<b>33</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	25	0	1	72	8	12	8	0	0	18	0	0	0	
	EDINBURGH	LOGANAIR	S	D	25	0	1	76	12	4	8	0	0	15	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>50</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>16</b>	<b>16</b>	
KISHINEV																		
KOS																		
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	0	0	75	25	0	0	46	0	0	0	
	NEWCASTLE	AEGEAN AIRLINES	C	D	5	0	0	20	0	60	20	0	0	40	0	0	0	
	BIRMINGHAM	AIR 2000	C	A	3	0	1	0	33	0	33	0	33	388	33	17	3	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	50	25	0	0	25	50	41	4		
	GATWICK	AIR 2000	C	A	11	0	3	36	18	27	18	0	0	51	71	15	7	
	GATWICK	AIR 2000	C	D	18	0	0	56	11	11	22	0	0	40	67	27	9	
	MANCHESTER	AIR 2000	C	A	3	0	1	67	33	0	0	0	10	67	4	3		
	MANCHESTER	AIR 2000	C	D	7	0	0	71	14	0	14	0	0	16	40	15	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	67	0	0	0	32	33	37	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	4	50	31	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	5	14	43	0	43	0	0	53	14	73	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	11	33	0	0	38	33	77	9	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					MAY 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)										
KOS	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	58	25	311	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	30	20	259	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	14	29	14	29	14	0	64	57	135	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	11	22	0	0	34	44	114	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	2	33	22	33	0	0	11	111	40	67	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	55	36	9	0	0	0	15	36	59	11	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	1	20	20	0	20	40	0	144	0	87	3	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	33	17	0	17	33	0	120	25	64	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	1	17	17	50	0	17	0	77	67	-2	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	25	38	0	13	0	63	75	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	67	33	0	0	61	67	43	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26	25	46	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	0	43	14	14	0	29	0	72	50	35	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	22	11	11	22	0	67	44	53	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	33	33	33	0	119	100	-22	3	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	63	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	1	20	0	0	60	20	0	102	67	7	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	13	13	38	38	0	0	74	100	3	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	1	0	20	40	40	0	0	91	100	-8	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	0	25	0	0	17	75	4	4	
<b>TOTAL KOS</b>					<b>204</b>	<b>0</b>	<b>18</b>	<b>37</b>	<b>17</b>	<b>19</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>60</b>	<b>48</b>	<b>58</b>	<b>58</b>	
KRAKOW	GATWICK	LOT-POLISH AIRLINES	S	A	27	0	0	85	15	0	0	0	0	3	100	-1	18	
	GATWICK	LOT-POLISH AIRLINES	S	D	27	0	0	63	26	4	7	0	0	20	83	8	18	
<b>TOTAL KRAKOW</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>10</b>	<b>10</b>	
KRISTIANSAND (KJEVIK)	GATWICK	MAERSK AIR	S	A	24	0	2	67	25	8	0	0	0	13	63	12	19	
	GATWICK	MAERSK AIR	S	D	25	0	1	64	36	0	0	0	0	10	74	12	19	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>49</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>12</b>	<b>12</b>	

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

		Origin / Destinations: K																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
KRISTIANSTAD																		
	STANSTED	RYANAIR	S	A	30	0	1	83	7	3	3	3	0	6	65	16	23	
	STANSTED	RYANAIR	S	D	31	0	0	32	42	13	10	3	0	34	61	16	23	
<b>TOTAL KRISTIANSTAD</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>25</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>16</b>	<b>16</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	5	13	61	21	0	0	50	47	19	62	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	69	19	8	3	0	0	11	87	2	62	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	9	0	0	67	22	0	11	0	0	12	0	0	0	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	9	0	0	44	0	44	11	0	0	32	0	0	0	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>15</b>	<b>33</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>11</b>	<b>11</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	0	3	0	0	100	-20	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	6	0	3	0	21	81	5	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	65	26	3	6	0	0	13	52	18	31	
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	39	29	29	3	0	0	27	42	29	31	
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>8</b>	<b>8</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
LA CORUNA	GATWICK	EUROPEAN REGIONS AIRLINES	S	A	2	0	2	100	0	0	0	0	0	-32	0	0	0
	GATWICK	EUROPEAN REGIONS AIRLINES	S	D	2	0	2	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL LA CORUNA</b>					<b>4</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-19</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	-1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	48	23	23	6	0	0	28	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	0	6	0	0	0
<b>TOTAL LAGOS</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	11	0	44	11	0	71	11	59	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	5	0	0	60	20	20	0	0	0	17	89	7	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	0	33	11	11	0	53	0	138	5
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	1	0	25	75	0	0	0	36	0	156	5
<b>TOTAL LAHORE</b>					<b>31</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>13</b>	<b>32</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>48</b>	<b>32</b>	<b>74</b>	<b>74</b>
LARNACA	BIRMINGHAM	AIR 2000	S	A	3	0	1	0	33	33	33	0	0	52	75	13	4
	BIRMINGHAM	AIR 2000	S	D	4	0	0	25	0	75	0	0	0	37	50	15	4
	GATWICK	AIR 2000	S	A	21	0	0	43	29	24	5	0	0	25	55	36	22
	GATWICK	AIR 2000	S	D	21	0	0	62	19	14	5	0	0	18	59	38	22
	MANCHESTER	AIR 2000	S	A	10	0	0	60	10	0	30	0	0	36	71	8	7
	MANCHESTER	AIR 2000	S	D	10	0	0	40	30	20	10	0	0	24	56	29	9
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	30	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	18	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	20	0	20	60	0	0	94	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	20	20	0	60	0	0	76	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	18	0	260	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	40	20	211	5

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
LARNACA	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	50	0	0	76	67	9	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	20	20	0	58	75	13	4
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	0	0	43	57	0	0	0	32	75	27	4
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	33	11	0	0	30	60	137	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	43	43	14	0	0	0	18	63	62	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	11	22	0	0	28	30	64	10
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	1	0	25	50	25	0	0	0	23	33	30	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	40	15	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	41	0	0	44	32	17	5	2	0	29	83	0	41
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	0	0	78	15	5	0	2	0	16	49	19	41
	GATWICK	CALEDONIAN AIRWAYS	C	A	16	0	0	0	19	38	19	19	6	123	18	152	11
	GATWICK	CALEDONIAN AIRWAYS	C	D	16	0	0	38	6	13	31	13	0	71	64	47	11
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	40	20	0	0	49	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	0	20	60	20	0	0	47	0	55	1
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	22	0	11	67	0	0	64	36	28	11
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	22	11	11	56	0	0	69	33	57	12
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	4	0	0	25	25	50	0	0	0	28	75	2	4
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	0	0	75	25	0	0	54	25	26	4
	GATWICK	CYPRUS AIRWAYS	S	A	10	0	0	20	10	50	20	0	0	43	57	13	14
	GATWICK	CYPRUS AIRWAYS	S	D	10	0	0	10	20	50	20	0	0	48	43	18	14
	HEATHROW	CYPRUS AIRWAYS	S	A	62	0	0	16	39	31	15	0	0	34	71	17	41
	HEATHROW	CYPRUS AIRWAYS	S	D	62	0	0	32	21	37	10	0	0	33	78	9	41
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	56	0	11	33	0	0	29	78	1	9
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	33	11	11	44	0	0	44	56	26	9
	STANSTED	CYPRUS AIRWAYS	S	A	13	0	0	31	23	38	8	0	0	32	100	-12	9
	STANSTED	CYPRUS AIRWAYS	S	D	13	0	0	0	8	31	62	0	0	79	44	25	9
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	0	75	0	0	0	38	80	15	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	33	80	13	5
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	8	0	1	38	25	38	0	0	0	24	70	5	10
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	8	0	1	38	13	38	13	0	0	29	60	22	10

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	33	22	44	0	0	0	26	89	-5	9
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	8	1	1	0	25	50	25	0	0	42	90	1	10
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	5	0	1	20	40	40	0	0	0	27	0	49	2
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	0	50	33	17	0	0	40	0	32	2
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	0	33	67	0	0	0	38	100	-4	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	25	25	13	4
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	1	50	25	25	0	0	0	22	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	20	20	20	40	0	0	65	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	51	100	-8	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	40	100	8	4
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	24	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-23	0	0	0
	LUTON	MONARCH AIRLINES	C	A	3	0	1	0	33	33	0	33	0	92	0	40	2
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	66	25	73	4
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	33	56	11	0	0	0	18	57	23	14
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	56	11	33	0	0	0	18	33	39	15
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	0	17	50	0	0	62	60	23	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	20	75	13	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	47	50	13	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	46	50	11	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	56	0	75	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	25	50	59	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	50	7	7	29	0	7	59	33	54	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	47	20	7	20	0	7	52	38	58	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	38	50	10	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	26	25	19	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	0	33	33	0	33	203	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	0	25	129	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	0	8	17	58	8	8	124	25	23	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	15	8	8	46	23	0	112	100	4	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	33	0	33	0	0	65	33	77	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	55	50	58	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	25	17	0	42	8	8	102	50	7	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	31	8	8	38	15	0	81	40	33	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	100	-16	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	5	75	31	4	
<b>TOTAL LARNACA</b>					<b>732</b>	<b>2</b>	<b>10</b>	<b>34</b>	<b>21</b>	<b>24</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>44</b>	<b>57</b>	<b>30</b>	<b>30</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	40	20	20	0	0	39	50	79	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	42	40	67	5	
	GATWICK	AIR 2000	C	A	10	0	0	20	30	10	40	0	0	49	75	11	8	
	GATWICK	AIR 2000	C	D	10	0	0	30	10	30	30	0	0	49	60	19	10	
	GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-18	100	-7	4	
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	0	100	-6	5	
	MANCHESTER	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	24	75	8	12	
	MANCHESTER	AIR 2000	C	D	5	0	0	60	0	0	40	0	0	35	79	17	14	
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-21	100	1	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-3	60	12	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	13	13	0	0	31	38	35	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	30	63	21	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	56	11	22	0	0	43	0	95	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	28	25	63	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	16	25	59	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	37	25	35	4	
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	13	0	0	22	43	66	7	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	13	57	42	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	16	0	0	38	19	31	13	0	0	30	23	72	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	50	6	28	17	0	0	32	56	46	16	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-7	0	100	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	25	156	4	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
LAS PALMAS																			
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	0	50	3		
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	25	37	4		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	13	0	44	4		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	22	75	21	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	28	75	37	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	75	36	4		
	GLASGOW	IBERWORLD	C	A	2	0	0	0	0	50	50	0	0	69	0	0	0		
	GLASGOW	IBERWORLD	C	D	2	0	0	0	0	0	100	0	0	86	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	0	15	0	51	4		
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	15	0	50	5		
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	20	20	20	20	20	0	73	0	0	0		
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	20	20	0	40	20	0	86	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	0	0	20	92	50	19	8		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	60	20	0	0	20	110	75	8	8		
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	105	40	72	5		
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	0	0	0	100	0	0	114	40	78	5		
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	11	100	5	3		
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	19	75	121	4		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	40	0	0	0	22	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	9	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	0	25	38	0	0	35	63	47	8		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	11	33	11	44	0	0	50	67	48	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	17	0	2	47	24	6	18	6	0	30	67	51	15		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	18	0	0	39	28	6	22	6	0	45	59	46	17		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	13	13	25	13	0	72	50	50	8		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	20	20	20	10	0	70	78	34	9		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	0	40	40	0	139	50	172	4		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	0	20	60	0	161	75	72	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	1	0	24	6	35	24	6	6	101	33	73	12		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	1	0	28	17	6	44	6	0	58	31	67	13		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
LAS PALMAS	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	20	20	265	60	54	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	20	20	260	60	45	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	34	60	89	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	20	60	0	72	60	109	5
	EDINBURGH	SPANAIR	C	A	4	0	1	0	50	25	0	25	87	75	15	4
	EDINBURGH	SPANAIR	C	D	5	0	0	20	0	60	0	20	75	60	48	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	20	20	20	56	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	40	0	20	58	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	30	0	0	40	13	10	27	10	60	54	21	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	30	0	0	43	7	13	33	3	48	71	16	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	60	0	74	40	33	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	20	60	0	88	80	33	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	37	1	0	27	11	24	24	14	68	76	25	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	39	0	0	28	10	23	23	15	73	53	31	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	14	75	3	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	22	80	6	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	1	50	25	25	0	0	26	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	21	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	21	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	12	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>586</b>	<b>3</b>	<b>5</b>	<b>41</b>	<b>15</b>	<b>16</b>	<b>22</b>	<b>6</b>	<b>52</b>	<b>56</b>	<b>42</b>	<b>42</b>
LAS VEGAS	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	66	25	185	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	54	33	205	3
<b>TOTAL LAS VEGAS</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>60</b>	<b>29</b>	<b>194</b>	<b>194</b>
LE HAVRE	BIRMINGHAM	LOVE AIR	S	A	36	0	1	75	14	8	3	0	11	0	0	0
	BIRMINGHAM	LOVE AIR	S	D	36	0	1	53	25	19	3	0	19	0	0	0
<b>TOTAL LE HAVRE</b>					<b>72</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

		Origin / Destinations: L																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	136	0	1	79	14	4	3	0	0	8	69	13	137	
	HEATHROW	BMI BRITISH MIDLAND	S	D	136	0	1	82	7	8	2	0	0	8	77	8	132	
	GLASGOW	BMI REGIONAL	S	A	62	0	0	94	3	0	3	0	0	3	0	0	0	
	GLASGOW	BMI REGIONAL	S	D	62	0	1	92	2	3	3	0	0	6	0	0	0	
	EDINBURGH	GILL AIRWAYS	S	A	38	0	0	95	0	3	0	3	0	8	86	8	35	
	EDINBURGH	GILL AIRWAYS	S	D	38	0	0	82	13	3	0	3	0	12	91	6	35	
<b>TOTAL LEEDS BRADFORD</b>					<b>476</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>9</b>	
LEIPZIG																		
	HEATHROW	LUFTHANSA	S	A	7	0	0	71	14	14	0	0	0	12	50	18	32	
<b>TOTAL LEIPZIG</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>14</b>	
LEMNOS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	14	25	43	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	25	35	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	65	0	0	0	
<b>TOTAL LEMNOS</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>33</b>	<b>33</b>	
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	5	0	0	0	60	20	0	20	0	70	0	61	4	
	GATWICK	AIR GABON	S	D	10	0	0	50	30	10	0	10	0	31	60	15	5	
<b>TOTAL LIBREVILLE</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>35</b>	<b>35</b>	
LILONGWE																		
	GATWICK	AIR MALAWI	S	D	3	0	1	67	33	0	0	0	0	10	50	29	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	-2	78	10	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	4	78	7	9	
<b>TOTAL LILONGWE</b>					<b>13</b>	<b>3</b>	<b>5</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>16</b>	<b>16</b>	
LINZ																		
<b>TOTAL LINZ</b>					<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>117</b>	<b>117</b>	
LISBON																		
	HEATHROW	AIR PORTUGAL	S	A	92	0	1	51	29	10	8	2	0	26	77	15	91	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)												
LISBON																		
	HEATHROW	AIR PORTUGAL	S	D	92	0	1	46	9	20	21	5	0	51	75	13	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	0	74	12	10	3	0	0	10	83	6	98	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	98	0	0	71	14	10	3	1	0	15	74	13	98	
	GATWICK	GB AIRWAYS LTD	S	A	57	0	0	70	16	9	5	0	0	12	81	19	31	
	GATWICK	GB AIRWAYS LTD	S	D	57	0	0	79	7	5	9	0	0	15	81	12	31	
	STANSTED	GO FLY LTD	S	A	62	0	0	89	6	5	0	0	0	-10	0	0	0	
	STANSTED	GO FLY LTD	S	D	61	1	1	74	20	5	2	0	0	10	0	0	0	
	MANCHESTER	PORTUGALIA	S	A	26	0	0	88	8	0	4	0	0	7	77	15	26	
	MANCHESTER	PORTUGALIA	S	D	26	0	0	88	0	4	8	0	0	11	81	8	26	
<b>TOTAL LISBON</b>					<b>669</b>	<b>1</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>13</b>	
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	31	0	0	48	23	13	13	3	0	33	68	10	31	
	HEATHROW	ADRIA AIRWAYS	S	D	31	0	0	52	23	6	16	3	0	31	74	9	31	
	MANCHESTER	ADRIA AIRWAYS	S	A	2	0	0	50	50	0	0	0	0	10	100	2	2	
	MANCHESTER	ADRIA AIRWAYS	S	D	2	0	0	0	0	100	0	0	0	39	50	18	2	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	0	88	6	6	0	0	0	4	92	-3	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	61	33	6	0	0	0	13	92	7	13	
<b>TOTAL LJUBLJANA</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>8</b>	<b>8</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	72	0	2	93	4	3	0	0	0	-4	82	4	94	
	EDINBURGH	KLM UK LTD	S	D	72	0	2	88	7	6	0	0	0	6	80	10	94	
	MANCHESTER	KLM UK LTD	S	A	63	0	1	98	0	2	0	0	0	-8	96	-8	89	
	MANCHESTER	KLM UK LTD	S	D	63	0	1	94	2	5	0	0	0	1	97	0	89	
	GLASGOW	SCOT AIRWAYS	S	A	84	0	0	48	32	18	2	0	0	19	0	0	0	
	GLASGOW	SCOT AIRWAYS	S	D	83	0	1	87	12	1	0	0	0	6	0	0	0	
<b>TOTAL LONDON CITY</b>					<b>437</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>2</b>	<b>2</b>	
LONDONDERRY																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	81	3	6	10	0	0	11	91	-2	32	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)												
LONDONDERRY																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	77	3	6	10	3	0	19	82	12	33	
	GLASGOW	LOGANAIR	S	A	31	0	0	77	10	0	13	0	0	20	61	25	31	
	GLASGOW	LOGANAIR	S	D	31	0	0	71	13	3	13	0	0	26	58	30	31	
<b>TOTAL LONDONDERRY</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>16</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	77	6	10	3	3	0	4	84	-13	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	81	10	6	3	0	0	12	71	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	0	82	15	2	0	2	0	1	90	0	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	1	0	66	18	10	7	0	0	17	74	13	62	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	77	11	3	5	3	0	10	71	7	31	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	76	13	6	3	2	0	15	42	29	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	90	3	3	2	2	0	-9	92	-6	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	65	21	6	6	2	0	17	73	13	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>432</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>6</b>	<b>6</b>	
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	10	79	9	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4	92	8	13	
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>8</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	84	4	4	6	1	0	7	65	31	124	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	73	16	7	2	2	0	18	49	31	126	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	82	6	7	6	0	0	5	64	30	107	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	109	1	0	87	6	6	2	0	0	6	57	27	108	
<b>TOTAL LUTON</b>					<b>488</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>30</b>	<b>30</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	76	16	4	0	4	0	18	85	5	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	88	8	0	0	4	0	11	92	1	26	
	GATWICK	CITY FLYER EXPRESS	S	A	93	0	0	78	11	9	2	0	0	7	75	12	76	
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	85	9	6	0	0	0	5	81	12	78	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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																		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	HEATHROW	LUXAIR	S	A	62	0	0	69	18	11	2	0	0	14	66	15	62	
	HEATHROW	LUXAIR	S	D	62	0	0	74	6	15	5	0	0	11	84	4	62	
	MANCHESTER	LUXAIR	S	A	20	0	1	75	20	0	5	0	0	12	85	5	20	
	MANCHESTER	LUXAIR	S	D	21	0	0	86	10	0	5	0	0	5	90	1	20	
	STANSTED	LUXAIR	C	A	2	0	1	100	0	0	0	0	0	-23	0	0	0	
	STANSTED	LUXAIR	S	A	46	0	0	70	13	15	2	0	0	12	72	16	47	
	STANSTED	LUXAIR	S	D	47	0	0	53	21	23	2	0	0	17	81	14	47	
	STANSTED	LUXAIR	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	71	0	0	85	11	4	0	0	0	5	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	71	0	0	62	23	14	1	0	0	16	0	0	0	
<b>TOTAL LUXEMBOURG</b>					<b>644</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>10</b>	
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	48	0	38	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	20	81	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	50	0	25	264	50	22	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	45	25	25	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	62	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	27	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	22	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	HEATHROW	EGYPT AIR	S	A	5	0	0	40	40	20	0	0	0	20	75	20	4	
	HEATHROW	EGYPT AIR	S	D	5	0	0	20	0	80	0	0	0	41	25	29	4	
<b>TOTAL LUXOR</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>29</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>32</b>	<b>37</b>	<b>37</b>	
LYON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	71	17	5	5	1	0	14	74	8	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	80	6	6	8	0	0	10	83	7	93	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	71	10	16	3	0	0	12	79	8	29	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	48	26	16	10	0	0	22	76	15	29	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
LYON	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	81	0	0	75	19	5	1	0	0	6	83	4	82
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	81	0	0	74	15	10	1	0	0	8	82	8	82
<b>TOTAL LYON</b>					<b>410</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>8</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	70	0	0	67	27	4	1	0	0	11	49	23	67	
	STANSTED	KLM EXEL	S	D	70	0	0	80	14	4	0	1	0	9	60	16	67	
<b>TOTAL MAASTRICHT</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>19</b>	<b>19</b>	
MADRAS/CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	11	11	0	0	15	89	-8	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	14	44	15	9	
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>3</b>	<b>3</b>	
MADRID																		
	GATWICK	AIR EUROPA	S	A	26	0	0	27	35	19	19	0	0	39	0	0	0	
	GATWICK	AIR EUROPA	S	D	26	0	0	62	12	12	15	0	0	23	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	72	11	11	4	1	1	17	78	6	93	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	51	25	17	6	1	0	22	81	20	93	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	3	0	0	33	0	33	33	0	0	43	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	3	0	0	67	33	0	0	0	0	13	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	31	15	0	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	53	17	23	7	1	0	24	59	25	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	62	23	10	3	1	0	16	64	18	123	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	49	1	1	67	20	8	4	0	0	11	56	22	50	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	0	0	72	16	4	8	0	0	13	62	22	50	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	0	0	45	26	16	13	0	0	5	65	48	31	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	30	1	1	57	20	10	13	0	0	3	45	66	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	77	20	3	0	0	0	2	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	6	6	0	0	0	7	0	0	0	
	GATWICK	IBERIA	S	A	24	0	2	21	29	29	17	4	0	45	64	30	25	
	GATWICK	IBERIA	S	D	24	0	2	21	29	25	21	4	0	47	60	31	25	
	HEATHROW	IBERIA	S	A	145	2	5	28	25	29	14	3	0	39	72	14	151	
	HEATHROW	IBERIA	S	D	146	2	4	49	18	14	14	4	0	35	80	14	120	
	GATWICK	SPANAIR	S	A	9	0	0	22	67	11	0	0	0	19	0	50	9	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)										
MADRID	GATWICK	SPANAIR	S	D	9	0	0	67	11	22	0	0	0	17	22	38	9	
<b>TOTAL MADRID</b>					<b>1084</b>	<b>6</b>	<b>16</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>21</b>	<b>21</b>	
MAHON	BIRMINGHAM	AIR 2000	C	A	8	0	1	50	13	0	25	13	0	57	57	24	7	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	22	0	44	22	11	0	67	63	29	8	
	GATWICK	AIR 2000	C	A	21	0	2	52	5	19	24	0	0	27	38	42	13	
	GATWICK	AIR 2000	C	D	23	0	0	57	13	22	9	0	0	27	43	29	14	
	MANCHESTER	AIR 2000	C	A	22	0	1	41	27	9	18	5	0	34	57	16	7	
	MANCHESTER	AIR 2000	C	D	23	0	0	30	26	30	13	0	0	32	50	52	10	
	NEWCASTLE	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	6	50	21	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	21	0	29	5	
	STANSTED	AIR 2000	C	A	9	0	0	11	44	11	33	0	0	43	100	-2	3	
	STANSTED	AIR 2000	C	D	9	0	0	11	22	56	11	0	0	42	100	7	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	11	0	0	45	18	18	18	0	0	26	70	50	10	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	14	0	0	50	36	14	0	0	0	17	38	62	13	
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	1	29	7	21	43	0	0	53	0	110	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	39	17	28	17	0	0	32	39	82	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	46	25	383	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	0	0	60	40	0	0	63	20	315	5	
	LUTON	BRITANNIA AIRWAYS	C	A	11	0	0	18	9	45	27	0	0	50	11	50	9	
	LUTON	BRITANNIA AIRWAYS	C	D	14	0	0	43	36	7	14	0	0	20	31	42	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	7	29	14	50	0	0	60	38	118	21	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	33	33	0	33	0	0	41	37	116	27	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	7	0	0	43	29	14	14	0	0	40	86	7	7	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	100	3	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	7	1	0	57	14	29	0	0	0	19	14	62	7	
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	22	0	0	0	20	44	31	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	1	45	9	27	0	18	0	55	11	46	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	1	73	0	9	0	18	0	51	82	40	11	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	1	100	0	0	0	0	0	4	0	0	0	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
MAHON																		
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	34	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-9	75	31	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	40	20	0	0	45	70	32	10	
	GATWICK	CITY FLYER EXPRESS	C	A	2	0	1	50	0	0	50	0	0	31	0	0	0	
	GATWICK	CITY FLYER EXPRESS	C	D	3	0	1	33	0	67	0	0	0	30	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	3	0	0	33	33	33	0	0	0	17	100	-2	4	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	0	31	80	124	5	
	GLASGOW	FUTURA AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-8	86	2	7	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	50	0	50	0	0	0	26	78	13	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	11	0	0	18	18	18	45	0	0	61	45	66	11	
	BIRMINGHAM	MONARCH AIRLINES	C	D	11	0	0	27	9	36	27	0	0	46	50	54	12	
	GATWICK	MONARCH AIRLINES	C	A	19	0	1	16	5	37	37	5	0	65	24	78	17	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	25	20	30	20	5	0	52	44	51	18	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	31	8	0	0	0	10	38	38	13	
	LUTON	MONARCH AIRLINES	C	A	3	0	1	33	67	0	0	0	0	13	33	37	3	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	92	8	0	0	0	0	3	69	21	13	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	20	37	5	
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	1	45	27	27	0	0	0	20	44	47	9	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	33	50	17	0	0	0	17	70	33	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	47	50	17	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	40	60	0	0	67	50	38	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	33	0	67	0	0	91	75	27	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	25	25	0	94	40	74	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	0	13	50	13	0	69	78	26	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	22	0	0	27	33	43	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	33	33	33	0	123	50	70	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	71	60	48	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	33	33	0	0	43	50	84	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	0	25	165	60	61	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	1	17	25	0	42	0	17	120	39	101	18	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)											
MAHON	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	15	8	15	38	0	23	166	50	99	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	33	0	0	0	25	50	33	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	20	80	18	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	13	50	25	13	0	71	40	93	10
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	0	11	67	11	11	0	66	30	96	10
	MANCHESTER	SPANAIR	C	A	3	0	0	33	0	33	33	0	0	44	0	0	0
	MANCHESTER	SPANAIR	C	D	4	0	0	0	50	0	50	0	0	59	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	2	27	7	7	40	20	0	96	63	17	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	24	6	24	24	24	0	88	75	16	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	33	33	0	0	0	22	100	-17	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	28	75	14	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	2	50	6	11	22	11	0	50	71	6	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	21	0	0	43	10	19	14	14	0	57	50	17	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	2	67	10	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	2	25	23	4
	GATWICK	TRANSAER	C	A	3	0	0	0	0	0	67	0	33	177	25	136	4
	GATWICK	TRANSAER	C	D	3	0	0	33	33	0	33	0	0	33	25	89	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	100	0	0	0	0	0	-7	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	10	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	7	0	2	43	14	29	14	0	0	28	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	44	0	33	11	11	0	46	0	0	0
<b>TOTAL MAHON</b>					<b>679</b>	<b>1</b>	<b>28</b>	<b>38</b>	<b>16</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>46</b>	<b>48</b>	<b>58</b>	<b>58</b>
MALAGA	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	25	0	50	0	0	82	40	107	5
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	0	50	0	0	69	80	22	5
	GATWICK	AIR 2000	C	A	31	0	0	42	13	13	26	6	0	51	19	72	16
	GATWICK	AIR 2000	C	D	31	0	0	42	13	16	23	6	0	52	44	47	16
	GLASGOW	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	12	33	81	12
	GLASGOW	AIR 2000	C	D	9	0	0	56	11	22	0	0	11	61	50	55	12
	MANCHESTER	AIR 2000	C	A	21	0	0	52	14	14	19	0	0	24	26	86	19

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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																		
	MANCHESTER	AIR 2000	C	D	21	0	0	62	19	5	14	0	0	20	40	53	20	
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	75	0	0	0	0	21	0	73	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	53	20	51	5	
	STANSTED	AIR 2000	C	A	9	0	0	44	11	33	11	0	0	31	0	0	0	
	STANSTED	AIR 2000	C	D	9	0	0	67	0	22	11	0	0	22	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	7	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	33	56	0	11	0	0	25	57	25	7	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	0	20	67	105	9	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	59	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	47	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	22	44	33	0	0	54	0	143	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	0	20	33	102	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	11	22	0	0	26	50	42	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	33	56	11	0	0	0	18	50	40	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	1	1	0	75	0	25	0	0	32	25	49	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	19	50	37	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	20	20	20	0	77	60	47	15	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	0	20	0	69	65	70	17	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	0	11	0	35	56	38	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	20	78	29	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	31	40	115	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	80	93	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	1	20	40	20	20	0	0	34	83	9	12	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	6	0	0	33	17	33	17	0	0	33	83	9	12	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	10	0	0	30	30	30	10	0	0	34	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	10	0	0	40	20	30	10	0	0	31	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	29	3	0	59	17	10	7	7	0	25	41	75	27	
	GATWICK	CALEDONIAN AIRWAYS	C	D	31	0	0	61	13	13	6	6	0	31	36	70	28	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	15	0	0	0	

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: M				PERCENTAGE OF FLIGHTS LATE							MAY 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)													
MALAGA		GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	0	139	1
		MANCHESTER	CALEDONIAN AIRWAYS	C	A	22	1	0	64	5	14	14	0	5	41	50	62	18
		MANCHESTER	CALEDONIAN AIRWAYS	C	D	22	0	0	55	14	23	5	0	5	42	41	85	17
		BIRMINGHAM	DUO AIRWAYS LTD	C	A	9	0	1	11	22	56	11	0	0	46	40	25	10
		BIRMINGHAM	DUO AIRWAYS LTD	C	D	10	0	0	100	0	0	0	0	0	9	70	16	10
		GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	12	33	19	3
		GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	40	67	13	3
		MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	7	0	101	1
		MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	37	100	1	1
		STANSTED	EXCEL AIRWAYS LTD	C	A	5	0	0	20	0	20	40	20	0	81	0	0	0
		STANSTED	EXCEL AIRWAYS LTD	C	D	5	0	0	0	0	60	20	20	0	85	0	0	0
		BIRMINGHAM	FUTURA AIRLINES	C	A	5	0	0	60	0	0	40	0	0	55	0	0	0
		BIRMINGHAM	FUTURA AIRLINES	C	D	5	0	0	20	20	20	40	0	0	72	0	0	0
		GLASGOW	FUTURA AIRLINES	C	A	6	0	0	33	17	50	0	0	0	29	33	42	3
		GLASGOW	FUTURA AIRLINES	C	D	6	0	0	0	0	83	17	0	0	53	0	83	3
		GATWICK	GB AIRWAYS LTD	S	A	50	0	0	46	24	20	8	2	0	24	62	19	53
		GATWICK	GB AIRWAYS LTD	S	D	50	0	0	86	6	8	0	0	0	9	76	21	54
		HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	68	6	26	0	0	0	15	68	14	31
		HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	48	16	26	6	3	0	30	52	25	31
		STANSTED	GO FLY LTD	S	A	23	0	0	61	17	0	17	4	0	27	0	0	0
		STANSTED	GO FLY LTD	S	D	23	0	0	48	17	13	17	4	0	40	0	0	0
		HEATHROW	IBERIA	S	A	30	0	0	10	10	30	43	7	0	70	50	29	30
		HEATHROW	IBERIA	S	D	29	0	0	10	3	38	38	10	0	81	57	22	30
		BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	10	10	50	30	0	0	52	10	54	10
		BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	50	10	40	0	0	0	21	40	27	10
		GATWICK	MONARCH AIRLINES	C	A	30	0	1	17	20	33	27	3	0	51	19	64	36
		GATWICK	MONARCH AIRLINES	C	D	31	0	0	16	32	32	19	0	0	41	56	47	36
		LUTON	MONARCH AIRLINES	S	A	36	0	0	64	22	6	6	3	0	14	77	7	31
		LUTON	MONARCH AIRLINES	S	D	36	0	0	75	17	3	3	3	0	14	71	14	31
		MANCHESTER	MONARCH AIRLINES	C	A	24	0	0	42	17	29	13	0	0	29	9	63	23

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
MALAGA	MANCHESTER	MONARCH AIRLINES	C	D	24	0	0	63	21	13	4	0	0	13	39	45	23
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	40	40	0	20	149	50	13	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	40	20	0	20	127	40	71	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	22	22	0	0	40	50	33	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	1	0	56	0	22	11	11	0	41	67	51	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	40	20	0	97	60	15	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	40	20	0	0	42	40	67	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	0	40	40	0	144	0	161	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	0	40	40	0	150	20	150	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	23	0	31	38	8	0	88	0	65	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	38	0	23	38	0	0	54	33	28	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	60	0	0	98	80	29	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	20	40	20	0	116	80	37	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	20	0	0	28	50	22	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	0	40	0	0	34	20	80	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	21	0	29	43	7	0	64	40	45	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	29	14	21	29	7	0	50	60	7	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	1	1	25	0	0	75	0	0	70	20	53	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	0	80	0	0	80	60	47	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	26	16	21	21	16	0	77	36	64	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	26	21	21	16	16	0	70	55	35	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	1	1	25	0	75	0	0	0	35	50	23	2
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	40	0	0	0	20	100	-6	2
	GATWICK	TRANSAER	C	A	7	0	0	43	29	0	14	0	14	130	67	42	15
	GATWICK	TRANSAER	C	D	7	0	0	29	29	0	29	0	14	165	50	70	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	1	67	0	33	0	0	0	19	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	26	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	31	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	25	75	0	0	0	40	0	0	0
<b>TOTAL MALAGA</b>					<b>1157</b>	<b>10</b>	<b>12</b>	<b>44</b>	<b>15</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>47</b>	<b>54</b>	<b>54</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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																		
	GATWICK	MONARCH AIRLINES	C	A	9	0	1	56	0	0	22	11	11	148	75	-2	4	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	20	20	30	10	10	10	98	40	21	5	
<b>TOTAL MALE INTERNATIONAL</b>					<b>19</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>11</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>121</b>	<b>53</b>	<b>111</b>	<b>111</b>	
MALMO																		
	LONDON CITY	BRAATHENS ASA	S	A	48	0	0	77	17	4	2	0	0	7	0	0	0	
	LONDON CITY	BRAATHENS ASA	S	D	48	0	0	50	33	13	4	0	0	21	0	0	0	
<b>TOTAL MALMO</b>					<b>96</b>	<b>2</b>	<b>8</b>	<b>64</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>15</b>	<b>15</b>	
MALTA																		
	GATWICK	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	32	67	33	9	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	14	78	32	9	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	30	33	29	9	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	11	33	30	9		
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	25	50	0	25	0	0	43	75	1	4	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	25	0	0	0	5	100	-3	4		
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	0	0	75	25	0	0	65	50	19	4	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	25	25	50	0	0	0	27	75	8	4	
	GATWICK	AIR MALTA	S	A	43	0	0	81	16	2	0	0	-1	95	-4	40		
	GATWICK	AIR MALTA	S	D	43	0	0	56	26	14	2	0	2	32	60	15	40	
	GLASGOW	AIR MALTA	C	A	9	0	1	56	22	11	0	11	0	38	56	17	9	
	GLASGOW	AIR MALTA	S	A	4	0	0	75	25	0	0	0	8	75	6	4		
	GLASGOW	AIR MALTA	S	D	4	0	0	25	75	0	0	0	0	21	75	21	4	
	GLASGOW	AIR MALTA	C	D	9	0	1	22	44	22	0	11	0	55	44	22	9	
	HEATHROW	AIR MALTA	S	A	62	0	0	82	13	3	2	0	0	2	85	-1	62	
	HEATHROW	AIR MALTA	S	D	62	0	0	55	26	10	10	0	0	19	60	15	62	
	LUTON	AIR MALTA	C	A	4	0	0	25	50	0	25	0	0	34	0	0	0	
	LUTON	AIR MALTA	C	D	4	0	0	0	25	50	25	0	0	53	0	0	0	
	MANCHESTER	AIR MALTA	S	A	11	0	0	82	0	9	9	0	0	15	100	-12	10	
	MANCHESTER	AIR MALTA	C	A	9	0	0	56	0	22	11	11	0	45	91	-5	11	
	MANCHESTER	AIR MALTA	S	D	11	0	0	36	27	9	27	0	0	38	20	26	10	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	33	22	0	33	11	0	61	75	10	12	
	NEWCASTLE	AIR MALTA	C	A	4	2	2	100	0	0	0	0	0	4	67	8	3	
	NEWCASTLE	AIR MALTA	C	D	6	0	0	67	17	17	0	0	0	12	50	18	4	
	STANSTED	AIR MALTA	C	A	4	0	0	0	50	25	25	0	0	66	50	7	4	
	STANSTED	AIR MALTA	C	D	4	0	0	0	0	50	50	0	0	85	25	34	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	25	25	13	0	0	23	22	63	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	25	0	0	0	13	44	51	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	20	171	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	20	175	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	25	13	0	0	30	33	36	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	17	56	23	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	5	100	-10	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	100	-4	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	55	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	72	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	74	16	6	3	0	0	5	74	7	31	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	65	32	0	3	0	0	12	58	18	31	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	10	60	73	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	14	60	68	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	25	0	0	54	50	169	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	75	25	0	0	67	75	29	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	23	100	-8	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	28	75	6	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	47	25	21	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	26	75	10	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	39	75	16	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	51	75	20	4	

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: M				PERCENTAGE OF FLIGHTS LATE							MAY 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										
						Actual (7)	Plan (8)										
MALTA																	
	GATWICK	THOMAS COOK AIRLINES LTD	C A	9	0	0	22	11	11	56	0	0	83	75	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C D	9	0	0	22	0	11	56	11	0	94	75	13	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C A	9	0	0	33	11	22	33	0	0	48	50	27	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C D	9	0	0	33	0	44	22	0	0	45	67	28	9	
<b>TOTAL MALTA</b>				<b>543</b>	<b>2</b>	<b>5</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>19</b>	<b>19</b>	
MANCHESTER																	
	GATWICK	AIR 2000	C A	4	0	0	50	0	25	25	0	0	53	0	0	0	
	NEWCASTLE	AIR 2000	C A	4	0	0	75	0	0	25	0	0	48	0	0	0	
	NEWCASTLE	AIR 2000	C D	3	0	0	100	0	0	0	0	0	-3	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S A	231	0	6	78	17	5	0	0	0	6	88	4	233	
	HEATHROW	BMI BRITISH MIDLAND	S D	231	0	6	78	14	6	2	0	0	8	89	3	232	
	EDINBURGH	BMI REGIONAL	S A	71	0	1	63	15	20	1	0	0	13	66	18	71	
	EDINBURGH	BMI REGIONAL	S D	70	0	2	40	36	19	4	1	0	25	67	17	70	
	GLASGOW	BMI REGIONAL	S A	83	0	6	82	12	4	2	0	0	9	63	18	62	
	GLASGOW	BMI REGIONAL	S D	86	0	3	80	14	1	5	0	0	10	86	9	65	
	GATWICK	BRITANNIA AIRWAYS	C A	13	0	0	0	8	15	77	0	0	90	100	4	4	
	GATWICK	BRITANNIA AIRWAYS	C D	12	0	0	25	8	17	50	0	0	52	75	12	4	
	GLASGOW	BRITANNIA AIRWAYS	C D	4	0	0	0	25	0	75	0	0	108	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C A	2	1	0	50	0	0	50	0	0	48	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S A	196	1	0	84	9	5	2	0	0	8	80	9	165	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S D	196	1	0	82	8	6	4	0	0	9	90	5	166	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S A	71	0	0	97	3	0	0	0	0	2	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S D	71	0	0	89	11	0	0	0	0	7	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S A	89	0	1	88	7	6	0	0	0	8	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S D	89	0	1	97	2	1	0	0	0	3	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S A	40	0	0	88	5	3	5	0	0	12	86	7	111	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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																	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	46	0	0	74	17	9	0	0	0	13	83	10	112
	GLASGOW	BRITISH AIRWAYS PLC	S	A	6	2	2	33	33	0	33	0	0	39	74	11	107
	GLASGOW	BRITISH AIRWAYS PLC	S	D	21	1	0	100	0	0	0	0	0	-1	87	7	107
	HEATHROW	BRITISH AIRWAYS PLC	S	A	286	0	2	81	15	3	0	0	0	8	79	9	289
	HEATHROW	BRITISH AIRWAYS PLC	S	D	286	0	0	92	4	3	1	0	0	1	90	2	289
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	63	0	3	94	5	2	0	0	0	0	87	11	60
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	64	0	2	83	13	3	2	0	0	6	83	13	60
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	15	0	0	0
	LONDON CITY	KLM UK LTD	S	A	63	0	1	100	0	0	0	0	0	-11	97	-8	89
	LONDON CITY	KLM UK LTD	S	D	63	0	1	83	17	0	0	0	0	10	80	12	89
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	1	50	50	0	0	0	0	11	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	80	20	0	0	0	0	-3	25	55	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	25	42	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	17	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	54	0	0	0
<b>TOTAL MANCHESTER</b>					<b>2495</b>	<b>12</b>	<b>41</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>8</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	0	0	0	0	6	50	94	-4	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	18	12	0	0	6	85	83	6	18
<b>TOTAL MANILA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>73</b>	<b>18</b>	<b>18</b>
MARRAKESH																	
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	88	0	0	13	0	0	10	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MARRAKESH</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	106	0	1	71	12	15	2	0	0	5	88	0	93
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	106	0	1	70	12	12	6	0	0	16	68	13	93
<b>TOTAL MARSEILLE</b>					<b>214</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>12</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>6</b>	<b>6</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	22	22	33	0	0	22	237	50	26	10
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	0	33	11	11	22	11	11	177	50	11	10
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	100	0	0	0	0	0	3	100	-8	4
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	60	20	20	0	0	0	13	50	14	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	0	8	85	12	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	8	8	0	0	12	85	7	13
<b>TOTAL MAURITIUS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>6</b>	<b>75</b>	<b>70</b>	<b>12</b>	<b>12</b>
MELBOURNE	HEATHROW	QANTAS	S	A	28	0	0	61	11	25	4	0	0	16	0	0	0
	HEATHROW	QANTAS	S	D	31	0	0	84	6	10	0	0	0	6	87	3	31
<b>TOTAL MELBOURNE</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>15</b>	<b>15</b>
METZ																	
<b>TOTAL METZ</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	100	0	0	0	0	0	-6	100	-1	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	22	6	6	0	0	14	62	19	13
<b>TOTAL MEXICO CITY</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>9</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	52	16	19	10	3	0	28	81	-2	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	65	13	10	10	3	0	25	65	14	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	10	3	0	0	4	81	16	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	61	16	10	13	0	0	25	61	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	16	10	3	0	0	10	61	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	10	16	10	0	0	24	68	12	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	52	13	23	13	0	0	27	13	32	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	16	6	13	0	0	24	80	14	30
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>11</b>	<b>11</b>
MIKONOS	GATWICK	AIR 2000	C	A	3	0	1	67	0	33	0	0	0	18	0	0	0

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: M				PERCENTAGE OF FLIGHTS LATE							MAY 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)											
MIKONOS																		
	GATWICK	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	26	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	1	60	0	40	0	0	0	22	20	89	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	83	17	0	0	0	5	83	59	6		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	1	100	0	0	0	0	-3	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	38	0	0	0	
<b>TOTAL MIKONOS</b>					<b>25</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>4</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>73</b>	<b>73</b>	
MILAN (LIMATE)																		
	HEATHROW	ALITALIA	S	A	93	0	0	20	18	42	19	0	0	41	63	16	216	
	HEATHROW	ALITALIA	S	D	93	0	0	47	24	20	8	1	0	25	60	15	216	
	LONDON CITY	ALITALIA	S	A	46	0	0	28	35	35	2	0	0	25	63	11	35	
	LONDON CITY	ALITALIA	S	D	46	0	0	4	15	46	35	0	0	52	37	30	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	25	24	40	10	1	0	35	73	12	154	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	47	24	24	5	1	0	25	64	15	154	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	69	0	5	29	17	41	13	0	0	33	70	17	67	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	69	0	5	46	26	19	9	0	0	23	63	23	68	
	STANSTED	KLM UK LTD	S	A	78	0	0	26	33	29	12	0	0	33	42	32	86	
	STANSTED	KLM UK LTD	S	D	77	0	1	23	26	42	8	1	0	36	21	45	87	
<b>TOTAL MILAN (LIMATE)</b>					<b>747</b>	<b>1</b>	<b>11</b>	<b>31</b>	<b>24</b>	<b>33</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>59</b>	<b>19</b>	<b>19</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA	S	A	145	2	2	23	21	39	18	0	0	38	0	0	0	
	HEATHROW	ALITALIA	S	D	146	0	0	27	24	34	12	3	0	42	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	58	11	26	5	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	43	21	32	4	0	0	24	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	20	0	0	40	25	25	10	0	0	27	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	22	27	30	17	3	0	42	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	37	29	21	11	3	0	33	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	73	0	1	45	14	26	11	4	0	38	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	72	0	2	40	18	28	14	0	0	32	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	20	40	0	0	40	83	46	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	50	17	33	0	0	0	25	57	20	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	38	50	113	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	50	103	4	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	0	0	100	0	0	98	0	26	2	
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	20	20	20	20	329	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	20	20	20	20	20	0	72	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	0	100	0	0	85	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	0	0	50	50	0	0	75	0	0	0	
	STANSTED	GO FLY LTD	S	A	79	0	2	73	10	10	6	0	0	9	63	16	16	
	STANSTED	GO FLY LTD	S	D	80	0	1	78	13	6	4	0	0	12	80	13	15	
	STANSTED	KLM UK LTD	S	A	10	0	0	80	20	0	0	0	0	-2	0	0	0	
	STANSTED	KLM UK LTD	S	D	10	0	0	70	30	0	0	0	0	9	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>910</b>	<b>2</b>	<b>9</b>	<b>42</b>	<b>20</b>	<b>26</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>38</b>	<b>38</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	61	23	10	6	0	0	11	32	51	28	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	74	19	3	3	0	0	10	72	20	29	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>35</b>	<b>35</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	33	56	11	0	0	0	21	11	39	9	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	44	33	22	0	0	0	21	78	24	9	
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>44</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>31</b>	<b>31</b>	
MITILINI																		
	GATWICK	AIR 2000	C	A	7	0	1	29	43	29	0	0	0	21	0	119	4	
	GATWICK	AIR 2000	C	D	8	0	0	63	38	0	0	0	0	10	50	123	4	
	MANCHESTER	AIR 2000	C	A	3	0	1	0	0	67	33	0	0	59	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	22	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	0	25	0	75	0	0	56	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
MITILINI																	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	0	67	0	33	0	91	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	33	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	1	0	0	0	67	33	0	149	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	75	0	0	0
<b>TOTAL MITILINI</b>					<b>40</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>20</b>	<b>20</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>37</b>	<b>63</b>	<b>63</b>
MOENCHENGLADBACH																	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	50	0	2	68	16	14	2	0	0	13	56	26	43
	LUTON	DEBONAIR AIRWAYS LTD	S	D	46	1	1	35	35	26	4	0	0	24	48	33	61
	LONDON CITY	VLM (BELGIUM)	S	A	102	3	0	68	24	8	1	0	0	11	58	15	102
	LONDON CITY	VLM (BELGIUM)	S	D	102	4	0	56	30	12	2	0	0	18	48	20	102
<b>TOTAL MOENCHENGLADBACH</b>					<b>300</b>	<b>8</b>	<b>3</b>	<b>59</b>	<b>26</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>22</b>	<b>22</b>
MOMBASA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	0	60	0	0	90	75	-1	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	0	60	0	0	78	60	82	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	42	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	0	20	20	60	0	0	70	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	25	64	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	19	50	46	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-5	25	47	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	-5	25	48	4
<b>TOTAL MOMBASA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>16</b>	<b>11</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>44</b>	<b>49</b>	<b>49</b>
MONASTIR																	
	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	60	0	20	0	0	49	40	15	5
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	0	20	20	0	0	40	100	4	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	29	25	33	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	22	75	14	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	58	25	30	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	75	25	0	0	0	25	25	17	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	77	75	51	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
MONASTIR	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	66	75	52	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	0	60	20	0	91	0	40	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	60	20	0	0	56	60	57	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	20	40	0	0	61	0	140	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	0	40	0	0	54	0	97	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	57	75	1	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	80	20	0	0	53	75	33	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	1	54	8	8	23	8	0	60	38	49	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	1	0	50	14	7	21	7	0	48	64	47	14
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	18	50	85	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	28	40	146	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	14	7	21	29	7	21	166	69	11	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	29	14	7	21	21	7	110	43	24	14
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	5	0	0	20	40	20	20	0	0	38	60	48	5
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	5	0	0	20	20	0	40	20	0	85	0	57	5
	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	3	75	25	0	0	0	0	6	71	18	7
	GATWICK	NOUVELAIR TUNISIE	C	D	7	0	0	14	29	43	14	0	0	48	50	13	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	20	20	20	0	100	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	20	0	71	0	0	0
<b>TOTAL MONASTIR</b>					<b>160</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>16</b>	<b>20</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>68</b>	<b>49</b>	<b>41</b>	<b>41</b>
MONTEGO BAY	HEATHROW	AIR JAMAICA	S	D	14	0	1	57	7	14	21	0	0	29	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	72	6	11	11	0	0	12	82	7	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	47	18	12	18	6	0	38	22	47	18
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	0	20	0	50	50	5	2
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	0	60	20	20	0	89	0	34	2
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	63	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	24	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	43	14	14	29	0	0	32	50	42	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	38	13	13	0	0	23	50	40	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
MONTEGO BAY																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	20	60	0	0	63	25	32	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	40	20	0	0	47	0	89	5	
<b>TOTAL MONTEGO BAY</b>					<b>93</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>42</b>	<b>34</b>	<b>34</b>	
MONTPELLIER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	36	0	0	83	11	3	0	3	0	8	94	-3	36	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	36	0	0	83	14	0	0	3	0	13	53	19	36	
<b>TOTAL MONTPELLIER</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>8</b>	<b>8</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	20	0	0	20	40	30	5	0	5	43	15	43	20	
	HEATHROW	AIR CANADA	S	D	19	1	0	63	5	21	5	0	5	81	33	22	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	23	19	0	3	0	22	61	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	3	3	6	3	0	18	65	13	31	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>101</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>48</b>	<b>21</b>	<b>21</b>	
MONTREAL (MIRABEL)																		
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	44	0	0	55	36	9	0	0	0	14	69	10	45	
	HEATHROW	AEROFLOT	S	D	43	1	1	63	23	9	5	0	0	16	69	11	45	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	0	93	0	0	7	0	0	-7	87	-5	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	0	86	7	0	7	0	0	13	71	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	97	0	0	3	0	0	-6	97	-8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	0	0	3	0	0	2	84	8	31	
	GATWICK	TRANSAERO AIRLINES	S	A	10	0	2	90	10	0	0	0	0	4	0	0	0	
	GATWICK	TRANSAERO AIRLINES	S	D	10	0	2	70	20	10	0	0	0	13	0	0	0	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>226</b>	<b>3</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>5</b>	<b>5</b>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	44	0	0	9	23	39	30	0	0	47	42	31	45	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
MUMBAI	HEATHROW	AIR INDIA	S	D	45	0	0	16	33	38	9	4	0	42	20	44	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	0	73	7	10	10	0	0	11	87	-6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	10	6	0	0	20	45	22	31
<b>TOTAL MUMBAI</b>					<b>150</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>27</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>27</b>	<b>27</b>
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	52	0	0	56	27	10	8	0	0	21	93	-6	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	52	0	0	38	29	23	10	0	0	29	84	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	1	70	12	7	8	2	0	20	81	9	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	0	69	14	9	7	1	0	18	78	10	150
	LUTON	DEBONAIR AIRWAYS LTD	S	A	52	2	0	17	37	38	8	0	0	32	50	33	48
	LUTON	DEBONAIR AIRWAYS LTD	S	D	56	1	1	32	30	23	14	0	0	35	55	39	31
	GATWICK	DEUTSCHE BA	S	A	88	0	0	30	34	34	2	0	0	26	46	18	57
	GATWICK	DEUTSCHE BA	S	D	88	0	0	63	14	18	6	0	0	16	72	11	57
	STANSTED	GO FLY LTD	S	A	81	0	0	88	6	1	4	1	0	2	0	0	0
	STANSTED	GO FLY LTD	S	D	81	0	0	68	19	9	4	1	0	16	0	0	0
	BIRMINGHAM	LUFTHANSA	S	A	61	0	1	41	43	15	2	0	0	18	80	4	5
	BIRMINGHAM	LUFTHANSA	S	D	61	0	1	52	38	7	3	0	0	17	100	2	5
	HEATHROW	LUFTHANSA	S	A	146	0	1	58	25	12	5	0	0	17	64	12	138
	HEATHROW	LUFTHANSA	S	D	154	0	0	71	18	8	3	0	0	12	77	9	128
	MANCHESTER	LUFTHANSA	S	A	87	0	1	31	36	24	9	0	0	27	0	0	0
	MANCHESTER	LUFTHANSA	S	D	87	0	1	77	16	6	1	0	0	9	0	0	0
	STANSTED	LUFTHANSA	S	A	99	0	0	76	14	9	1	0	0	7	0	0	0
	STANSTED	LUFTHANSA	S	D	99	0	0	49	24	22	4	0	0	21	0	0	0
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	41	0	0	95	5	0	0	0	0	-5	61	12	51
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	41	0	0	32	41	24	2	0	0	23	86	8	50
<b>TOTAL MUNICH</b>					<b>1725</b>	<b>3</b>	<b>11</b>	<b>59</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>11</b>	<b>11</b>
MUNSTER-OSNABRUCK					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER																	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
MURCIA SAN JAVIER	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	20	20	40	20	0	0	44	100	-16	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	20	40	20	20	0	0	40	80	7	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	21	60	38	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	14	60	43	5
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	6	0	0	0	17	50	33	0	0	48	80	1	5
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	1	5
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	38	8	31	23	0	0	34	78	14	18
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	69	15	0	15	0	0	19	61	22	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	0	0	67	33	0	173	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0	0	0	100	0	0	151	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>16</b>	<b>17</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>74</b>	<b>15</b>	<b>15</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	-4	97	-10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	2	81	9	31
	HEATHROW	GULF AIR	S	A	42	0	1	38	17	33	12	0	0	30	70	3	44
	HEATHROW	GULF AIR	S	D	47	0	2	60	26	6	4	2	2	41	75	10	40
<b>TOTAL MUSCAT</b>					<b>151</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>79</b>	<b>4</b>	<b>4</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	8	0	0	88	13	0	0	0	0	4	67	13	9	
	HEATHROW	JAPAN AIRLINES	S	D	8	0	0	75	13	0	13	0	0	25	78	7	9	
<b>TOTAL NAGOYA (AFB)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>6</b>	<b>6</b>	
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-6	78	24	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	-2	89	10	9	
	HEATHROW	KENYA AIRWAYS	S	A	35	0	0	54	26	9	9	3	0	30	52	63	33	
	HEATHROW	KENYA AIRWAYS	S	D	35	0	0	74	14	0	9	3	0	15	64	41	33	
<b>TOTAL NAIROBI</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>45</b>	<b>45</b>	
NAPLES																		
	GATWICK	AIR 2000	C	A	4	0	0	0	0	75	25	0	0	53	0	94	5	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	15	20	73	5	
	MANCHESTER	AIR 2000	C	A	3	0	1	0	0	67	33	0	0	81	0	132	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	59	0	109	5	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	20	60	0	0	86	60	19	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	20	0	20	60	0	0	68	100	4	5	
	LUTON	BMI BRITISH MIDLAND	C	A	3	0	0	0	0	33	67	0	0	84	40	16	5	
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	0	40	40	20	0	0	47	100	9	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	57	40	63	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	80	21	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	1	25	13	50	13	0	0	37	33	83	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	6	56	47	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	0	22	33	44	0	0	71	25	72	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	33	11	0	0	29	33	42	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	75	0	0	79	0	205	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	50	25	0	25	0	0	23	75	151	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	0	50	38	0	0	57	67	48	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	33	0	56	11	0	0	33	78	28	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	63	15	10	13	0	0	18	94	-15	66	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: N								MAY 1998						
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE								% Early to 15	Average Delay (mins)	No matched records
										MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
										Actual (7)	Plan (8)													
NAPLES		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	34	23	31	11	2	0	35	74	15	66						
		GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	63	13	25	0	0	0	14	0	73	4						
		GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	11	25	66	4						
		GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	55	0	114	2						
		GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	58	2						
		MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	33	0	44	3						
		MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	33	0	33	33	0	0	37	67	19	3						
		GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	44	0	0	0	21	17	69	6						
		GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	44	22	0	0	0	22	50	25	6						
		GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	132	20	96	5						
		GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	29	60	27	5						
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	13	25	50	0	13	111	20	49	5						
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	1	14	14	29	29	0	14	106	60	19	5						
<b>TOTAL NAPLES</b>						<b>295</b>	<b>1</b>	<b>4</b>	<b>40</b>	<b>15</b>	<b>25</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>61</b>	<b>33</b>	<b>33</b>						
NASSAU		GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	22	100	2	2						
		MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	66	0	54	1						
		MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	32	50	17	2						
<b>TOTAL NASSAU</b>						<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>8</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>74</b>	<b>16</b>	<b>16</b>						
NEW YORK (JF KENNEDY)		HEATHROW	AIR INDIA	S	A	31	0	0	35	29	26	6	3	0	34	19	41	31						
		HEATHROW	AIR INDIA	S	D	31	0	0	0	3	42	52	3	0	74	39	30	31						
		HEATHROW	AMERICAN AIRLINES	S	A	185	0	0	35	24	29	10	1	0	32	60	28	186						
		HEATHROW	AMERICAN AIRLINES	S	D	191	0	0	77	14	4	4	2	0	13	84	8	186						
		GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	19	10	10	0	0	16	74	19	31						
		GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	10	77	10	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	213	0	1	71	13	9	6	1	0	15	63	27	215						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	215	0	0	80	11	5	3	1	0	11	78	11	217						
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	48	19	23	10	0	0	24	42	34	31						

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)										
NEW YORK (JF KENNEDY)																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	77	6	0	10	6	0	24	32	52	31	
	MANCHESTER	DELTA AIRLINES	S	A	22	0	0	73	14	5	9	0	0	7	68	20	31	
	MANCHESTER	DELTA AIRLINES	S	D	22	0	0	82	9	0	9	0	0	14	74	8	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	0	15	8	0	0	14	29	42	14	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	69	31	0	0	0	0	2	77	11	13	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	57	23	16	4	0	0	18	35	38	93	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	91	3	3	1	1	0	1	88	3	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	39	34	18	6	3	0	31	23	40	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	74	15	6	3	2	0	14	76	7	62	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1371</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>22</b>	
NEW YORK (NEWARK)																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	19	39	35	6	0	0	30	45	31	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	68	23	6	3	0	0	11	84	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	1	2	54	20	19	5	2	0	21	56	19	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	79	10	7	5	0	0	13	85	7	62	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	35	16	29	19	0	0	32	52	24	31	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	61	13	6	19	0	0	26	71	17	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	53	24	19	3	0	0	15	55	22	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	76	11	10	3	0	0	11	89	10	62	
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	1	1	87	10	3	0	0	0	-12	0	0	0	
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	84	10	3	3	0	0	8	0	0	0	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	55	26	13	6	0	0	10	42	31	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	87	10	0	0	3	0	13	68	30	31	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	58	10	6	23	3	0	36	26	58	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	81	6	3	10	0	0	13	77	12	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	23	26	35	6	6	3	59	31	31	29	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	10	13	0	0	0	11	79	7	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	26	35	32	3	3	0	36	39	27	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	10	3	0	3	0	14	94	5	31	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>677</b>	<b>2</b>	<b>3</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>20</b>	<b>20</b>	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: N								MAY 1998					
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE									
										MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
										Actual (7)	Plan (8)												
NEWCASTLE		MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	71	29	0	0	0	0	6	0	0	0					
		MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	1	100	0	0	0	0	0	-10	0	0	0					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	160	0	0	88	8	2	1	1	0	8	90	5	166					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	0	94	2	2	1	1	0	3	94	1	165					
		GATWICK	CITY FLYER EXPRESS	S	A	183	0	3	85	11	3	1	0	0	2	88	1	155					
		GATWICK	CITY FLYER EXPRESS	S	D	183	0	3	80	14	4	1	0	0	8	83	8	157					
		BIRMINGHAM	DUO AIRWAYS LTD	S	A	74	0	1	85	4	4	7	0	0	8	93	1	76					
		BIRMINGHAM	DUO AIRWAYS LTD	S	D	75	0	0	87	3	5	5	0	0	12	95	4	76					
		STANSTED	KLM UK LTD	S	A	64	0	2	98	2	0	0	0	0	-6	78	10	63					
		STANSTED	KLM UK LTD	S	D	64	0	2	92	6	2	0	0	0	3	77	12	64					
<b>TOTAL NEWCASTLE</b>						<b>979</b>	<b>1</b>	<b>12</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>5</b>					
NEWQUAY		GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	46	23	17	13	0	0	26	48	19	31					
		GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	80	0	3	59	21	10	10	0	0	21	74	12	61					
<b>TOTAL NEWQUAY</b>						<b>132</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>22</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>14</b>	<b>14</b>					
NICE		GATWICK	AB AIRLINES	S	A	31	0	1	52	6	16	19	0	6	85	0	0	0					
		GATWICK	AB AIRLINES	S	D	31	0	1	65	13	3	16	3	0	29	0	0	0					
		HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	21	21	31	23	5	0	51	44	24	62					
		HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	47	19	19	15	0	0	27	71	14	62					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	133	0	0	45	22	18	14	2	0	32	55	18	135					
		HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	2	0	50	50	0	0	0	38	0	37	2					
		HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	1	100	0	0	0	0	0	8	0	30	2					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	0	53	19	17	11	1	0	24	66	15	134					
		STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	0	0	0	67	33	0	134	25	40	4					
		STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	45	50	70	4					
		GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	0	50	0	114	0	163	1					
		GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	11	0	18	1					

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
NICE																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	18	1	0	33	11	33	22	0	0	37	58	44	26	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	17	1	1	41	12	18	29	0	0	32	14	88	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	133	0	0	74	11	6	8	2	0	12	62	31	111	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	133	0	0	64	13	14	8	1	0	20	33	49	110	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	0	0	0	50	50	0	231	0	23	1	
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	0	100	0	0	89	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	24	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	1	50	50	0	0	0	0	16	0	0	0	
	STANSTED	TRANSAER	C	A	2	0	0	0	0	0	0	50	50	357	0	0	0	
<b>TOTAL NICE</b>					<b>794</b>	<b>2</b>	<b>10</b>	<b>52</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>29</b>	<b>29</b>	
NORWICH																		
	EDINBURGH	SCOT AIRWAYS	S	A	43	0	4	67	23	2	7	0	0	15	81	8	43	
	EDINBURGH	SCOT AIRWAYS	S	D	43	0	4	79	12	2	7	0	0	11	90	2	42	
	LUTON	SCOT AIRWAYS	S	A	18	0	8	39	44	17	0	0	0	18	42	21	19	
	LUTON	SCOT AIRWAYS	S	D	18	0	8	61	33	0	6	0	0	10	68	23	19	
	MANCHESTER	SCOT AIRWAYS	S	A	38	0	4	89	0	5	5	0	0	11	92	5	38	
	MANCHESTER	SCOT AIRWAYS	S	D	37	0	5	86	0	8	5	0	0	3	97	-8	38	
<b>TOTAL NORWICH</b>					<b>197</b>	<b>0</b>	<b>33</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>6</b>	<b>6</b>	
NUREMBERG																		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	47	0	0	62	23	11	2	2	0	17	72	12	50	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	47	0	0	49	32	13	4	2	0	24	68	11	50	
	HEATHROW	LUFTHANSA	S	A	31	0	0	84	16	0	0	0	0	5	90	0	31	
	HEATHROW	LUFTHANSA	S	D	31	0	0	77	16	3	3	0	0	3	94	0	31	
<b>TOTAL NUREMBERG</b>					<b>158</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
OLBIA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-11	33	28	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	33	17	3	
	GATWICK	MERIDIANA AIR	S	A	9	0	0	56	11	11	11	11	0	46	40	44	5	
	GATWICK	MERIDIANA AIR	S	D	9	0	0	56	11	11	11	11	0	48	20	52	5	
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	33	33	33	0	0	0	30	67	13	3	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	32	67	9	3	
<b>TOTAL OLBIA</b>					<b>31</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>41</b>	<b>31</b>	<b>31</b>	
OPORTO																		
	HEATHROW	AIR PORTUGAL	S	A	62	0	0	56	16	6	19	2	0	33	93	3	30	
	HEATHROW	AIR PORTUGAL	S	D	62	0	0	65	10	2	24	0	0	31	93	1	30	
	GATWICK	GB AIRWAYS LTD	S	A	57	0	0	88	4	4	4	2	0	4	89	5	57	
	GATWICK	GB AIRWAYS LTD	S	D	57	0	0	79	11	5	2	4	0	14	84	8	57	
<b>TOTAL OPORTO</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>5</b>	<b>5</b>	
ORLANDO																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	33	0	50	17	0	0	39	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	17	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	11	22	56	0	0	73	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	0	60	0	0	75	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	44	11	0	0	33	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	14	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	0	13	0	0	18	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	22	11	0	0	26	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	20	20	40	0	127	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	20	20	40	0	113	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	23	3	0	3	0	8	74	18	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	29	13	0	3	0	22	52	29	27	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	45	27	19	8	0	0	24	19	28	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	73	18	3	6	0	0	13	90	8	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	88	12	0	0	0	0	-8	72	18	25	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
ORLANDO	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	42	38	15	4	0	0	22	59	23	27
<b>TOTAL ORLANDO</b>					<b>309</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>20</b>	<b>20</b>
OSAKA (KANSAI)	HEATHROW	ALL NIPPON AIRWAYS	S	A	22	0	0	59	32	9	0	0	7	91	1	23	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	22	0	0	50	36	5	9	0	23	91	11	23	
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	61	10	23	6	0	16	81	2	26	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	61	29	6	3	0	17	69	8	26	
<b>TOTAL OSAKA (KANSAI)</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>3</b>	<b>3</b>	
OSLO (FORNEBU)																	
OSLO (GARDERMOEN)	STANSTED	AIR FOYLE PASSENGER AIRLINES	S	A	26	0	0	77	19	0	4	0	7	0	0	0	
	STANSTED	AIR FOYLE PASSENGER AIRLINES	S	D	26	0	0	81	4	8	8	0	12	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	92	4	4	0	0	4	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	96	0	4	0	0	2	0	0	0	
	STANSTED	BRAATHENS ASA	S	A	61	0	0	56	20	15	10	0	20	0	0	0	
	STANSTED	BRAATHENS ASA	S	D	61	0	0	48	23	23	5	2	20	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	61	26	12	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	70	21	7	2	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	1	71	14	10	4	1	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	2	82	8	7	4	0	7	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	4	0	0	100	0	0	0	0	0	25	25	4	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	5	0	0	60	20	20	0	0	14	20	47	5	
	HEATHROW	SAS	S	A	175	0	1	52	27	15	5	0	20	0	0	0	
	HEATHROW	SAS	S	D	173	0	2	79	8	7	5	1	11	0	0	0	
	MANCHESTER	SAS	S	A	26	0	0	81	15	4	0	0	8	0	0	0	
	MANCHESTER	SAS	S	D	26	0	0	77	15	4	4	0	8	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1053</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>44</b>	<b>44</b>	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	27	37	30	3	3	0	32	28	41	25
	HEATHROW	AIR CANADA	S	D	30	0	0	63	20	10	3	3	0	20	71	15	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	14	0	0	50	29	21	0	0	0	15	0	0	0
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	14	0	0	86	7	7	0	0	0	0	0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>26</b>	<b>26</b>
OVDA	HEATHROW	EL AL	S	A	6	0	3	33	17	50	0	0	0	23	75	-2	4
	HEATHROW	EL AL	S	D	4	0	3	50	50	0	0	0	0	18	100	2	4
<b>TOTAL OVDA</b>					<b>10</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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																	
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	20	0	40	40	0	0	68	20	20	5
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	0	0	0	33	67	0	0	104	40	21	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	108	0	84	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	73	0	68	2
	GATWICK	MERIDIANA AIR	S	A	26	0	1	65	15	15	0	4	0	17	42	19	26
	GATWICK	MERIDIANA AIR	S	D	23	0	1	48	0	30	17	4	0	36	50	21	26
<b>TOTAL PALERMO</b>					<b>61</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>8</b>	<b>25</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>41</b>	<b>23</b>	<b>23</b>
PALMA DE MALLORCA																	
	BIRMINGHAM	AIR 2000	C	A	22	0	1	32	14	14	27	14	0	72	50	15	20
	BIRMINGHAM	AIR 2000	C	D	23	0	0	26	13	17	39	4	0	62	70	13	23
	GATWICK	AIR 2000	C	A	47	0	3	26	21	23	23	6	0	58	32	42	31
	GATWICK	AIR 2000	C	D	50	0	0	60	12	8	18	2	0	34	63	19	32
	GLASGOW	AIR 2000	C	A	8	0	0	63	38	0	0	0	0	5	57	40	7
	GLASGOW	AIR 2000	C	D	8	0	0	63	38	0	0	0	0	7	63	16	8
	MANCHESTER	AIR 2000	C	A	24	0	2	25	25	17	25	8	0	55	47	50	19
	MANCHESTER	AIR 2000	C	D	26	0	0	27	23	27	19	4	0	43	50	48	22
	NEWCASTLE	AIR 2000	C	A	8	0	1	25	25	25	13	13	0	58	29	15	7
	NEWCASTLE	AIR 2000	C	D	9	0	0	33	11	33	22	0	0	44	78	7	9
	STANSTED	AIR 2000	C	A	15	0	2	27	20	20	27	7	0	50	75	7	4
	STANSTED	AIR 2000	C	D	17	0	0	12	24	41	24	0	0	45	0	27	4
	BIRMINGHAM	AIR EUROPA	C	A	8	0	0	38	25	0	13	25	0	84	60	91	5
	BIRMINGHAM	AIR EUROPA	C	D	8	0	0	25	0	25	13	25	13	119	20	143	5
	EDINBURGH	AIR EUROPA	C	A	15	0	2	27	7	20	20	27	0	98	11	64	9
	EDINBURGH	AIR EUROPA	C	D	16	1	2	6	6	13	44	31	0	136	22	65	9
	MANCHESTER	AIR EUROPA	C	A	7	0	1	57	0	0	43	0	0	54	15	114	13
	MANCHESTER	AIR EUROPA	C	D	8	0	0	38	13	0	38	0	13	201	18	110	17
	EDINBURGH	BMI BRITISH MIDLAND	C	A	2	0	3	0	0	0	50	50	0	154	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	0	0	0	100	0	0	93	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	36	0	0	31	11	33	25	0	0	42	56	32	36
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	36	31	19	14	0	0	29	69	16	36

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
PALMA DE MALLORCA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	36	0	0	44	8	28	19	0	0	34	29	102	38
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	40	0	0	68	8	18	8	0	0	19	48	58	40
	EDINBURGH	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	33	0	0	44	50	48	2
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	36	25	115	4
	GATWICK	BRITANNIA AIRWAYS	C	A	44	1	0	36	23	25	16	0	0	34	27	94	49
	GATWICK	BRITANNIA AIRWAYS	C	D	48	0	1	60	19	10	10	0	0	18	42	71	53
	GLASGOW	BRITANNIA AIRWAYS	C	A	24	1	0	38	13	21	29	0	0	32	22	74	23
	GLASGOW	BRITANNIA AIRWAYS	C	D	26	0	0	46	8	31	15	0	0	27	41	44	27
	LUTON	BRITANNIA AIRWAYS	C	A	20	2	0	35	15	25	25	0	0	39	52	133	23
	LUTON	BRITANNIA AIRWAYS	C	D	25	0	0	56	20	4	20	0	0	25	53	45	30
	MANCHESTER	BRITANNIA AIRWAYS	C	A	51	0	0	45	20	16	20	0	0	26	40	78	62
	MANCHESTER	BRITANNIA AIRWAYS	C	D	58	0	0	67	12	10	10	0	0	20	41	60	69
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	23	0	0	48	17	4	26	4	0	44	43	33	21
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	26	0	0	54	23	8	15	0	0	31	77	17	26
	STANSTED	BRITANNIA AIRWAYS	C	A	16	1	0	25	38	19	13	0	6	89	37	90	19
	STANSTED	BRITANNIA AIRWAYS	C	D	18	0	0	67	17	6	11	0	0	20	64	65	22
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	20	0	0	60	20	0	113	60	25	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	5	0	0	0	40	0	60	0	0	70	40	27	5
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	6	0	2	0	0	17	67	17	0	119	0	200	1
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	13	13	13	63	0	0	62	50	32	2
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	0	0	33	33	33	0	116	0	69	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	31	20	34	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	0	55	9	27	9	0	0	23	0	112	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	73	9	9	9	0	0	17	33	55	12
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	20	20	20	0	95	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	0	20	20	0	77	0	223	1
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	10	0	1	50	10	0	30	10	0	57	40	96	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	1	50	20	0	20	10	0	50	20	82	5
	GATWICK	CITY FLYER EXPRESS	C	A	5	0	1	40	40	0	20	0	0	18	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	6	0	0	50	0	33	17	0	0	32	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
PALMA DE MALLORCA	BIRMINGHAM	CORSAIR	C	A	2	1	1	0	0	0	50	50	0	172	0	0	0
	BIRMINGHAM	CORSAIR	C	D	3	0	0	0	0	0	33	33	33	241	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	7	0	0	0	0	0	71	29	0	143	50	24	8
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	8	0	0	0	13	0	88	0	0	85	63	23	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	33	0	5	76	6	12	3	3	0	10	65	42	40
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	33	0	5	70	18	3	9	0	0	16	54	45	41
	BIRMINGHAM	FUTURA AIRLINES	C	A	3	0	0	33	67	0	0	0	0	21	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	D	3	0	0	0	0	0	100	0	0	105	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	25	25	25	25	0	0	52	60	26	5
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	0	0	40	60	0	0	73	40	34	5
	GATWICK	FUTURA AIRLINES	S	A	22	0	0	45	18	32	5	0	0	25	57	20	14
	GATWICK	FUTURA AIRLINES	S	D	22	0	0	41	36	18	5	0	0	19	64	28	14
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	0	0	20	60	20	0	97	20	86	5
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	0	0	20	60	20	0	112	40	167	5
	STANSTED	FUTURA AIRLINES	C	A	5	0	0	40	40	0	20	0	0	39	50	135	4
	STANSTED	FUTURA AIRLINES	C	D	5	0	0	80	0	0	20	0	0	34	60	128	5
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	58	3	23	13	3	0	27	50	38	22
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	65	13	13	6	3	0	21	82	23	22
	LUTON	IBERWORLD	C	A	3	1	1	33	0	67	0	0	0	31	0	0	0
	LUTON	IBERWORLD	C	D	4	1	1	25	0	50	25	0	0	43	0	0	0
	MANCHESTER	IBERWORLD	C	A	5	0	0	0	40	60	0	0	0	36	0	0	0
	MANCHESTER	IBERWORLD	C	D	5	0	0	0	20	40	40	0	0	58	0	0	0
	NEWCASTLE	IBERWORLD	C	A	8	0	1	63	0	13	25	0	0	34	0	0	0
	NEWCASTLE	IBERWORLD	C	D	10	0	0	50	10	20	20	0	0	38	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	12	63	6	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	12	75	10	8
	GATWICK	MONARCH AIRLINES	C	A	31	1	1	42	13	19	16	10	0	49	39	43	23
	GATWICK	MONARCH AIRLINES	C	D	31	0	1	55	6	13	23	3	0	42	61	43	23
	GLASGOW	MONARCH AIRLINES	C	A	9	0	0	44	0	22	33	0	0	53	56	49	9
	GLASGOW	MONARCH AIRLINES	C	D	9	0	0	33	22	11	33	0	0	45	50	46	8

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)										
PALMA DE MALLORCA	LUTON	MONARCH AIRLINES	C	A	5	0	0	0	20	20	60	0	0	74	38	63	8	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	36	60	32	10	
	MANCHESTER	MONARCH AIRLINES	C	A	27	1	1	59	11	15	7	7	0	30	50	65	22	
	MANCHESTER	MONARCH AIRLINES	C	D	28	0	0	43	14	18	14	11	0	42	55	39	22	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	15	0	1	20	0	7	60	13	0	97	56	55	16	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	19	0	0	42	11	16	26	5	0	59	53	50	19	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	30	0	0	43	13	7	13	20	3	96	27	113	33	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	28	0	0	39	18	4	18	21	0	83	42	105	33	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	22	0	0	14	0	9	41	36	0	143	36	59	22	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	24	0	0	21	4	4	50	21	0	108	33	42	24	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	14	0	0	29	0	21	21	29	0	98	45	80	11	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	15	0	0	27	7	20	27	20	0	86	46	62	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	51	0	0	25	8	14	35	16	2	88	31	83	59	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	50	1	0	18	8	20	42	8	4	93	43	72	60	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	12	0	0	33	8	17	25	8	8	104	54	98	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	12	2	2	33	0	42	8	8	8	88	64	58	14	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	14	21	14	7	0	32	42	92	12	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	16	0	0	63	19	6	6	6	0	28	46	90	13	
	BIRMINGHAM	SPANAIR	C	A	9	0	2	44	44	11	0	0	0	20	50	57	8	
	BIRMINGHAM	SPANAIR	C	D	9	0	2	22	11	33	33	0	0	53	44	68	9	
	EDINBURGH	SPANAIR	C	A	4	0	1	0	50	50	0	0	0	32	0	0	0	
	EDINBURGH	SPANAIR	C	D	5	3	0	0	0	0	100	0	0	81	0	0	0	
	GLASGOW	SPANAIR	C	A	10	0	0	0	0	50	30	20	0	105	33	85	9	
	GLASGOW	SPANAIR	C	D	10	0	0	0	0	10	70	20	0	120	30	82	10	
	MANCHESTER	SPANAIR	C	A	16	0	1	6	13	25	56	0	0	67	40	71	20	
	MANCHESTER	SPANAIR	C	D	17	0	0	6	6	24	65	0	0	82	25	88	20	
	NEWCASTLE	SPANAIR	C	A	10	0	0	50	20	20	10	0	0	18	33	53	12	
	NEWCASTLE	SPANAIR	C	D	10	0	0	40	20	20	20	0	0	38	50	52	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	11	0	2	18	0	9	45	27	0	102	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	1	8	8	8	62	15	0	103	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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	THOMAS COOK AIRLINES LTD	C	A	31	0	0	26	29	19	16	6	3	55	75	13	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	31	0	0	52	16	13	16	3	0	36	75	8	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	3	40	10	10	20	20	0	64	50	60	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	8	0	8	15	0	36	75	51	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	60	0	2	17	18	20	33	12	0	75	38	67	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	65	0	0	43	5	15	26	11	0	62	29	54	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	1	88	0	0	13	0	0	1	78	2	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	-11	100	-4	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	1	25	13	13	38	13	0	86	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	56	11	22	11	0	0	25	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	1	13	38	13	38	0	0	57	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	1	0	13	38	25	25	0	0	47	0	0	0
	GATWICK	VIRGIN EXPRESS	C	D	2	0	0	0	0	0	100	0	0	91	100	12	2
<b>TOTAL PALMA DE MALLORCA</b>					<b>2092</b>	<b>19</b>	<b>70</b>	<b>39</b>	<b>14</b>	<b>16</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>53</b>	<b>44</b>	<b>64</b>	<b>64</b>
PAPHOS	BIRMINGHAM	AIR 2000	C	A	9	0	0	56	11	11	22	0	0	43	50	26	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	43	0	0	0
	BIRMINGHAM	AIR 2000	S	D	4	0	0	25	0	50	25	0	0	47	56	50	9
	GATWICK	AIR 2000	S	A	22	0	0	36	18	18	27	0	0	37	41	22	17
	GATWICK	AIR 2000	S	D	17	0	0	29	29	18	24	0	0	37	50	22	18
	GATWICK	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	23	75	15	4
	GLASGOW	AIR 2000	S	A	4	0	0	50	0	50	0	0	0	26	0	0	0
	GLASGOW	AIR 2000	S	D	4	0	0	25	25	50	0	0	0	27	0	0	0
	MANCHESTER	AIR 2000	S	A	12	0	0	33	50	8	0	8	0	29	88	9	8
	MANCHESTER	AIR 2000	S	D	12	0	0	33	42	17	8	0	0	29	75	20	8
	NEWCASTLE	AIR 2000	C	A	3	0	1	0	33	33	33	0	0	45	50	55	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	33	75	14	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	14	29	14	43	0	0	65	29	36	7
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	38	13	25	25	0	0	41	75	24	8
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	13	38	50	0	0	59	0	58	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 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	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	25	25	38	13	0	0	31	25	33	4
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	8	8	0	0	19	22	125	9
	LUTON	BRITANNIA AIRWAYS	C	D	14	0	0	71	21	7	0	0	0	10	22	119	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	31	8	15	38	8	0	74	44	57	16
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	23	23	8	38	8	0	72	39	62	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	1	0	0	0	33	67	0	0	70	33	44	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	41	50	39	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	0	21	43	21	7	7	93	25	52	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	43	21	21	0	7	7	64	42	40	12
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	1	0	0	67	33	0	0	53	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	25	75	0	0	73	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	20	33	207	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	33	20	71	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	11	80	-13	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	15	40	239	5
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	3	0	1	0	33	67	0	0	0	42	0	39	1
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	0	50	50	0	0	60	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	8	0	1	13	63	25	0	0	0	23	75	-2	4
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	8	0	1	13	63	13	13	0	0	27	86	-13	7
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	25	0	0	0
	LUTON	MONARCH AIRLINES	C	A	10	0	0	60	20	20	0	0	0	8	100	-10	7
	LUTON	MONARCH AIRLINES	C	D	9	0	0	67	11	11	11	0	0	17	88	6	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	50	0	0	41	75	48	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	0	50	0	0	48	75	9	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	60	40	0	0	0	31	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	60	20	0	103	50	50	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	60	20	20	0	94	40	119	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	1	2	43	14	29	14	0	0	29	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	13	0	0	21	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	38	38	13	0	0	47	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	25	25	13	0	0	33	0	0	0	
<b>TOTAL PAPHOS</b>					<b>356</b>	<b>3</b>	<b>7</b>	<b>36</b>	<b>22</b>	<b>21</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>50</b>	<b>53</b>	<b>53</b>	
PARIS (CHARLES DE GAULLE)																		
	EDINBURGH	AIR FRANCE	S	A	93	0	0	28	28	28	16	0	0	34	19	30	31	
	EDINBURGH	AIR FRANCE	S	D	93	0	0	31	22	39	9	0	0	31	23	28	31	
	HEATHROW	AIR FRANCE	S	A	384	0	0	58	23	12	7	1	0	18	21	37	372	
	HEATHROW	AIR FRANCE	C	A	2	0	6	0	0	50	50	0	0	52	0	0	0	
	HEATHROW	AIR FRANCE	S	D	384	0	0	64	17	15	4	1	0	15	44	27	367	
	LONDON CITY	AIR FRANCE	S	A	67	0	0	72	18	7	3	0	0	12	91	4	67	
	LONDON CITY	AIR FRANCE	S	D	66	0	0	36	33	24	6	0	0	26	69	16	67	
	MANCHESTER	AIR FRANCE	S	A	152	0	2	65	14	16	5	0	0	15	28	32	120	
	MANCHESTER	AIR FRANCE	S	D	152	0	0	68	16	13	3	0	0	12	69	13	120	
	HEATHROW	BMI BRITISH MIDLAND	S	A	208	0	1	53	27	17	3	0	0	18	62	14	210	
	HEATHROW	BMI BRITISH MIDLAND	S	D	208	0	1	67	19	11	3	0	0	13	78	9	210	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	145	0	0	73	14	9	3	0	0	9	61	14	145	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	145	0	0	68	17	10	6	0	0	16	75	11	145	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	17	0	0	65	29	6	0	0	0	9	100	0	15	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	13	0	0	62	38	0	0	0	0	14	68	17	19	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	136	0	0	73	12	10	6	0	0	11	70	11	135	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	136	0	0	79	8	9	4	0	0	12	87	8	135	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	37	0	0	81	16	3	0	0	0	9	71	14	21	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	46	0	0	89	7	4	0	0	0	3	100	3	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	76	16	5	2	1	0	6	65	12	195	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	74	9	14	3	1	0	12	79	7	195	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	130	0	0	62	13	20	5	0	0	16	67	12	128	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)																	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	130	0	0	60	12	20	8	0	0	17	67	15	126
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	82	0	1	44	13	21	22	0	0	35	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	82	0	1	26	28	29	15	2	0	39	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	167	0	0	89	5	2	4	0	0	3	90	2	144
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	169	0	0	69	17	10	5	0	0	14	70	14	145
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	91	0	2	64	16	15	4	0	0	15	68	8	57
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	91	0	2	64	18	16	2	0	0	16	74	11	57
	NEWCASTLE	GILL AIRWAYS	S	A	75	0	5	63	24	12	1	0	0	14	92	0	51
	NEWCASTLE	GILL AIRWAYS	S	D	76	1	4	51	16	33	0	0	0	22	65	12	51
	STANSTED	KLM UK LTD	S	A	121	0	3	60	21	17	2	0	0	13	70	10	118
	STANSTED	KLM UK LTD	S	D	120	0	4	42	22	28	9	0	0	26	57	16	118
	LUTON	SCOT AIRWAYS	S	A	73	0	21	41	33	22	4	0	0	22	30	27	69
	LUTON	SCOT AIRWAYS	S	D	72	1	22	54	25	19	1	0	0	16	57	16	69
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4361</b>	<b>2</b>	<b>96</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>16</b>	<b>16</b>
PARIS (ORLY)																	
	HEATHROW	AIR LIB	S	A	90	0	3	81	12	7	0	0	0	6	76	8	92
	HEATHROW	AIR LIB	S	D	90	0	3	63	22	10	4	0	0	15	64	17	92
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	86	13	0	0	1	0	1	92	0	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	74	18	7	0	1	0	10	80	8	88
<b>TOTAL PARIS (ORLY)</b>					<b>356</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>8</b>
PARMA																	
PERPIGNAN																	
PERTH (AUSTRALIA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	29	23	3	0	0	22	65	22	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	23	13	0	0	0	13	77	7	31
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>15</b>
PHILADELPHIA INTERNATION																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	10	10	5	2	0	15	76	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	10	2	2	2	0	9	48	27	62

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)												
PHILADELPHIA INTERNATIONAL																		
	GATWICK	US AIRWAYS	S	A	60	0	2	72	7	12	7	3	0	17	45	32	31	
	GATWICK	US AIRWAYS	S	D	60	0	2	42	35	10	10	3	0	29	87	3	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>244</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>18</b>	<b>18</b>	
PHUKET																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	58	0	347	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	50	50	0	0	59	100	11	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	34	100	-19	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	49	50	17	2	
<b>TOTAL PHUKET</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>50</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>63</b>	<b>89</b>	<b>89</b>	
PISA																		
	GATWICK	ALITALIA	S	A	31	0	0	3	23	48	26	0	0	52	60	15	30	
	GATWICK	ALITALIA	S	D	31	0	0	0	16	52	32	0	0	57	52	20	31	
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	0	0	0	100	0	0	94	0	108	3	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	0	0	100	0	0	0	44	33	102	3	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	61	15	11	11	2	0	21	92	-4	76	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	37	13	31	18	2	0	38	61	15	76	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	65	67	15	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	58	60	24	5	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	12	0	1	0	8	25	58	0	8	167	17	80	12	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	13	0	0	8	8	62	23	0	0	51	23	29	13	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	15	29	41	14	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	44	64	33	14	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	1	0	67	33	0	0	0	34	0	110	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	23	50	68	4	
	STANSTED	RYANAIR	S	A	61	0	1	34	18	33	13	2	0	34	0	0	0	
	STANSTED	RYANAIR	S	D	61	0	1	39	18	23	18	2	0	36	0	0	0	
<b>TOTAL PISA</b>					<b>362</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>15</b>	<b>31</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>20</b>	<b>20</b>	
PITTSBURGH																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
PITTSBURGH		GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	58	19	13	10	0	0	21	58	16	31
		GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	10	16	6	0	0	18	90	6	31
<b>TOTAL PITTSBURGH</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>11</b>	<b>11</b>
PLYMOUTH		EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	6	0	0	100	0	0	0	0	0	-2	0	0	0
		GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	69	0	3	52	23	16	9	0	0	21	63	13	92
		GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	41	0	0	51	20	20	10	0	0	20	68	13	62
		GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	11	0	0	82	9	0	9	0	0	18	92	8	12
		GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	6	0	0	100	0	0	0	0	0	-1	100	2	7
<b>TOTAL PLYMOUTH</b>						<b>133</b>	<b>2</b>	<b>3</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>12</b>	<b>12</b>
POITIERS																		
PONTOISE		LUTON	DEBONAIR AIRWAYS LTD	S	A	47	5	52	43	30	19	9	0	0	27	0	0	0
		LUTON	DEBONAIR AIRWAYS LTD	S	D	51	1	27	55	29	6	10	0	0	19	0	0	0
<b>TOTAL PONTOISE</b>						<b>98</b>	<b>6</b>	<b>79</b>	<b>49</b>	<b>30</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORLAMAR		GATWICK	AIR 2000	C	A	2	0	0	50	0	0	50	0	0	62	0	0	0
		GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
		MANCHESTER	AIR 2000	C	A	2	0	0	0	0	0	50	50	0	140	0	0	0
		MANCHESTER	AIR 2000	C	D	2	0	0	0	0	0	100	0	0	112	0	0	0
<b>TOTAL PORLAMAR</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>79</b>	<b>33</b>	<b>18</b>	<b>18</b>
PORT OF SPAIN		HEATHROW	BWIA	S	A	30	1	1	37	23	23	17	0	0	27	43	26	28
		HEATHROW	BWIA	S	D	30	1	1	40	27	30	3	0	0	23	43	36	28
<b>TOTAL PORT OF SPAIN</b>						<b>60</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>25</b>	<b>27</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>43</b>	<b>31</b>	<b>31</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	39	0	1	62	23	13	3	0	0	15	78	10	40
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	63	33	3	3	0	0	14	78	9	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	18	8	0	0	0	8	77	8	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	23	3	0	2	0	13	81	11	62
	HEATHROW	CSA	S	A	62	0	0	50	34	10	5	0	2	27	71	13	63
	HEATHROW	CSA	S	D	62	0	0	66	24	10	0	0	0	12	79	6	62
	MANCHESTER	CSA	S	A	26	0	0	35	46	15	4	0	0	23	62	26	26
	MANCHESTER	CSA	S	D	26	0	0	38	31	23	8	0	0	25	35	22	26
	STANSTED	CSA	S	A	25	0	1	56	32	12	0	0	0	14	46	19	26
	STANSTED	CSA	S	D	25	0	1	20	28	44	8	0	0	32	81	9	26
<b>TOTAL PRAGUE</b>					<b>431</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>28</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>12</b>	<b>12</b>
PRESTWICK	STANSTED	RYANAIR	S	A	129	0	1	93	5	2	0	0	0	1	80	8	124
	STANSTED	RYANAIR	S	D	130	0	5	85	11	3	1	0	0	6	66	13	124
<b>TOTAL PRESTWICK</b>					<b>259</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>10</b>	<b>10</b>
PREVEZA	GATWICK	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	32	67	12	3
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	5	75	8	4
	MANCHESTER	AIR 2000	C	A	7	0	2	14	29	29	29	0	0	52	33	37	3
	MANCHESTER	AIR 2000	C	D	9	0	0	44	0	33	22	0	0	33	25	36	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	0	50	0	0	44	50	12	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	0	0	0	25	50	25	0	115	33	103	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	57	33	103	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	1	60	0	40	0	0	0	16	75	32	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	50	33	17	0	0	0	21	50	75	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	0	100	0	0	93	100	1	4
	GATWICK	MONARCH AIRLINES	C	A	6	0	1	17	17	33	33	0	0	53	50	13	4
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	29	14	43	14	0	0	42	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	1	25	0	25	25	25	0	83	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
PREVEZA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	40	0	20	0	52	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	1	25	0	0	75	0	0	78	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	60	20	0	0	59	0	0	0	
<b>TOTAL PREVEZA</b>					<b>80</b>	<b>1</b>	<b>7</b>	<b>36</b>	<b>8</b>	<b>29</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>53</b>	<b>47</b>	<b>47</b>	
PUERTO PLATA																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	0	40	40	0	0	75	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	20	0	40	40	0	0	57	0	0	0	
	GLASGOW	AIR 2000	C	A	3	0	0	0	0	33	67	0	0	108	0	0	0	
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	26	0	0	0	
	MANCHESTER	AIR 2000	C	A	2	0	0	0	0	0	100	0	0	124	0	0	0	
	MANCHESTER	AIR 2000	C	D	2	0	0	0	0	50	50	0	0	67	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	67	17	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	36	33	44	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	23	50	18	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	75	0	0	94	86	22	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	0	75	0	0	96	67	29	9	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	25	0	63	13	0	0	41	75	46	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	40	20	0	0	41	50	81	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	-5	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	52	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	72	0	0	0	
<b>TOTAL PUERTO PLATA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>8</b>	<b>27</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>52</b>	<b>71</b>	<b>71</b>	
PUERTO VALLARTA																		
	GATWICK	AIR 2000	C	A	4	0	0	0	50	0	50	0	0	52	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	12	0	0	0	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	15	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	38	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	0	75	25	0	156	67	13	3	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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 VALLARTA																		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	40	40	0	0	55	33	28	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	50	0	25	148	0	30	1	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	0	0	20	80	0	0	102	50	18	2	
<b>TOTAL PUERTO VALLARTA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>17</b>	<b>40</b>	<b>3</b>	<b>3</b>	<b>71</b>	<b>47</b>	<b>133</b>	<b>133</b>	
PULA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	0	67	0	0	52	67	7	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	15	75	9	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	57	29	14	0	0	0	11	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	57	14	29	0	0	0	9	0	0	0	
<b>TOTAL PULA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>31</b>	<b>31</b>	
PUNTA CANA																		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	55	26	16	3	0	0	16	68	16	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	55	23	19	3	0	0	18	90	4	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>10</b>
RENNES	GATWICK	BRIT AIR	S	A	50	0	2	62	34	2	2	0	0	15	63	14	52
	GATWICK	BRIT AIR	S	D	51	0	1	71	22	2	6	0	0	13	83	4	52
<b>TOTAL RENNES</b>					<b>101</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>28</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>9</b>	<b>9</b>
REUS	BIRMINGHAM	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-12	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-3	67	6	3
	GATWICK	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	10	75	3	4
	GLASGOW	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	5	100	-4	3
	GLASGOW	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	20	50	14	4
	MANCHESTER	AIR 2000	C	A	6	0	3	67	17	0	0	17	0	40	86	1	7
	MANCHESTER	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	6	63	15	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	14	43	14	29	0	0	43	71	64	7
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	33	0	0	0	20	67	52	9
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	2	29	14	14	43	0	0	47	22	64	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	22	22	0	0	44	22	63	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	20	0	0	31	0	245	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	31	40	148	5
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	1	33	33	33	0	0	0	20	67	18	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	1	43	0	29	14	14	0	75	64	45	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	33	11	33	11	11	0	60	53	53	17
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	11	67	9	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	10	50	15	4
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	21	67	21	3

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
REUS	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	17	75	21	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-20	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	0	100	0	0	116	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	6	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	4	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	35	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-32	100	-25	1	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	100	4	4	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	1	50	25	0	25	0	0	20	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	20	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	0	0	100	0	0	126	100	-2	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	0	60	20	0	110	75	8	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	2	25	69	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	20	25	77	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-9	100	-4	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	9	75	11	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	0	1	64	18	9	0	9	0	29	75	3	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	69	0	15	8	8	0	33	88	10	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-2	75	-6	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-4	100	2	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	1	100	0	0	0	0	0	-17	75	29	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	8	75	36	4	
	EDINBURGH	SPANAIR	C	A	4	0	1	0	0	25	75	0	0	66	0	0	0	
	EDINBURGH	SPANAIR	C	D	5	0	0	0	0	40	60	0	0	72	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	67	0	0	33	0	0	40	100	-3	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	31	75	6	4	



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
REUS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	0	0	40	10	0	55	75	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	0	10	40	10	0	73	75	10	4
<b>TOTAL REUS</b>					<b>260</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>12</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>64</b>	<b>32</b>	<b>32</b>
RHODES	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	D	5	0	0	40	40	20	0	0	0	16	0	0	0
	BIRMINGHAM	AIR 2000	C	A	4	0	0	0	25	25	50	0	0	75	33	21	3
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	0	25	50	0	0	63	50	32	4
	GATWICK	AIR 2000	C	A	12	0	1	25	8	0	58	8	0	78	46	61	13
	GATWICK	AIR 2000	C	D	10	0	0	30	10	30	20	10	0	66	46	73	13
	GLASGOW	AIR 2000	C	A	3	0	1	33	0	67	0	0	0	39	50	5	4
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	20	50	20	4
	MANCHESTER	AIR 2000	C	A	15	0	2	20	47	13	20	0	0	33	42	68	12
	MANCHESTER	AIR 2000	C	D	14	0	0	50	14	21	14	0	0	24	62	51	13
	NEWCASTLE	AIR 2000	C	A	3	0	1	33	33	33	0	0	0	22	33	62	3
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	11	75	42	4
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	25	0	50	25	0	0	51	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	75	0	25	0	0	0	23	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	67	0	0	0	32	50	9	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	75	17	8
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	38	13	0	0	33	13	168	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	14	45	46	11
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	33	33	33	0	94	33	39	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	50	270	4
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	0	100	0	0	99	0	52	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	33	50	20	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	1	27	7	33	27	7	0	44	53	70	15
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	67	11	11	11	0	0	16	50	77	20

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
RHODES	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	5	33	27	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	13	50	28	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	29	75	15	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	40	24	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	5	29	7	36	29	0	0	44	38	32	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	0	47	6	29	12	6	0	47	54	16	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	46	56	85	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	27	56	98	9
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	4	29	14	29	29	0	0	48	86	-1	7
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	29	29	14	29	0	0	50	75	10	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	58	0	67	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	61	67	18	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	100	0	0	0	0	21	67	3	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	75	8	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	14	33	55	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	29	50	44	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	0	67	33	0	159	0	29	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	25	25	0	88	50	14	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	33	0	0	0	25	33	86	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	75	60	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	0	33	33	0	0	62	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	42	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	0	75	0	0	109	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	25	0	75	0	0	92	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	2	10	20	10	60	0	0	61	33	37	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	8	8	33	0	0	32	50	8	4
	BIRMINGHAM	TRANSAER	C	A	4	0	0	25	0	50	25	0	0	52	0	0	0
	BIRMINGHAM	TRANSAER	C	D	5	0	0	20	0	20	60	0	0	56	0	0	0
	GLASGOW	TRANSAER	C	A	7	0	1	29	0	43	14	14	0	62	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)											
RHODES																		
	GLASGOW	TRANSAER	C	D	9	0	0	22	11	22	33	11	0	64	0	0	0	
	NEWCASTLE	TRANSAER	C	A	3	0	0	33	33	0	33	0	0	34	0	0	0	
	NEWCASTLE	TRANSAER	C	D	4	0	0	50	0	25	25	0	0	31	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	1	1	33	0	0	67	0	0	67	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	45	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	2	100	0	0	0	0	0	-19	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0	
<b>TOTAL RHODES</b>					<b>355</b>	<b>2</b>	<b>26</b>	<b>40</b>	<b>15</b>	<b>20</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>48</b>	<b>53</b>	<b>53</b>	
RIGA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	81	16	0	3	0	0	10	100	-9	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	71	16	10	3	0	0	13	30	22	23	
<b>TOTAL RIGA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>14</b>	
RIMINI																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	33	0	0	0	28	100	-1	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	75	0	0	0	32	100	-1	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	33	0	0	39	33	18	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	36	75	20	4	
	STANSTED	RYANAIR	S	A	32	0	0	41	28	16	16	0	0	25	0	0	0	
	STANSTED	RYANAIR	S	D	32	0	0	9	31	56	3	0	0	34	0	0	0	
<b>TOTAL RIMINI</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>28</b>	<b>37</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>79</b>	<b>9</b>	<b>9</b>	
RIO DE JANEIRO (GALEAO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	100	0	0	0	0	0	-22	92	-6	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	64	29	7	0	0	0	13	79	8	14	
	HEATHROW	VARIG	S	A	17	0	0	76	6	18	0	0	0	4	72	17	18	
	HEATHROW	VARIG	S	D	18	0	0	78	11	6	0	6	0	17	74	9	19	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>8</b>	<b>8</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	0	92	0	13	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)												
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	57	7	21	7	7	0	33	85	26	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	1	0	47	35	12	6	0	0	20	20	33	5	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	17	1	0	76	18	0	0	6	0	19	60	21	5	
<b>TOTAL RIYADH</b>					<b>61</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>17</b>	<b>17</b>	
ROME (CIAMPINO)																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	0	0	32	32	16	6	6	6	65	24	85	78	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	31	0	0	6	19	58	13	3	0	48	32	57	77	
	BIRMINGHAM	EUROFLY SPA	C	A	2	0	1	0	0	50	50	0	0	66	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	7	0	1	14	14	43	29	0	0	50	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	7	0	1	14	29	29	29	0	0	44	0	0	0	
	STANSTED	GO FLY LTD	S	A	92	1	1	82	10	8	1	0	0	1	83	3	18	
	STANSTED	GO FLY LTD	S	D	92	1	1	70	17	11	2	0	0	14	50	15	18	
	BIRMINGHAM	STAR EUROPE	C	A	2	0	0	50	0	0	50	0	0	48	0	0	0	
	BIRMINGHAM	STAR EUROPE	C	D	2	0	0	0	0	0	100	0	0	123	0	0	0	
<b>TOTAL ROME (CIAMPINO)</b>					<b>269</b>	<b>2</b>	<b>5</b>	<b>57</b>	<b>16</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>45</b>	<b>47</b>	<b>47</b>	
ROME (FIUMICINO)																		
	BIRMINGHAM	AIR ONE	C	A	2	0	0	0	0	100	0	0	0	51	0	0	0	
	BIRMINGHAM	AIR ONE	C	D	2	0	0	0	0	50	50	0	0	55	0	0	0	
	BIRMINGHAM	ALITALIA	C	A	4	0	1	0	0	75	25	0	0	57	0	0	0	
	BIRMINGHAM	ALITALIA	C	D	4	0	1	25	25	0	25	25	0	78	0	0	0	
	GATWICK	ALITALIA	S	A	30	0	1	17	30	47	7	0	0	37	90	0	31	
	GATWICK	ALITALIA	S	D	30	1	1	43	17	30	10	0	0	27	93	3	30	
	HEATHROW	ALITALIA	S	A	160	0	0	26	28	29	16	1	0	35	63	13	188	
	HEATHROW	ALITALIA	S	D	160	0	0	34	18	31	16	1	0	36	66	15	187	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	68	15	13	5	0	0	16	79	6	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	55	16	15	15	0	0	25	69	14	62	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	14	0	0	79	21	0	0	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	53	26	16	5	0	0	19	68	12	155	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1998				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ROME (FIUMICINO)	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	65	18	14	3	1	0	16	68	12	155
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	46	23	15	15	0	0	24	31	45	16
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	38	23	27	12	0	0	30	25	40	16
	BIRMINGHAM	EUROFLY SPA	C	A	4	0	1	75	0	0	25	0	0	30	0	0	0
	BIRMINGHAM	EUROFLY SPA	C	D	6	0	1	0	17	17	67	0	0	69	0	0	0
	STANSTED	KLM UK LTD	S	A	60	0	2	33	25	28	12	2	0	34	0	0	0
	STANSTED	KLM UK LTD	S	D	62	1	0	23	31	31	16	0	0	36	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>					<b>1026</b>	<b>6</b>	<b>8</b>	<b>43</b>	<b>22</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>13</b>	<b>13</b>
ROTTERDAM	GATWICK	CITY FLYER EXPRESS	S	A	72	0	0	90	4	6	0	0	0	4	81	8	86
	GATWICK	CITY FLYER EXPRESS	S	D	73	0	5	88	8	3	1	0	0	2	83	13	86
	HEATHROW	KLM	S	A	104	5	0	78	14	6	2	0	0	6	71	11	106
	HEATHROW	KLM	S	D	104	5	0	88	5	5	2	0	0	0	81	3	104
	LONDON CITY	VLM (BELGIUM)	S	A	116	1	1	85	10	4	0	0	0	3	82	6	116
	LONDON CITY	VLM (BELGIUM)	S	D	116	1	1	81	17	2	0	0	0	9	75	11	116
	MANCHESTER	VLM (BELGIUM)	S	A	65	0	3	78	12	3	6	0	0	7	0	0	0
	MANCHESTER	VLM (BELGIUM)	S	D	65	0	3	88	5	6	2	0	0	1	0	0	0
<b>TOTAL ROTTERDAM</b>					<b>717</b>	<b>12</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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																		
	GATWICK	AIR 2000	C	A	7	0	1	0	0	43	57	0	0	91	25	93	4	
	GATWICK	AIR 2000	C	D	8	0	0	25	13	13	50	0	0	66	25	93	4	
	MANCHESTER	AIR 2000	C	A	7	0	1	0	0	0	100	0	0	85	0	122	4	
	MANCHESTER	AIR 2000	C	D	12	0	0	25	8	25	42	0	0	46	25	101	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	55	50	8	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	22	100	2	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	75	0	0	75	0	19	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	7	33	27	3	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	51	33	223	3	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	11	50	149	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	14	0	29	43	0	14	101	14	45	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	1	0	44	33	0	22	0	0	26	56	46	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	0	67	33	0	0	0	32	50	71	2	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	33	64	3	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	63	33	68	3	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	0	33	0	33	0	100	33	99	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-11	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	75	23	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	33	67	0	0	57	0	184	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	50	25	0	0	46	25	149	4	
<b>TOTAL SALONIKA</b>					<b>105</b>	<b>2</b>	<b>4</b>	<b>34</b>	<b>10</b>	<b>21</b>	<b>32</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>48</b>	<b>62</b>	<b>62</b>	
SALZBURG																		
	BIRMINGHAM	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	8	67	1	3	
	BIRMINGHAM	AIR 2000	C	D	3	0	0	67	33	0	0	0	0	9	67	8	3	
	GATWICK	AIR 2000	C	A	5	0	0	40	60	0	0	0	0	8	100	-7	5	
	GATWICK	AIR 2000	C	D	5	0	0	20	20	60	0	0	0	30	60	19	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	50	50	0	0	0	0	-4	50	11	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	6	50	34	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-12	50	16	2	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	50	33	2	

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Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	1	100	0	0	0	0	0	-19	60	70	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	83	17	0	0	0	0	9	20	104	5	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-26	100	-2	2	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	100	1	2	
	STANSTED	GO FLY LTD	C	A	2	0	3	100	0	0	0	0	0	-43	0	0	0	
	STANSTED	GO FLY LTD	C	D	3	0	2	67	0	0	33	0	0	50	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	12	0	36	2	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	13	50	14	2	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	29	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	39	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	0	50	0	0	45	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	27	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-13	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	17	0	0	0	
<b>TOTAL SALZBURG</b>					<b>72</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>24</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>24</b>	<b>24</b>	
SAMOS																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	0	0	100	0	0	0	49	40	23	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	15	20	28	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	14	60	259	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	17	40	276	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	1	0	33	33	0	33	0	120	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	50	0	25	0	79	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	0	0	67	33	0	0	62	0	0	0	
<b>TOTAL SAMOS</b>					<b>28</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>14</b>	<b>32</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>40</b>	<b>146</b>	<b>146</b>	
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	0	13	3	0	0	-2	97	-10	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	6	6	3	0	26	71	16	31	
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>3</b>	<b>3</b>	
SAN FRANCISCO																		

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																	Actual (7)	Plan (8)
SAN FRANCISCO		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	5	2	2	0	0	1	68	16	62
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	66	21	8	5	0	0	15	74	16	62
		HEATHROW	UNITED AIRLINES	S	A	62	0	0	87	5	3	3	2	0	0	66	19	62
		HEATHROW	UNITED AIRLINES	S	D	62	0	0	90	3	2	5	0	0	6	87	7	62
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	6	3	0	0	0	-4	81	4	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	52	23	19	6	0	0	21	45	22	31
<b>TOTAL SAN FRANCISCO</b>						<b>310</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	<b>14</b>
SAN JOSE COST RICA		GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	0	1	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	20	20	20	40	0	0	49	0	0	0
<b>TOTAL SAN JOSE COST RICA</b>						<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAN JUAN (PUERTO RICO)						<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>74</b>	<b>14</b>	<b>14</b>
<b>TOTAL SAN JUAN (PUERTO RICO)</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>74</b>	<b>14</b>	<b>14</b>
SANAA		GATWICK	YEMENIA	S	A	9	0	0	22	11	56	11	0	0	33	0	78	9
		GATWICK	YEMENIA	S	D	9	0	0	44	0	56	0	0	0	30	33	53	9
<b>TOTAL SANAA</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>17</b>	<b>66</b>	<b>66</b>
SANDEFJORD(TORP)		STANSTED	RYANAIR	S	A	52	0	0	90	6	4	0	0	0	-6	68	4	53
		STANSTED	RYANAIR	S	D	52	0	0	69	17	10	4	0	0	13	41	23	54
<b>TOTAL SANDEFJORD(TORP)</b>						<b>104</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>14</b>	<b>14</b>
SANFORD		BIRMINGHAM	AIR 2000	C	A	5	0	0	0	20	40	40	0	0	79	0	0	0
		BIRMINGHAM	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	51	0	0	0
		GATWICK	AIR 2000	C	A	14	0	0	57	14	29	0	0	0	12	0	0	0
		GATWICK	AIR 2000	C	D	13	0	0	85	8	0	0	8	0	24	0	0	0
		GLASGOW	AIR 2000	C	A	4	0	0	0	0	25	50	25	0	118	0	0	0
		GLASGOW	AIR 2000	C	D	4	0	0	0	25	50	0	25	0	80	0	0	0
		MANCHESTER	AIR 2000	C	A	16	0	0	38	13	25	19	6	0	36	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 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	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SANFORD																		
	MANCHESTER	AIR 2000	C	D	16	0	0	50	19	19	6	6	0	32	0	0	0	
	NEWCASTLE	AIR 2000	C	A	8	0	0	38	13	13	25	13	0	59	0	0	0	
	NEWCASTLE	AIR 2000	C	D	8	0	0	25	13	25	13	25	0	72	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	0	42	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	45	0	109	5	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	20	20	20	30	10	0	65	0	144	5	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	0	22	33	33	11	0	77	25	103	4	
	GLASGOW	MONARCH AIRLINES	C	A	8	0	2	63	0	0	38	0	0	43	40	47	10	
	GLASGOW	MONARCH AIRLINES	C	D	10	0	0	50	10	0	30	10	0	61	27	82	11	
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	0	50	20	10	15	5	0	29	30	72	23	
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	40	25	25	5	0	5	42	19	98	27	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	20	0	59	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	57	60	17	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	20	0	0	10	20	35	25	10	0	72	0	90	21	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	0	0	50	23	23	0	5	0	31	50	52	22	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	0	80	0	0	75	0	56	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	45	33	38	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	1	4	45	10	15	30	0	0	23	20	70	20	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	53	18	18	6	6	0	36	21	75	19	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	0	25	75	0	0	62	0	34	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	74	40	35	5	
<b>TOTAL SANFORD</b>					<b>282</b>	<b>1</b>	<b>7</b>	<b>38</b>	<b>16</b>	<b>20</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>63</b>	<b>63</b>	
SANTIAGO DE CHILE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	100	0	0	0	0	0	-14	88	-9	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	100	0	0	0	0	0	-2	100	2	17	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>94</b>	<b>-3</b>	<b>-3</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	31	0	0	39	19	32	10	0	0	27	67	21	30	
	HEATHROW	IBERIA	S	D	31	0	0	58	19	10	10	3	0	26	77	15	30	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANTIAGO DE COMPOSTELA																	
<b>TOTAL SANTIAGO DE COMPOSTELA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>72</b>	<b>18</b>	<b>18</b>
SANTO DOMINGO																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	0	60	40	0	145	0	102	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	20	60	0	0	71	40	81	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	75	0	0	109	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	12	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	0	22	11	67	0	0	95	50	11	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	0	0	40	40	20	0	88	40	25	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	0	50	0	0	57	0	0	0
<b>TOTAL SANTO DOMINGO</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>17</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>84</b>	<b>36</b>	<b>38</b>	<b>38</b>
SAO PAULO (GUARULHOS)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	-4	80	11	10
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	11	22	22	0	0	39	44	42	9
	HEATHROW	VARIG	S	A	5	0	0	80	20	0	0	0	0	1	0	67	5
	HEATHROW	VARIG	S	D	4	0	0	100	0	0	0	0	0	-1	25	108	4
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>27</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>46</b>	<b>46</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-10	81	42	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	35	6	3	0	0	15	65	19	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>31</b>	<b>31</b>
SEOUL (KIMPO)																	
	HEATHROW	KOREAN AIR	S	A	23	0	0	87	13	0	0	0	0	-4	65	11	23
	HEATHROW	KOREAN AIR	S	D	23	0	0	91	4	4	0	0	0	4	91	0	23
<b>TOTAL SEOUL (KIMPO)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>5</b>
SEVILLE																	
	HEATHROW	IBERIA	S	A	31	0	0	45	23	29	3	0	0	22	29	39	31
	HEATHROW	IBERIA	S	D	31	0	0	58	19	10	13	0	0	19	48	24	29
<b>TOTAL SEVILLE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>40</b>	<b>40</b>

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Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	9	0	0	67	22	11	0	0	0	11	0	52	9	
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	44	44	0	0	0	11	128	67	23	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	-9	89	13	9		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	6	100	-3	9		
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>64</b>	<b>21</b>	<b>21</b>	
SFAX																		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	56	0	0	0	
<b>TOTAL SFAX</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>63</b>	<b>14</b>	<b>14</b>	
SHANGHAI																		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	3	0	0	33	33	0	33	0	0	22	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL SHANGHAI</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SHANNON																		
	GATWICK	AB AIRLINES	S	A	83	0	0	71	16	8	2	0	2	19	73	13	88	
	GATWICK	AB AIRLINES	S	D	83	0	0	70	17	5	6	1	1	21	75	19	89	
	HEATHROW	AER LINGUS	S	A	120	0	0	68	23	5	4	1	0	17	80	12	120	
	HEATHROW	AER LINGUS	S	D	120	0	0	63	23	9	3	2	0	18	75	14	119	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	0	87	4	4	6	0	0	6	80	18	51	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	50	0	2	84	8	2	6	0	0	10	86	22	51	
	STANSTED	VIRGIN EXPRESS	S	A	62	0	0	92	3	2	0	3	0	5	0	0	0	
	STANSTED	VIRGIN EXPRESS	S	D	62	0	0	82	10	3	2	3	0	16	0	0	0	
<b>TOTAL SHANNON</b>					<b>632</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>18</b>	<b>18</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	51	100	13	1	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	59	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	50	0	0	0	28	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: S					PERCENTAGE OF FLIGHTS LATE					MAY 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
						MATCHED	UNMATCHED										
				ARR/ DEP	Actual (7)	Plan (8)											
SHARM EL SHEIKH (OPHIRA)																	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>24</b>	<b>0</b>	<b>8</b>	<b>33</b>	<b>25</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>67</b>	<b>67</b>
SINGAPORE																	
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	33	32	30	3	1	0	26	60	16	77
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	75	14	5	5	0	0	11	84	6	77
	MANCHESTER	SINGAPORE AIRLINES	S	A	27	0	0	30	37	30	4	0	0	24	71	14	21
	MANCHESTER	SINGAPORE AIRLINES	S	D	27	0	0	22	22	33	19	4	0	49	43	36	21
<b>TOTAL SINGAPORE</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>14</b>	<b>14</b>
SKIATHOS																	
	GATWICK	AIR 2000	C	A	12	1	3	67	17	0	8	0	8	30	50	32	4
	GATWICK	AIR 2000	C	D	16	0	0	69	0	25	0	0	6	40	20	70	5
	MANCHESTER	AIR 2000	C	A	8	1	4	63	13	25	0	0	0	-10	0	0	0
	MANCHESTER	AIR 2000	C	D	8	0	0	25	50	25	0	0	0	18	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	1	33	0	67	0	0	0	27	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	3	6	71	0	14	14	0	0	-12	33	246	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	69	23	0	8	0	0	17	50	20	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	0	2	43	29	14	14	0	0	19	33	26	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	1	50	25	25	0	0	0	19	75	14	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	1	40	40	0	20	0	0	29	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	1	17	0	17	50	17	0	94	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	0	50	13	0	69	0	0	0
<b>TOTAL SKIATHOS</b>					<b>110</b>	<b>5</b>	<b>19</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>54</b>	<b>37</b>	<b>37</b>
SOFIA																	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	23	0	0	13	9	43	26	9	0	63	61	34	23
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	23	0	0	26	39	17	9	9	0	39	65	26	23
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	8	27	42	23	0	0	47	73	8	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	44	22	33	0	0	0	22	68	16	22

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

		Origin / Destinations: S																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
SOFIA																		
<b>TOTAL SOFIA</b>					<b>99</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>24</b>	<b>34</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>67</b>	<b>21</b>	<b>21</b>	
SONDRE STROMFJORD																		
SOUTHAMPTON																		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	1	87	10	3	0	0	0	7	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	1	90	7	3	0	0	0	3	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	93	0	0	89	8	2	1	0	0	3	89	4	45	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	93	0	0	77	14	4	4	0	0	12	78	13	46	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	93	0	0	94	4	2	0	0	0	2	85	8	84	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	93	0	0	94	5	1	0	0	0	1	85	7	84	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	57	0	2	79	9	7	4	2	0	12	86	4	59	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	58	0	1	78	12	5	5	0	0	9	90	3	59	
<b>TOTAL SOUTHAMPTON</b>					<b>547</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>7</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	7	0	0	14	71	14	0	0	0	25	0	40	4	
	GATWICK	CROATIA AIRLINES	S	D	7	0	0	29	43	29	0	0	0	20	0	43	4	
	HEATHROW	CROATIA AIRLINES	S	A	5	0	0	40	40	0	20	0	0	33	0	34	5	
	HEATHROW	CROATIA AIRLINES	S	D	5	0	0	40	40	0	20	0	0	30	0	36	5	
<b>TOTAL SPLIT</b>					<b>27</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>48</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>32</b>	<b>29</b>	<b>29</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	31	0	0	58	10	16	16	0	0	14	83	7	23	
	STANSTED	RYANAIR	S	D	31	0	0	45	16	23	16	0	0	29	70	21	23	
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>14</b>	<b>14</b>	
ST KITTS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-1	20	23	5	
<b>TOTAL ST KITTS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>20</b>	<b>23</b>	<b>23</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	6	16	55	19	3	0	61	23	37	62	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

		Origin / Destinations: S																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	D	31	0	0	58	23	13	3	3	0	29	92	3	62	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>19</b>	<b>34</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>57</b>	<b>20</b>	<b>20</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	28	20	308	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	0	50	474	33	52	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	23	0	41	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	10	78	0	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	40	20	20	20	0	0	34	67	27	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	20	0	0	20	101	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	33	11	22	22	0	11	89	40	16	10	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	20	20	40	20	0	0	33	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	60	40	0	0	0	0	14	0	0	0	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>12</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>50</b>	<b>55</b>	<b>55</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	A	10	0	0	90	10	0	0	0	0	-2	100	-6	11	
	GATWICK	AEROFLOT	S	D	10	0	0	80	10	10	0	0	0	7	73	10	11	
	HEATHROW	AEROFLOT	S	A	5	0	0	100	0	0	0	0	0	-5	100	-9	5	
	HEATHROW	AEROFLOT	S	D	5	0	0	100	0	0	0	0	0	-1	100	-1	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	100	0	0	0	0	0	-20	87	-8	23	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	87	13	0	0	0	0	6	74	14	23	
<b>TOTAL ST PETERSBURG</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>85</b>	<b>1</b>	<b>1</b>	
ST THOMAS ISLANDS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	4	0	0	0	
<b>TOTAL ST THOMAS ISLANDS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	64	0	0	83	11	3	3	0	0	3	83	8	59	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	1	92	2	5	2	0	0	2	87	7	61	
	EDINBURGH	GO FLY LTD	S	A	138	0	0	87	7	4	2	0	0	0	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 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)											
STANSTED																	
	EDINBURGH	GO FLY LTD	S	D	138	1	0	80	14	4	1	0	0	8	0	0	0
	EDINBURGH	KLM UK LTD	S	A	172	0	6	88	3	3	5	0	0	0	79	10	164
	EDINBURGH	KLM UK LTD	S	D	170	0	13	90	4	3	3	0	0	8	65	19	165
	GLASGOW	KLM UK LTD	S	A	104	0	2	76	11	5	9	0	0	8	60	22	126
	GLASGOW	KLM UK LTD	S	D	104	0	1	81	8	5	7	0	0	9	72	15	128
	NEWCASTLE	KLM UK LTD	S	A	64	0	0	95	3	2	0	0	0	-5	78	9	64
	NEWCASTLE	KLM UK LTD	S	D	64	0	0	97	3	0	0	0	0	0	80	12	64
<b>TOTAL STANSTED</b>					<b>1084</b>	<b>1</b>	<b>23</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>14</b>	<b>14</b>
STAVANGER																	
	NEWCASTLE	BRAATHENS ASA	S	A	24	2	2	88	8	0	4	0	0	3	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	88	8	0	4	0	0	6	0	0	0
	NEWCASTLE	EUROPEAN AIR CHARTER	C	D	2	1	1	50	0	50	0	0	0	9	0	0	0
	HEATHROW	SAS	S	A	62	0	0	85	10	3	2	0	0	5	77	7	62
	HEATHROW	SAS	S	D	62	0	0	89	3	5	2	2	0	7	89	1	62
<b>TOTAL STAVANGER</b>					<b>179</b>	<b>4</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>6</b>	<b>6</b>
STOCKHOLM (ARLANDA)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	92	0	1	88	9	3	0	0	0	0	81	3	93
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	77	13	6	3	0	0	12	80	10	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	1	83	11	3	2	0	1	8	64	13	151
	HEATHROW	BRITISH AIRWAYS PLC	S	D	153	0	0	82	14	2	2	1	0	8	75	11	151
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	1	0	44	22	22	11	0	0	24	56	45	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	1	0	11	22	56	11	0	0	36	22	69	9
	EDINBURGH	SAS	S	A	4	0	0	100	0	0	0	0	0	2	80	9	5
	EDINBURGH	SAS	S	D	4	0	0	100	0	0	0	0	0	7	100	-2	5
	HEATHROW	SAS	S	A	150	0	0	69	19	11	1	0	0	11	71	11	150
	HEATHROW	SAS	S	D	150	0	0	89	5	5	1	1	0	7	78	10	150
	MANCHESTER	SAS	S	A	26	0	0	92	8	0	0	0	0	-2	81	6	26
	MANCHESTER	SAS	S	D	26	0	0	96	4	0	0	0	0	-1	77	8	26

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
STOCKHOLM (ARLANDA)	STANSTED	SAS	S	A	61	0	1	84	11	3	2	0	0	6	70	7	57
	STANSTED	SAS	S	D	61	0	1	84	13	2	2	0	0	8	73	14	56
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>996</b>	<b>3</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>19</b>	<b>19</b>
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	72	0	0	81	13	7	0	0	0	6	55	18	83
	STANSTED	RYANAIR	S	D	72	0	0	61	28	11	0	0	0	15	50	23	84
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>22</b>	<b>22</b>
STORNOWAY	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	53	0	0	81	9	2	6	2	0	15	81	6	54
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	0	83	7	4	6	0	0	9	77	14	53
<b>TOTAL STORNOWAY</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>10</b>
STRASBOURG	LONDON CITY	AIR FRANCE	S	A	71	0	0	55	21	18	4	1	0	20	73	9	71
	LONDON CITY	AIR FRANCE	S	D	71	0	0	24	30	32	13	1	0	35	40	27	72
<b>TOTAL STRASBOURG</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>18</b>	<b>18</b>
STUTTGART	HEATHROW	BMI BRITISH MIDLAND	S	A	89	0	0	66	19	10	4	0	0	11	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	89	0	0	61	24	9	7	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	81	15	4	0	0	0	5	75	8	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	71	16	9	3	1	0	12	77	5	93
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	66	0	0	83	8	9	0	0	0	2	84	2	43
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	66	0	0	61	20	17	3	0	0	17	88	7	43
	MANCHESTER	LUFTHANSA CITY LINE	S	A	21	0	0	86	10	5	0	0	0	5	93	3	14
	MANCHESTER	LUFTHANSA CITY LINE	S	D	21	0	0	86	10	5	0	0	0	7	93	-1	14
<b>TOTAL STUTTGART</b>					<b>539</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>6</b>	<b>6</b>
SUMBURGH	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	85	4	0	12	0	0	10	81	9	52
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	62	31	4	4	0	0	13	78	16	51
	EDINBURGH	LOGANAIR	S	A	25	0	1	92	0	8	0	0	0	3	0	0	0



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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	EDINBURGH	LOGANAIR	S	D	26	0	0	65	8	15	12	0	0	27	0	0	0	
	GLASGOW	LOGANAIR	S	A	26	0	0	77	19	4	0	0	0	6	0	0	0	
	GLASGOW	LOGANAIR	S	D	23	1	8	96	0	0	4	0	0	9	0	0	0	
<b>TOTAL SUMBURGH</b>					<b>152</b>	<b>1</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>13</b>	
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	73	13	9	2	2	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	89	7	5	0	0	0	4	0	0	0	
	HEATHROW	QANTAS	S	A	34	0	0	68	15	9	9	0	0	19	66	20	62	
	HEATHROW	QANTAS	S	D	31	0	0	74	10	13	3	0	0	14	65	20	31	
<b>TOTAL SYDNEY</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>20</b>	<b>20</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1998				
						ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
TABARKA		GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	54	0	0	0
<b>TOTAL TABARKA</b>						<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
TAIPEI		HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	100	0	0	0	0	0	-7	92	57	13
		HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	93	7	0	0	0	0	4	77	9	13
		HEATHROW	EVA AIR	S	A	13	0	0	38	15	38	8	0	0	26	77	-5	13
		HEATHROW	EVA AIR	S	D	13	0	0	69	15	8	8	0	0	13	100	-2	13
<b>TOTAL TAIPEI</b>						<b>53</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>15</b>	<b>15</b>
TALLIN		GATWICK	ESTONIAN AIR	S	A	26	0	0	81	8	12	0	0	0	12	77	10	26
		GATWICK	ESTONIAN AIR	S	D	26	0	0	88	4	8	0	0	0	9	85	7	26
<b>TOTAL TALLIN</b>						<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>8</b>
TAMPA		GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	62	19	5	10	0	5	72	77	1	22
		GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	77	14	0	9	0	0	11	76	9	21
<b>TOTAL TAMPA</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>77</b>	<b>5</b>	<b>5</b>
TANGIERS (IBN BATUTA)																		
TARBES-LOURDES INTERNA		LUTON	AIR MEDITERRANEE	C	A	7	1	1	29	43	14	0	14	0	45	0	0	0
		LUTON	AIR MEDITERRANEE	C	D	8	0	0	13	25	38	13	13	0	58	0	0	0
		STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	20	0	66	9
		STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	1	67	33	0	0	0	0	11	22	55	9
		GATWICK	EUROPEAN AIR CHARTER	C	A	9	0	0	67	11	11	0	11	0	26	0	0	0
		GATWICK	EUROPEAN AIR CHARTER	C	D	9	0	0	56	11	33	0	0	0	18	0	0	0
		GLASGOW	EUROPEAN AIR CHARTER	C	A	2	0	1	50	50	0	0	0	0	12	0	48	1
		GLASGOW	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	50	0	0	0	18	100	2	1
		MANCHESTER	EUROPEAN AIR CHARTER	C	A	7	0	1	29	29	14	0	29	0	88	33	37	9
		MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	1	25	13	25	13	25	0	87	63	13	8
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>						<b>64</b>	<b>1</b>	<b>5</b>	<b>39</b>	<b>20</b>	<b>23</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>50</b>	<b>50</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)
TASHKENT	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	-1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	0	15	0	0	23	0	0	0
	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	72	17	6	6	0	0	1	89	-13	19
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	83	6	0	11	0	0	8	95	0	19
<b>TOTAL TASHKENT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>-7</b>	<b>-7</b>
TBILISI	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	78	11	11	0	0	0	4	100	-6	1
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	56	22	11	11	0	0	23	100	0	1
<b>TOTAL TBILISI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>-3</b>	<b>-3</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	133	0	1	83	13	2	3	0	0	6	82	7	134
	HEATHROW	BMI BRITISH MIDLAND	S	D	133	0	1	81	12	4	3	0	0	6	81	6	134
	MANCHESTER	EASTERN AIRWAYS	S	A	16	0	0	19	50	25	6	0	0	27	70	14	37
	MANCHESTER	EASTERN AIRWAYS	S	D	16	0	0	81	13	0	6	0	0	9	95	0	37
<b>TOTAL TEESSIDE</b>					<b>298</b>	<b>2</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>8</b>
TEHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	6	0	0	0	0	85	-11	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	6	6	0	0	9	100	5	10
	HEATHROW	IRAN AIR	S	A	13	0	0	69	31	0	0	0	0	6	85	-8	13
	HEATHROW	IRAN AIR	S	D	13	0	0	54	23	8	15	0	0	26	77	14	13
<b>TOTAL TEHRAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>0</b>	<b>0</b>
TEL AVIV	GATWICK	AIR 2000	C	A	6	0	0	17	17	50	17	0	0	52	17	46	6
	GATWICK	AIR 2000	C	D	6	0	0	17	50	17	17	0	0	42	40	48	5
	HEATHROW	ARKIA	C	A	4	0	0	0	25	50	0	25	0	86	0	0	0
	HEATHROW	ARKIA	C	D	4	0	0	75	25	0	0	0	0	-5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	3	23	50	20	3	0	52	35	20	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	45	23	29	3	0	0	25	71	15	31

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)											
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	78	14	8	0	0	0	5	84	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	86	6	8	0	0	0	3	94	0	31	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	33	82	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	40	73	5	
	GATWICK	EL AL	C	A	4	0	0	50	25	25	0	0	0	17	100	-2	4	
	GATWICK	EL AL	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4	
	HEATHROW	EL AL	S	A	30	0	3	63	10	23	0	3	0	22	73	10	30	
	HEATHROW	EL AL	S	D	36	0	3	58	19	14	8	0	0	19	85	6	33	
	MANCHESTER	EL AL	S	A	8	0	1	50	38	13	0	0	0	13	100	-5	8	
	MANCHESTER	EL AL	S	D	7	1	1	71	29	0	0	0	0	7	75	4	8	
	STANSTED	EL AL	S	A	14	0	4	71	0	21	7	0	0	15	91	7	11	
	STANSTED	EL AL	S	D	15	0	4	73	13	7	7	0	0	14	73	8	11	
	STANSTED	ISRAIR LTD	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0	
	STANSTED	ISRAIR LTD	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	0	21	36	36	7	0	60	24	47	17	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	29	14	43	7	7	0	40	50	35	18	
<b>TOTAL TEL AVIV</b>					<b>318</b>	<b>1</b>	<b>17</b>	<b>54</b>	<b>17</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>16</b>	<b>16</b>	
TENERIFE (NORTE LOS ROD)																		
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	8	0	0	63	13	0	13	13	0	40	50	68	10	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	38	38	0	13	13	0	51	50	49	10	
	GATWICK	AIR 2000	C	A	27	0	0	44	22	11	22	0	0	31	42	33	24	
	GATWICK	AIR 2000	C	D	24	0	0	67	17	4	13	0	0	20	50	27	24	
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	57	60	47	5	
	GLASGOW	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	53	80	20	5	
	MANCHESTER	AIR 2000	C	A	22	0	0	68	5	18	9	0	0	8	68	40	19	
	MANCHESTER	AIR 2000	C	D	20	0	0	50	20	10	20	0	0	27	58	37	19	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	2	80	25	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	3	100	-4	5	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)										
TENERIFE (SURREINA SOFIA)	STANSTED	AIR 2000	C	A	5	0	0	0	20	40	40	0	0	55	0	0	0		
	STANSTED	AIR 2000	C	D	4	0	0	0	25	50	25	0	0	49	0	0	0		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	75	0	0	25	0	0	10	100	-13	4		
	EDINBURGH	AIR EUROPA	C	D	4	0	0	25	50	0	25	0	0	49	100	0	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	0	0	80	10	0	0	10	0	31	50	32	8		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	0	11	0	30	63	28	8		
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	54	23	0	15	8	0	38	8	137	13		
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	69	0	8	23	0	0	33	43	120	14		
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	34	100	2	5		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	17	80	9	5		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	34	63	58	8		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	71	14	7		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	1	0	22	22	0	44	11	0	79	43	52	21		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	1	0	22	22	22	11	22	0	72	38	63	24		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	6	0	0	67	0	33	0	0	0	19	50	237	4		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	32	80	3	5		
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	22	0	0	30	50	12	4		
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	22	11	0	0	24	75	12	4		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	67	0	22	11	0	0	3	30	82	10		
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	70	10	20	0	0	0	15	40	22	10		
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	27	0	0	0		
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	23	0	221	1		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	15	31	38	15	0	0	48	0	79	14		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	0	25	25	25	25	0	0	46	0	67	14		
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	0	25	25	0	105	0	0	0		
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	17	0	0	0		
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-12	80	5	5		
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	0	24	40	42	5		
	NEWCASTLE	FUTURA AIRLINES	C	A	8	0	0	50	25	13	13	0	0	15	60	61	10		
	NEWCASTLE	FUTURA AIRLINES	C	D	8	0	0	50	25	13	13	0	0	25	20	73	10		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	56	22	11	11	0	0	17	36	65	14	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	50	38	13	0	0	0	17	50	57	14	
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	1	33	0	0	67	0	0	61	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	25	25	0	50	0	0	58	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	43	19	24	10	5	0	37	52	47	23	
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	29	24	33	14	0	0	41	75	30	24	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	14	20	57	5	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	20	34	5	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	6	0	68	5	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	88	13	0	0	0	0	2	50	53	6	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	88	13	0	0	0	0	3	67	33	9	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	15	0	46	4	
	MANCHESTER	MONARCH AIRLINES	C	A	29	0	1	76	3	14	3	0	3	19	15	58	27	
	MANCHESTER	MONARCH AIRLINES	C	D	29	0	0	83	3	7	3	0	3	22	59	27	29	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	8	44	105	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	13	13	0	0	23	67	95	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	33	8	0	58	0	0	64	31	61	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	8	17	33	42	0	0	66	77	28	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	0	0	25	75	0	0	86	40	73	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	77	80	61	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	25	0	106	60	85	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	41	60	86	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	0	22	22	0	0	30	38	14	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	0	13	25	0	0	43	38	20	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	40	0	0	49	0	153	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	25	0	86	80	127	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	2	50	13	38	0	0	0	11	0	205	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	0	56	0	0	0	25	20	175	5	
	BIRMINGHAM	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	-4	40	16	5	
	BIRMINGHAM	SPANAIR	C	D	4	0	0	25	50	25	0	0	0	18	40	76	5	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)																	
	MANCHESTER	SPANAIR	C	A	8	1	0	75	25	0	0	0	0	1	20	75	5
	MANCHESTER	SPANAIR	C	D	8	1	0	25	25	25	25	0	0	31	20	84	5
	STANSTED	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	4	40	70	5
	STANSTED	SPANAIR	C	D	4	0	0	25	25	50	0	0	0	30	0	135	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	0	11	44	0	0	47	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	13	38	0	0	54	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	1	38	0	19	44	0	0	48	78	10	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	1	47	7	27	20	0	0	39	78	12	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	-4	80	26	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	1	80	8	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	25	0	0	24	24	28	24	0	0	44	40	44	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	32	23	14	32	0	0	49	73	25	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	-12	80	8	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	-10	100	-3	5
	GATWICK	TRANSAER	C	A	5	0	0	0	0	20	80	0	0	77	40	61	5
	GATWICK	TRANSAER	C	D	5	0	0	0	20	0	80	0	0	63	40	62	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	25	0	50	25	0	113	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	25	25	25	25	0	117	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	0	25	50	25	0	0	64	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	13	38	0	50	0	0	55	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>797</b>	<b>6</b>	<b>15</b>	<b>49</b>	<b>15</b>	<b>16</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>48</b>	<b>56</b>	<b>56</b>
THIRA (SANTORINI)																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	1	0	33	33	0	0	0	33	303	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	26	0	101	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	1	67	0	0	33	0	0	50	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>					<b>14</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>0</b>	<b>101</b>	<b>101</b>
TIREE																	
	GLASGOW	LOGANAIR	S	A	25	1	0	64	16	12	4	4	0	30	65	12	26

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
TIREE																			
	GLASGOW			LOGANAIR	S	D	26	0	0	81	4	4	4	8	0	27	96	-4	26
<b>TOTAL TIREE</b>							<b>51</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>81</b>	<b>4</b>	<b>4</b>
TOBAGO																			
	GATWICK			BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	-2	80	28	5
	GATWICK			BRITISH AIRWAYS PLC	S	D	5	0	0	20	60	20	0	0	0	28	40	39	5
	GATWICK			CALEDONIAN AIRWAYS	C	A	8	1	0	100	0	0	0	0	0	-6	88	5	8
<b>TOTAL TOBAGO</b>							<b>18</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>20</b>	<b>20</b>	
TOKYO (NARITA)																			
	HEATHROW			AEROFLOT	S	A	10	0	0	30	10	40	20	0	0	37	31	42	13
	HEATHROW			AEROFLOT	S	D	9	0	0	89	0	11	0	0	0	9	80	7	10
	HEATHROW			ALL NIPPON AIRWAYS	S	A	31	0	0	84	10	3	0	3	0	3	65	6	31
	HEATHROW			ALL NIPPON AIRWAYS	S	D	31	0	0	84	3	0	6	6	0	24	94	4	31
	HEATHROW			BRITISH AIRWAYS PLC	S	A	59	1	2	95	2	2	2	0	0	-3	93	-5	57
	HEATHROW			BRITISH AIRWAYS PLC	S	D	61	0	0	69	11	16	2	0	2	36	82	8	57
	HEATHROW			JAPAN AIRLINES	S	A	38	0	3	74	11	11	3	3	0	13	57	12	47
	HEATHROW			JAPAN AIRLINES	S	D	40	0	1	83	8	5	5	0	0	12	87	9	45
	HEATHROW			VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	6	3	0	0	0	-6	74	1	27
	HEATHROW			VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	19	6	0	3	0	18	70	14	27
<b>TOTAL TOKYO (NARITA)</b>							<b>341</b>	<b>1</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>7</b>	<b>7</b>
TORONTO																			
	GLASGOW			AIR CANADA	S	A	31	0	0	39	29	26	6	0	0	21	40	31	30
	GLASGOW			AIR CANADA	S	D	31	0	0	42	29	19	10	0	0	24	71	13	31
	HEATHROW			AIR CANADA	S	A	84	0	0	46	20	27	6	0	0	19	26	34	85
	HEATHROW			AIR CANADA	S	D	85	0	0	71	18	8	2	1	0	13	70	10	86
	MANCHESTER			AIR CANADA	S	A	31	0	0	39	19	29	13	0	0	28	65	14	31
	MANCHESTER			AIR CANADA	S	D	31	0	0	48	19	23	6	3	0	29	61	19	31
	BIRMINGHAM			AIR TRANSAT	C	A	7	0	0	57	14	14	0	0	14	58	44	37	9
	BIRMINGHAM			AIR TRANSAT	C	D	7	0	0	43	14	14	14	0	14	81	33	41	9
	EDINBURGH			AIR TRANSAT	C	A	4	0	0	25	25	0	50	0	0	39	0	66	5



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
TORONTO	EDINBURGH	AIR TRANSAT	C	D	4	0	0	0	0	50	50	0	0	87	0	77	5
	GATWICK	AIR TRANSAT	C	A	14	0	0	43	21	29	7	0	0	24	24	36	17
	GATWICK	AIR TRANSAT	C	D	14	0	0	43	29	21	7	0	0	25	33	37	21
	GLASGOW	AIR TRANSAT	C	A	7	0	0	86	14	0	0	0	0	2	60	13	10
	GLASGOW	AIR TRANSAT	C	D	7	0	0	43	29	29	0	0	0	21	70	15	10
	MANCHESTER	AIR TRANSAT	C	A	9	0	0	56	11	11	22	0	0	35	27	40	15
	MANCHESTER	AIR TRANSAT	C	D	9	0	0	33	33	11	22	0	0	40	50	42	14
	NEWCASTLE	AIR TRANSAT	C	A	4	0	0	75	0	0	25	0	0	10	33	32	3
	NEWCASTLE	AIR TRANSAT	C	D	4	0	0	50	0	25	25	0	0	26	50	31	4
	STANSTED	AIR TRANSAT	C	A	4	0	0	75	0	25	0	0	0	12	71	24	7
	STANSTED	AIR TRANSAT	C	D	4	0	0	50	25	25	0	0	0	22	43	34	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	80	9	11	0	0	0	9	58	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	62	22	13	2	0	0	16	55	14	31
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	40	123	5
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	4	0	0	0	100	0	0	0	0	23	0	122	5
	GATWICK	CANADA 3000 AIRLINES	C	A	26	0	0	58	19	15	8	0	0	15	57	14	21
	GATWICK	CANADA 3000 AIRLINES	C	D	26	0	0	42	23	23	12	0	0	31	57	19	21
	GLASGOW	CANADA 3000 AIRLINES	C	A	9	0	0	67	33	0	0	0	0	3	75	14	12
	GLASGOW	CANADA 3000 AIRLINES	C	D	9	0	0	67	22	11	0	0	0	16	62	33	13
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	5	75	25	0	0	0	0	3	78	24	9
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	5	50	50	0	0	0	0	17	44	34	9
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	79	0	0	38	30	23	8	1	0	25	26	26	62
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	79	0	0	78	11	5	4	0	1	24	66	14	62
	BIRMINGHAM	ROYAL AIRLINES	C	A	3	1	0	100	0	0	0	0	0	2	0	92	4
	BIRMINGHAM	ROYAL AIRLINES	C	D	3	1	0	0	100	0	0	0	0	20	0	119	4
	GATWICK	ROYAL AIRLINES	C	A	9	0	0	33	33	33	0	0	0	23	0	0	0
	GATWICK	ROYAL AIRLINES	C	D	9	0	0	0	11	78	11	0	0	41	0	0	0
	GLASGOW	ROYAL AIRLINES	C	A	3	0	0	33	33	0	33	0	0	35	25	35	8
	GLASGOW	ROYAL AIRLINES	C	D	3	0	0	33	0	33	33	0	0	51	50	32	8
	MANCHESTER	ROYAL AIRLINES	C	A	4	0	0	0	25	25	50	0	0	59	67	28	6

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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)										
TORONTO																			
	MANCHESTER	ROYAL AIRLINES	C	D	4	0	0	0	0	25	75	0	0	73	0	69	6		
<b>TOTAL TORONTO</b>					<b>767</b>	<b>2</b>	<b>10</b>	<b>53</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>28</b>	<b>28</b>			
TOULOUSE (BLAGNAC)																			
	GATWICK	AIR LIB	S	A	93	0	0	68	19	9	3	1	0	16	71	18	93		
	GATWICK	AIR LIB	S	D	92	0	1	77	11	5	4	2	0	17	86	8	93		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	23	3	2	65	22	13	0	0	0	8	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	50	38	12	0	0	0	14	0	0	0		
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	89	0	1	75	12	7	6	0	0	10	69	12	93		
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	89	0	2	75	8	11	6	0	0	8	71	12	93		
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>412</b>	<b>3</b>	<b>6</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>12</b>		
TOURS																			
TREVISO																			
	STANSTED	RYANAIR	S	A	62	0	0	37	26	29	6	2	0	27	63	13	46		
	STANSTED	RYANAIR	S	D	62	0	0	32	21	35	11	0	0	31	72	14	46		
<b>TOTAL TREVISO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>23</b>	<b>32</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>66</b>	<b>14</b>	<b>14</b>		
TRIESTE (RONCHI DEI LEGIO)																			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	1	0	7	38	48	7	0	85	97	-18	31		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	1	17	17	31	34	0	0	48	81	8	31		
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>12</b>	<b>34</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>89</b>	<b>-5</b>	<b>-5</b>		
TROMSOE																			
TUNIS																			
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	6	11	44	33	6	0	60	65	20	17		
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	28	6	44	22	0	0	46	35	21	17		
	HEATHROW	TUNISAIR	S	A	18	0	0	33	28	39	0	0	0	28	68	14	19		
	HEATHROW	TUNISAIR	S	D	18	0	0	44	17	17	17	6	0	36	63	23	19		
<b>TOTAL TUNIS</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>16</b>	<b>36</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>58</b>	<b>19</b>	<b>19</b>		
TURIN																			

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)										
TURIN	STANSTED	ALITALIA	S	A	52	0	5	40	23	21	13	2	0	36	0	0	0	
	STANSTED	ALITALIA	S	D	52	0	5	4	12	48	33	4	0	62	0	0	0	
<b>TOTAL TURIN</b>					<b>104</b>	<b>0</b>	<b>10</b>	<b>22</b>	<b>17</b>	<b>35</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>43</b>	<b>27</b>	<b>27</b>	

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAY 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)											
URALSK	STANSTED	EUROFLY SPA	C	A	2	0	0	0	50	0	50	0	0	49	50	18	2
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	0	0	100	0	0	77	0	60	1
<b>TOTAL URALSK</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>33</b>	<b>32</b>	<b>32</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: V				PERCENTAGE OF FLIGHTS LATE							MAY 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)											
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	73	8	4	12	4	0	24	38	23	26	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	85	0	4	12	0	0	17	88	12	26	
	HEATHROW	IBERIA	S	A	31	0	0	45	19	23	13	0	0	28	74	11	31	
	HEATHROW	IBERIA	S	D	30	0	0	63	10	13	10	3	0	27	87	4	31	
<b>TOTAL VALENCIA</b>					<b>113</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>12</b>	<b>12</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	84	13	0	3	0	0	-1	39	22	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	58	26	16	0	0	0	16	39	22	31	
	GATWICK	AIR TRANSAT	C	A	6	0	0	100	0	0	0	0	0	-5	30	46	10	
	GATWICK	AIR TRANSAT	C	D	6	0	0	67	33	0	0	0	0	12	40	43	10	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	75	25	0	0	0	0	-11	40	19	5	
	GLASGOW	AIR TRANSAT	C	D	4	0	0	50	25	25	0	0	0	20	40	23	5	
	MANCHESTER	AIR TRANSAT	C	A	4	0	0	0	25	50	25	0	0	48	40	9	5	
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	0	25	50	25	0	0	46	20	23	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	0	86	7	0	7	0	0	-1	87	-5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	10	3	3	0	25	68	12	31	
	GATWICK	CANADA 3000 AIRLINES	C	A	9	0	0	78	0	0	11	11	0	28	25	48	8	
	GATWICK	CANADA 3000 AIRLINES	C	D	9	0	0	78	11	0	11	0	0	19	50	41	8	
	GLASGOW	CANADA 3000 AIRLINES	C	A	4	1	1	75	0	0	25	0	0	-1	40	62	5	
	GLASGOW	CANADA 3000 AIRLINES	C	D	5	0	0	60	0	20	20	0	0	25	20	51	5	
<b>TOTAL VANCOUVER</b>					<b>177</b>	<b>2</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>24</b>	<b>24</b>	
VARADERO																		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	25	0	25	13	0	46	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	25	75	0	0	87	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	4	0	171	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	24	0	66	3	
<b>TOTAL VARADERO</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>12</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>55</b>	<b>55</b>	
VARNA																		
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	9	100	-27	1	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)										
VARNA	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	100	11	2	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	1	100	-2	3	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	50	100	5	3	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	12	100	-20	3	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	33	75	6	4	
<b>TOTAL VARNA</b>					<b>21</b>	<b>1</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>-2</b>	<b>-2</b>	
VENICE	GATWICK	AIR 2000	C	A	4	0	0	25	25	50	0	0	0	31	75	33	4	
	GATWICK	AIR 2000	C	D	4	0	0	0	50	25	25	0	0	42	75	36	4	
	GATWICK	ALITALIA	S	A	62	0	0	19	27	39	15	0	0	36	73	10	62	
	GATWICK	ALITALIA	S	D	62	0	0	10	24	39	27	0	0	47	60	13	62	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	40	40	0	0	0	25	60	15	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	11	80	4	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	33	67	0	0	76	50	36	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	0	75	0	0	65	60	57	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	0	67	0	0	59	25	60	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	56	60	28	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	66	0	0	42	18	26	14	0	0	28	75	9	67	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	66	0	0	38	17	30	15	0	0	33	67	13	67	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	40	0	60	0	0	0	34	67	7	3	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	40	40	0	0	0	26	75	10	4	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	1	0	50	50	0	0	0	33	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	STANSTED	GO FLY LTD	S	A	85	1	1	65	9	14	12	0	0	13	0	0	0	
	STANSTED	GO FLY LTD	S	D	84	2	2	58	10	18	14	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	0	80	20	0	126	0	57	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	20	20	0	69	60	26	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	0	20	0	40	0	88	0	75	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	40	0	20	20	0	76	20	82	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	60	40	0	0	78	100	4	5	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 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
VENICE																					
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	0	40	40	0	150	80	8	5				
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	0	11	11	56	22	0	114	0	0	0				
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	11	11	11	44	22	0	99	0	0	0				
<b>TOTAL VENICE</b>					<b>530</b>	<b>3</b>	<b>5</b>	<b>37</b>	<b>17</b>	<b>26</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>64</b>	<b>19</b>	<b>19</b>				
VERONA																					
	NEWCASTLE	AIR 2000	C	A	3	0	0	33	33	33	0	0	0	19	0	0	0				
	NEWCASTLE	AIR 2000	C	D	3	0	0	0	100	0	0	0	0	23	0	0	0				
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	0	100	0	0	0	0	22	0	0	0				
<b>TOTAL VERONA</b>					<b>12</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>32</b>	<b>32</b>				
VIENNA																					
	HEATHROW	AUSTRIAN AIRLINES	S	A	106	1	10	69	25	5	2	0	0	10	79	6	117				
	HEATHROW	AUSTRIAN AIRLINES	S	D	107	0	9	64	15	16	3	1	1	22	79	10	117				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	82	11	3	3	0	0	7	87	0	62				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	44	31	19	5	2	0	27	55	17	62				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	66	16	16	0	1	0	13	73	9	93				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	65	20	11	1	3	0	19	71	10	93				
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	48	0	1	44	25	25	4	2	0	25	0	0	0				
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	1	27	35	35	2	0	0	25	0	0	0				
	GATWICK	LAUDA-AIR	S	A	17	0	0	47	35	12	6	0	0	22	47	26	19				
	GATWICK	LAUDA-AIR	S	D	17	0	0	29	35	24	12	0	0	31	47	26	19				
	MANCHESTER	LAUDA-AIR	S	A	47	0	0	40	51	9	0	0	0	17	70	11	47				
	MANCHESTER	LAUDA-AIR	S	D	46	0	1	30	35	33	2	0	0	24	63	16	46				
	EDINBURGH	TYROLEAN AIRWAYS	S	A	10	0	0	50	40	0	10	0	0	17	0	0	0				
	EDINBURGH	TYROLEAN AIRWAYS	S	D	10	0	0	20	50	10	20	0	0	31	0	0	0				
<b>TOTAL VIENNA</b>					<b>767</b>	<b>1</b>	<b>27</b>	<b>56</b>	<b>25</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>11</b>	<b>11</b>				
VILNIUS																					
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	95	0	0	0	5	0	5	76	7	17				

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

		Origin / Destinations: V																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)												
VILNIUS																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	64	14	18	5	0	0	16	83	9	18	
	HEATHROW	LITHUANIA AIRLINES	S	A	31	0	0	100	0	0	0	0	0	-4	85	1	27	
	HEATHROW	LITHUANIA AIRLINES	S	D	31	0	0	87	10	0	0	3	0	11	93	4	27	
<b>TOTAL VILNIUS</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	<b>5</b>	
VITORIA																		
	GATWICK	EUROPEAN REGIONS AIRLINES	S	A	8	0	1	75	25	0	0	0	0	-6	0	0	0	
	GATWICK	EUROPEAN REGIONS AIRLINES	S	D	8	0	1	100	0	0	0	0	0	-8	0	0	0	
<b>TOTAL VITORIA</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VOLOS																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	17	25	73	4	
<b>TOTAL VOLOS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>151</b>	<b>25</b>	<b>147</b>	<b>147</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
WARSAW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	56	0	0	86	7	2	5	0	0	6	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	56	0	0	82	9	4	5	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	15	0	5	0	0	7	81	11	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	6	5	5	2	0	16	81	12	62	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	42	27	23	8	0	0	26	62	23	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	58	31	4	8	0	0	20	64	40	14	
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	80	14	4	1	0	1	12	83	4	75	
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	89	4	3	3	0	0	6	89	4	74	
<b>TOTAL WARSAW</b>					<b>474</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>10</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	47	27	16	6	3	0	29	54	22	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	66	23	6	2	3	0	20	74	15	62	
	HEATHROW	UNITED AIRLINES	S	A	97	0	0	30	34	27	9	0	0	28	51	31	92	
	HEATHROW	UNITED AIRLINES	S	D	91	0	1	62	23	7	4	4	0	25	53	24	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	13	35	35	16	0	0	39	42	26	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	6	10	3	0	0	12	71	14	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>374</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>23</b>	<b>23</b>	
WATERFORD																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	3	0	0	33	0	33	33	0	0	70	80	-4	5	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	3	0	0	33	67	0	0	0	0	16	100	-1	5	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	29	0	2	83	10	3	3	0	0	3	90	3	31	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	2	72	21	0	3	3	0	16	65	16	31	
<b>TOTAL WATERFORD</b>					<b>64</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	20	0	1	75	10	5	10	0	0	9	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	86	5	10	0	0	0	4	90	9	21	
<b>TOTAL WICK</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>9</b>	<b>9</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	5	0	0	60	0	0	20	0	20	167	71	39	7	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 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)										
WINDHOEK	HEATHROW	AIR NAMIBIA	S	D	5	0	0	20	40	20	0	20	0	71	57	53	7	
<b>TOTAL WINDHOEK</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>119</b>	<b>64</b>	<b>46</b>	<b>46</b>	

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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 MAY 1999

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 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
ZAGREB																			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	68	19	10	0	0	3	22	97	-5	32		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	52	32	13	3	0	0	20	75	14	32		
	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	81	16	3	0	0	0	7	55	18	31		
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	61	23	13	3	0	0	18	55	20	31		
<b>TOTAL ZAGREB</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>71</b>	<b>12</b>	<b>12</b>		
ZAKINTHOS																			
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0	100	-15	3		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	0	75	25	0	0	0	24	75	7	4		
	GATWICK	AIR 2000	C	A	15	0	2	60	27	7	7	0	0	16	86	5	14		
	GATWICK	AIR 2000	C	D	17	0	0	53	29	12	6	0	0	21	64	16	14		
	GLASGOW	AIR 2000	C	A	4	0	1	75	0	25	0	0	0	6	100	2	4		
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	5	60	15	5		
	MANCHESTER	AIR 2000	C	A	7	0	2	86	0	14	0	0	0	10	57	15	7		
	MANCHESTER	AIR 2000	C	D	9	0	0	67	11	11	11	0	0	16	89	9	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	14	14	57	14	0	0	34	33	50	3		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	22	44	22	0	0	11	121	0	34	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	25	50	25	0	0	49	14	66	7		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	12	67	35	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	1	0	0	0	67	33	0	0	55	0	0	0		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	54	0	0	0		
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	7	25	57	4		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	40	49	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	29	0	43	29	0	0	51	57	14	7		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	23	89	9	9		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	25	25	0	109	0	36	2		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	21	50	18	4		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	25	50	0	25	0	0	29	71	5	7		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	90	4	10		

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 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)												
ZAKINTHOS																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	1	44	22	11	22	0	0	34	43	114	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	80	0	0	20	0	0	21	43	105	7	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	1	75	25	0	0	0	0	13	25	24	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	21	40	24	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	1	44	11	44	0	0	0	23	60	11	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	70	20	10	0	0	0	12	67	19	6	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	0	36	0	58	3	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	28	75	13	4	
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	1	33	0	67	0	0	0	30	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	2	2	2	100	0	0	0	0	0	-46	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	12	0	1	33	33	0	33	0	0	35	67	-6	9	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	31	15	31	23	0	0	40	62	15	13	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	1	50	50	0	0	0	0	15	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	19	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	3	0	1	0	67	33	0	0	0	30	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	100	0	0	0	0	27	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	3	78	22	0	0	0	0	7	33	42	6	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	1	42	42	17	0	0	0	13	50	32	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	33	33	33	0	0	55	33	25	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	34	50	15	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	67	0	33	0	97	0	52	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	39	50	15	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	0	0	67	17	17	0	89	67	14	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	0	25	50	13	13	0	68	75	23	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	0	33	0	0	63	33	31	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	39	50	24	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	2	0	0	0	100	0	0	139	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	0	75	0	0	89	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	0	0	67	0	0	82	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	45	0	0	0	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 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)											
ZAKINTHOS	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	1	0	0	50	50	0	0	71	33	13	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	0	20	80	0	0	72	75	12	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	0	5	24	14	10	38	14	0	86	50	45	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	1	44	8	4	32	12	0	72	67	18	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	40	0	0	0	16	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	9	0	0	0
<b>TOTAL ZAKINTHOS</b>					<b>380</b>	<b>3</b>	<b>29</b>	<b>43</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>56</b>	<b>29</b>	<b>29</b>
ZARAGOZA	GATWICK	IBERIA	S	A	12	0	1	42	42	17	0	0	0	21	46	19	13
	GATWICK	IBERIA	S	D	12	0	1	75	25	0	0	0	0	6	77	6	13
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>31</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>13</b>	<b>13</b>
ZURICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	0	53	24	20	3	1	0	18	84	4	140
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	0	69	23	3	3	1	0	14	70	9	140
	GATWICK	CITY FLYER EXPRESS	S	A	91	2	2	46	34	19	1	0	0	18	59	15	93
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	48	24	22	6	0	0	23	76	12	93
	LUTON	EASYJET SWITZERLAND	S	A	87	1	1	59	20	18	2	1	0	16	0	0	0
	LUTON	EASYJET SWITZERLAND	S	D	88	0	0	36	33	23	8	0	0	26	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	75	0	1	37	31	25	7	0	0	26	60	15	52
	BIRMINGHAM	SWISS AIRLINES	S	D	76	0	1	33	21	41	5	0	0	28	77	11	52
	EDINBURGH	SWISS AIRLINES	S	A	37	1	0	30	32	30	8	0	0	28	48	18	31
	EDINBURGH	SWISS AIRLINES	S	D	37	1	0	24	24	43	8	0	0	34	39	22	31
	LONDON CITY	SWISS AIRLINES	S	A	129	0	1	40	29	26	5	0	0	24	56	14	80
	LONDON CITY	SWISS AIRLINES	S	D	129	0	1	6	35	45	14	0	0	38	45	21	80
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	65	27	8	0	0	0	7	80	-1	25
	MANCHESTER	SWISS AIRLINES	S	D	25	0	0	24	24	48	4	0	0	35	38	26	26
	HEATHROW	SWISSAIR	S	A	193	1	1	45	26	23	6	0	0	23	73	11	183
	HEATHROW	SWISSAIR	S	D	194	0	0	45	26	20	8	1	0	25	81	9	186
	MANCHESTER	SWISSAIR	S	A	92	0	1	77	12	9	2	0	0	8	63	11	62

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					MAY 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	SWISSAIR	S	D	92	0	1	67	12	18	2	0	0	15	87	5	62	
	STANSTED	SWISSAIR	S	A	62	0	0	39	31	27	3	0	0	24	0	0	0	
	STANSTED	SWISSAIR	S	D	62	0	0	32	32	27	8	0	0	27	0	0	0	
<b>TOTAL ZURICH</b>					<b>1876</b>	<b>6</b>	<b>10</b>	<b>45</b>	<b>26</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>11</b>	<b>11</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	561	0	9	81	11	5	2	0	0	8	74	12	542	
DUBLIN	560	1	1	86	7	4	3	0	0	6	72	12	560	
PALMA DE MALLORCA	265	1	16	34	11	15	31	8	1	63	50	57	229	
PARIS (CHARLES DE GAULLE)	609	0	2	78	10	7	5	0	0	9	79	8	562	
CHARTERED FLIGHTS(ALL ROUTES)	1680	14	80	42	16	18	20	3	1	43	53	43	1505	
SCHEDULED FLIGHTS(ALL ROUTES)	6915	12	95	73	14	9	4	0	0	11	79	9	6122	
AIRPORT TOTAL	8595	26	175	67	14	11	7	1	0	18	74	15	7627	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	290	0	0	78	14	4	4	0	0	9	56	18	258	
DUBLIN	283	0	1	81	9	7	3	0	0	9	85	9	188	
PALMA DE MALLORCA	63	4	8	13	10	19	43	16	0	92	33	59	43	
PARIS (CHARLES DE GAULLE)	380	0	2	34	24	27	14	1	0	32	64	14	198	
CHARTERED FLIGHTS(ALL ROUTES)	242	14	20	30	15	23	25	7	0	55	49	38	209	
SCHEDULED FLIGHTS(ALL ROUTES)	6125	18	139	76	13	8	3	0	0	11	77	11	5215	
AIRPORT TOTAL	6367	32	159	74	13	8	4	1	0	12	76	12	5424	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	485	0	17	55	21	14	9	1	0	25	52	21	490	
ATHENS	176	1	0	43	17	22	15	3	0	34	71	14	192	
DUBLIN	566	0	2	78	14	6	2	0	0	10	76	11	497	
NEW YORK (JF KENNEDY)	62	0	0	73	15	6	6	0	0	13	76	14	62	
PALMA DE MALLORCA	532	2	10	47	16	16	16	5	0	41	42	68	451	
PARIS (CHARLES DE GAULLE)	293	0	5	70	15	10	5	0	0	14	67	12	303	
CHARTERED FLIGHTS(ALL ROUTES)	4917	37	209	41	16	19	19	4	1	45	50	48	4966	
SCHEDULED FLIGHTS(ALL ROUTES)	16297	27	179	67	15	12	6	1	0	16	74	11	15815	
AIRPORT TOTAL	21214	64	388	61	15	13	9	1	0	23	69	20	20781	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	184	0	2	76	15	7	3	0	0	10	47	23	184	
DUBLIN	250	0	0	87	6	3	4	0	0	4	97	-1	204	
PALMA DE MALLORCA	195	1	3	31	11	15	30	13	0	69	38	63	200	
PARIS (CHARLES DE GAULLE)	265	0	4	71	15	12	2	0	0	12	72	10	138	
CHARTERED FLIGHTS(ALL ROUTES)	1277	8	45	39	15	19	23	4	0	45	49	46	1191	
SCHEDULED FLIGHTS(ALL ROUTES)	6268	33	146	79	12	6	3	0	0	9	79	10	5970	
AIRPORT TOTAL	7545	41	191	72	13	8	6	1	0	15	74	16	7161	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	1483	2	4	74	14	9	2	0	0	12	65	14	1461	
ATHENS	414	1	2	34	20	31	14	0	0	30	73	11	410	
DUBLIN	1319	1	11	66	19	10	4	1	0	15	71	12	1314	
NEW YORK (JF KENNEDY)	1202	0	1	64	16	12	6	1	0	18	65	20	1202	
PALMA DE MALLORCA	72	0	0	33	21	26	19	0	0	35	63	24	72	
PARIS (CHARLES DE GAULLE)	1579	0	18	64	19	13	4	0	0	14	53	20	1554	
CHARTERED FLIGHTS(ALL ROUTES)	94	3	34	26	26	24	21	3	0	45	47	26	105	
SCHEDULED FLIGHTS(ALL ROUTES)	37811	68	200	67	16	11	5	1	0	16	73	11	37167	
AIRPORT TOTAL	37905	71	234	67	16	11	5	1	0	16	73	11	37272	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	226	0	0	68	19	8	5	0	0	13	56	17	236	
DUBLIN	333	1	7	63	20	12	5	0	0	13	75	12	361	
PARIS (CHARLES DE GAULLE)	133	0	0	54	26	16	5	0	0	18	80	9	134	
SCHEDULED FLIGHTS(ALL ROUTES)	3567	14	34	57	22	15	5	0	0	17	65	13	3084	
AIRPORT TOTAL	3567	16	42	57	22	15	5	0	0	17	65	13	3084	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	168	0	0	75	11	7	7	1	0	12	37	43	166	
ATHENS	124	0	0	49	19	19	14	0	0	21	0	0	0	
DUBLIN	289	0	2	89	6	3	2	0	0	3	80	8	285	
PALMA DE MALLORCA	157	4	12	52	12	15	17	5	0	36	54	55	194	
PARIS (CHARLES DE GAULLE)	145	1	43	48	29	21	3	0	0	18	43	21	138	
CHARTERED FLIGHTS(ALL ROUTES)	753	26	29	46	19	18	14	4	1	36	51	56	767	
SCHEDULED FLIGHTS(ALL ROUTES)	3367	30	227	69	14	10	6	1	0	13	55	33	2598	
AIRPORT TOTAL	4120	56	256	65	15	12	7	1	0	17	54	39	3365	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	601	0	1	81	8	9	2	0	0	6	68	15	603	
ATHENS	28	0	1	32	14	18	32	4	0	55	41	42	29	
DUBLIN	544	2	7	89	6	3	1	0	0	2	89	2	594	
NEW YORK (JF KENNEDY)	106	0	0	69	12	8	9	2	0	18	54	28	124	
PALMA DE MALLORCA	549	3	12	34	14	17	28	7	1	59	37	74	543	
PARIS (CHARLES DE GAULLE)	565	0	6	64	14	17	5	0	0	14	58	17	495	
CHARTERED FLIGHTS(ALL ROUTES)	4907	48	212	39	15	18	23	5	1	50	45	53	4856	
SCHEDULED FLIGHTS(ALL ROUTES)	10260	26	119	74	12	9	4	0	0	11	77	9	9791	
AIRPORT TOTAL	15167	74	331	62	13	12	10	2	0	24	67	24	14647	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	3	84	6	6	3	0	0	6	55	24	229	
ATHENS	2	0	0	50	0	0	50	0	0	48	0	0	0	
DUBLIN	126	0	0	93	4	1	2	1	0	3	97	0	144	
PALMA DE MALLORCA	145	2	5	50	13	15	17	3	1	42	60	35	134	
PARIS (CHARLES DE GAULLE)	151	1	9	57	20	23	1	0	0	17	57	17	228	
CHARTERED FLIGHTS(ALL ROUTES)	984	20	51	50	14	16	16	4	1	40	63	30	975	
SCHEDULED FLIGHTS(ALL ROUTES)	2873	13	95	83	8	6	3	0	0	7	81	8	2748	
AIRPORT TOTAL	3857	33	146	74	10	8	6	1	0	15	76	13	3723	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1999

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 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	445	0	3	78	12	7	3	0	0	7	58	22	440	
DUBLIN	1035	1	30	81	10	6	3	0	0	8	75	10	1057	
PALMA DE MALLORCA	114	2	4	41	20	18	17	4	1	44	42	79	107	
PARIS (CHARLES DE GAULLE)	241	0	7	51	22	22	5	0	0	19	64	13	236	
CHARTERED FLIGHTS(ALL ROUTES)	892	20	90	39	18	21	18	4	0	42	44	53	1078	
SCHEDULED FLIGHTS(ALL ROUTES)	9246	24	130	72	14	10	4	0	0	11	66	15	6520	
AIRPORT TOTAL	10138	44	220	69	14	11	6	1	0	14	63	20	7598	